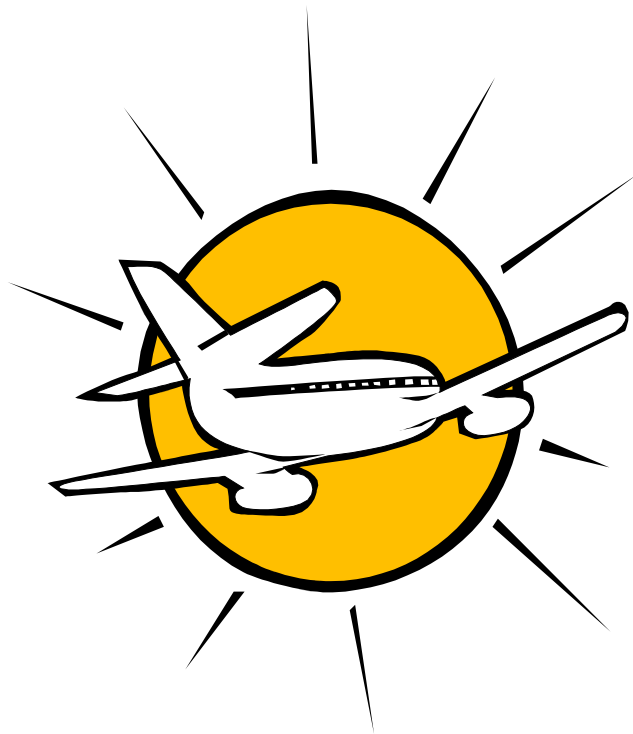

DOMESTIC AIRLINE FARES CONSUMER REPORT



Fourth Quarter 1997 Passenger and Fare Information

January 2015



U.S. Department of Transportation
Office of Aviation Analysis

FARE INFORMATION FOR CONSUMERS

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

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

The initial report provided information about average prices being paid by consumers in the 1,000 largest domestic city-pair markets within the 48 contiguous states. These markets account for about 75 percent of all 48-state passengers and 70 percent of total domestic passengers. Information regarding all 5,289 city-pair markets for the fourth quarter of 1997 is available at <http://www.dot.gov/policy/aviation-policy/domestic-airline-fares-consumer-report>. Once at the site, click on the appropriate Table 6 link.

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

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

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

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

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

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

In Table 2, the data are summarized by city. The information provided includes the number of city-pair markets with 100,000 or more passengers in the top 1,000 in the current period that involve each city (e.g., four for Lubbock, 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
Fourth Quarter 1997

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|--|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 101-150 miles</u> | | | | | | | | | | |
| Chicago, IL | Grand Rapids, MI | 137 | 140 | \$203 | UA | 54% | \$219 | TZ | 16% | \$130 |
| Cleveland, OH (Metropolitan Area) | Detroit, MI | 133 | 186 | \$187 | NW | 70% | \$189 | RU | 17% | \$180 |
| New York City, NY (Metropolitan Area) | Philadelphia, PA | 130 | 172 | \$154 | US | 64% | \$174 | AA | 12% | \$114 |
| Portland, OR | Seattle, WA | 129 | 657 | \$112 | QX | 72% | \$118 | AS | 17% | \$114 |
| Los Angeles, CA (Metropolitan Area) | San Diego, CA | 122 | 192 | \$73 | AA | 45% | \$81 | UA | 28% | \$65 |
| <u>Distance Block - 151-200 miles</u> | | | | | | | | | | |
| Philadelphia, PA | Richmond, VA | 198 | 166 | \$261 | US | 99% | \$261 | US | 99% | \$261 |
| Hartford, CT | Philadelphia, PA | 196 | 270 | \$242 | US | 98% | \$243 | US | 98% | \$243 |
| Norfolk, VA (Metropolitan Area) | Washington, DC (Metropolitan Area) | 159 | 174 | \$184 | US | 92% | \$185 | JI | 6% | \$170 |
| Tallahassee, FL | Tampa, FL (Metropolitan Area) | 200 | 226 | \$98 | US | 98% | \$97 | US | 98% | \$97 |
| Chicago, IL | Indianapolis, IN | 177 | 736 | \$95 | UA | 45% | \$113 | WN | 37% | \$62 |
| Houston, TX | San Antonio, TX | 199 | 694 | \$89 | WN | 71% | \$84 | WN | 71% | \$84 |
| Dallas/Fort Worth, TX | Oklahoma City, OK | 181 | 483 | \$86 | WN | 66% | \$83 | WN | 66% | \$83 |
| Miami, FL (Metropolitan Area) | Orlando, FL | 193 | 892 | \$82 | WN | 50% | \$64 | WN | 50% | \$64 |
| Austin, TX | Dallas/Fort Worth, TX | 183 | 1,850 | \$78 | WN | 73% | \$76 | WN | 73% | \$76 |
| Austin, TX | Houston, TX | 160 | 911 | \$78 | WN | 81% | \$75 | WN | 81% | \$75 |
| Jacksonville, FL | Tampa, FL (Metropolitan Area) | 180 | 191 | \$77 | US | 59% | \$86 | WN | 40% | \$63 |
| Reno, NV | San Francisco, CA (Metropolitan Area) | 192 | 784 | \$70 | WN | 57% | \$66 | WN | 57% | \$66 |
| <u>Distance Block - 201-250 miles</u> | | | | | | | | | | |
| Atlanta, GA (Metropolitan Area) | Nashville, TN | 214 | 343 | \$257 | DL | 98% | \$258 | DL | 98% | \$258 |
| Detroit, MI | Pittsburgh, PA | 201 | 213 | \$248 | US | 56% | \$246 | NW | 40% | \$245 |
| Cincinnati, OH | Detroit, MI | 229 | 153 | \$243 | DL | 39% | \$250 | NW | 32% | \$235 |
| Pittsburgh, PA | Washington, DC (Metropolitan Area) | 210 | 433 | \$234 | US | 98% | \$234 | US | 98% | \$234 |
| Norfolk, VA (Metropolitan Area) | Philadelphia, PA | 211 | 171 | \$202 | US | 97% | \$201 | US | 97% | \$201 |
| Chicago, IL | Dayton, OH | 240 | 254 | \$189 | UA | 67% | \$197 | TZ | 15% | \$148 |
| New York City, NY (Metropolitan Area) | Syracuse, NY | 222 | 431 | \$144 | US | 62% | \$144 | AA | 12% | \$112 |
| Boston, MA (Metropolitan Area) | New York City, NY (Metropolitan Area) | 209 | 6,757 | \$133 | DL | 39% | \$127 | DL | 39% | \$127 |
| Atlanta, GA (Metropolitan Area) | Charlotte, NC | 227 | 744 | \$127 | DL | 55% | \$135 | US | 42% | \$112 |
| Detroit, MI | Milwaukee, WI | 238 | 445 | \$105 | NW | 97% | \$104 | NW | 97% | \$104 |
| Chicago, IL | Detroit, MI | 235 | 2,250 | \$98 | NW | 39% | \$101 | WN | 25% | \$87 |
| Atlanta, GA (Metropolitan Area) | Savannah, GA | 215 | 314 | \$96 | DL | 88% | \$97 | J7 | 11% | \$81 |
| Detroit, MI | Indianapolis, IN | 231 | 566 | \$92 | NW | 96% | \$91 | WN | 2% | \$78 |
| Indianapolis, IN | St. Louis, MO | 229 | 181 | \$91 | TW | 49% | \$97 | WN | 49% | \$83 |
| Corpus Christi, TX | Houston, TX | 201 | 318 | \$88 | WN | 69% | \$88 | CO | 23% | \$88 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|---------------------------------------|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| | | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| <u>Distance Block - 201-250 miles</u> | | | | | | | | | | |
| Dallas/Fort Worth, TX | Tulsa, OK | 237 | 819 | \$83 | WN | 60% | \$81 | WN | 60% | \$81 |
| Seattle, WA | Spokane, WA | 224 | 897 | \$72 | AS | 39% | \$73 | WN | 23% | \$69 |
| Dallas/Fort Worth, TX | San Antonio, TX | 248 | 2,069 | \$72 | WN | 74% | \$68 | WN | 74% | \$68 |
| Las Vegas, NV | Los Angeles, CA (Metropolitan Area) | 236 | 5,769 | \$71 | WN | 71% | \$69 | WN | 71% | \$69 |
| Albuquerque, NM | El Paso, TX | 223 | 255 | \$71 | WN | 86% | \$71 | F9 | 10% | \$60 |
| Kansas City, MO | St. Louis, MO | 237 | 587 | \$70 | TW | 59% | \$73 | WN | 41% | \$65 |
| Miami, FL (Metropolitan Area) | Tampa, FL (Metropolitan Area) | 204 | 1,304 | \$69 | WN | 53% | \$63 | WN | 53% | \$63 |
| <u>Distance Block - 251-300 miles</u> | | | | | | | | | | |
| Chicago, IL | Cincinnati, OH | 264 | 593 | \$268 | DL | 59% | \$266 | DL | 59% | \$266 |
| Charlotte, NC | Richmond, VA | 256 | 172 | \$258 | US | 98% | \$258 | US | 98% | \$258 |
| Milwaukee, WI | Minneapolis/St. Paul, MN | 297 | 407 | \$244 | NW | 98% | \$244 | NW | 98% | \$244 |
| Minneapolis/St. Paul, MN | Omaha, NE | 282 | 201 | \$235 | NW | 92% | \$234 | NW | 92% | \$234 |
| Greensboro/High Point, NC | Washington, DC (Metropolitan Area) | 278 | 171 | \$222 | US | 95% | \$222 | CO | 1% | \$149 |
| Philadelphia, PA | Rochester, NY | 257 | 189 | \$208 | US | 95% | \$210 | RU | 1% | \$111 |
| Buffalo, NY | Philadelphia, PA | 279 | 214 | \$204 | US | 96% | \$204 | US | 96% | \$204 |
| Syracuse, NY | Washington, DC (Metropolitan Area) | 298 | 247 | \$192 | US | 90% | \$196 | AA | 1% | \$95 |
| Atlanta, GA (Metropolitan Area) | Charleston, SC | 259 | 227 | \$187 | DL | 95% | \$189 | US | 2% | \$101 |
| Raleigh/Durham, NC | Washington, DC (Metropolitan Area) | 255 | 570 | \$184 | US | 58% | \$187 | JI | 41% | \$180 |
| New York City, NY (Metropolitan Area) | Portland, ME | 284 | 140 | \$180 | CO | 59% | \$181 | RU | 33% | \$169 |
| Rochester, NY | Washington, DC (Metropolitan Area) | 296 | 294 | \$180 | US | 77% | \$183 | UA | 11% | \$176 |
| Burlington, VT | New York City, NY (Metropolitan Area) | 267 | 191 | \$174 | RU | 52% | \$156 | RU | 52% | \$156 |
| Buffalo, NY | Washington, DC (Metropolitan Area) | 296 | 321 | \$170 | US | 86% | \$174 | CO | 3% | \$126 |
| Boston, MA (Metropolitan Area) | Philadelphia, PA | 290 | 1,810 | \$168 | US | 92% | \$173 | J7 | 4% | \$79 |
| Philadelphia, PA | Pittsburgh, PA | 267 | 878 | \$163 | US | 99% | \$162 | US | 99% | \$162 |
| Boston, MA (Metropolitan Area) | Syracuse, NY | 264 | 162 | \$152 | US | 90% | \$150 | AA | 2% | \$104 |
| Baton Rouge, LA | Houston, TX | 255 | 138 | \$148 | RU | 98% | \$148 | RU | 98% | \$148 |
| New York City, NY (Metropolitan Area) | Rochester, NY | 285 | 764 | \$142 | US | 67% | \$142 | US | 67% | \$142 |
| Cleveland, OH (Metropolitan Area) | Indianapolis, IN | 269 | 227 | \$141 | CO | 75% | \$140 | WN | 5% | \$88 |
| New York City, NY (Metropolitan Area) | Washington, DC (Metropolitan Area) | 265 | 6,305 | \$140 | DL | 40% | \$125 | DL | 40% | \$125 |
| Chicago, IL | Columbus, OH | 296 | 1,009 | \$102 | UA | 45% | \$117 | HP | 21% | \$77 |
| Atlanta, GA (Metropolitan Area) | Jacksonville, FL | 270 | 844 | \$101 | DL | 85% | \$103 | J7 | 15% | \$84 |
| Chicago, IL | Louisville, KY | 286 | 459 | \$100 | WN | 65% | \$75 | WN | 65% | \$75 |
| San Francisco, CA (Metropolitan Area) | Santa Barbara, CA | 263 | 347 | \$95 | UA | 83% | \$94 | OE | 12% | \$94 |
| Little Rock, AR | St. Louis, MO | 296 | 160 | \$87 | WN | 58% | \$83 | WN | 58% | \$83 |
| Harlingen/San Benito, TX | Houston, TX | 295 | 261 | \$85 | WN | 89% | \$86 | RU | 11% | \$83 |
| Boise, ID | Salt Lake City, UT | 291 | 138 | \$83 | DL | 70% | \$84 | WN | 28% | \$78 |
| Chicago, IL | St. Louis, MO | 258 | 1,924 | \$82 | WN | 43% | \$73 | WN | 43% | \$73 |
| Austin, TX | Midland/Odessa, TX | 290 | 196 | \$80 | WN | 98% | \$79 | WN | 98% | \$79 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 251-300 miles</u> | | | | | | | | | | |
| Boise, ID | Spokane, WA | 287 | 156 | \$78 | WN | 51% | \$73 | WN | 51% | \$73 |
| Las Vegas, NV | Phoenix, AZ | 256 | 1,036 | \$77 | WN | 72% | \$78 | HP | 28% | \$74 |
| Portland, OR | Spokane, WA | 279 | 298 | \$74 | WN | 39% | \$70 | WN | 39% | \$70 |
| Dallas/Fort Worth, TX | Houston, TX | 252 | 5,231 | \$74 | WN | 73% | \$73 | AA | 14% | \$71 |
| Dallas/Fort Worth, TX | Lubbock, TX | 293 | 998 | \$68 | WN | 84% | \$66 | WN | 84% | \$66 |
| Las Vegas, NV | San Diego, CA | 258 | 1,615 | \$67 | WN | 86% | \$65 | WN | 86% | \$65 |
| Austin, TX | Harlingen/San Benito, TX | 280 | 194 | \$66 | WN | 97% | \$66 | WN | 97% | \$66 |
| Atlantic City, NJ | Boston, MA (Metropolitan Area) | 291 | 165 | \$64 | NK | 92% | \$54 | NK | 92% | \$54 |
| <u>Distance Block - 301-350 miles</u> | | | | | | | | | | |
| Atlanta, GA (Metropolitan Area) | Jackson/Vicksburg, MS | 341 | 192 | \$244 | DL | 94% | \$243 | DL | 94% | \$243 |
| Chicago, IL | Des Moines, IA | 306 | 283 | \$238 | UA | 73% | \$246 | TZ | 12% | \$190 |
| Atlanta, GA (Metropolitan Area) | Greensboro/High Point, NC | 306 | 303 | \$238 | DL | 92% | \$240 | US | 3% | \$193 |
| Charlotte, NC | Nashville, TN | 329 | 232 | \$233 | US | 95% | \$232 | DL | 4% | \$229 |
| New York City, NY (Metropolitan Area) | Richmond, VA | 325 | 583 | \$217 | US | 54% | \$219 | US | 54% | \$219 |
| Boston, MA (Metropolitan Area) | Harrisburg, PA | 335 | 154 | \$216 | US | 91% | \$218 | RU | 2% | \$147 |
| Charlotte, NC | Jacksonville, FL | 329 | 183 | \$210 | US | 90% | \$212 | DL | 8% | \$183 |
| Albany, NY | Washington, DC (Metropolitan Area) | 325 | 314 | \$192 | US | 91% | \$195 | AA | 2% | \$121 |
| Philadelphia, PA | Raleigh/Durham, NC | 336 | 431 | \$189 | US | 69% | \$196 | JI | 30% | \$171 |
| Chicago, IL | Minneapolis/St. Paul, MN | 349 | 3,158 | \$168 | NW | 56% | \$151 | NJ | 18% | \$86 |
| Atlanta, GA (Metropolitan Area) | Lexington, KY | 303 | 172 | \$161 | DL | 83% | \$155 | DL | 83% | \$155 |
| Atlanta, GA (Metropolitan Area) | Louisville, KY | 321 | 429 | \$157 | DL | 90% | \$157 | NW | 2% | \$80 |
| Boston, MA (Metropolitan Area) | Rochester, NY | 343 | 304 | \$157 | US | 91% | \$155 | US | 91% | \$155 |
| New York City, NY (Metropolitan Area) | Norfolk, VA (Metropolitan Area) | 337 | 632 | \$152 | US | 45% | \$144 | 9N | 13% | \$136 |
| Detroit, MI | Louisville, KY | 306 | 263 | \$146 | NW | 72% | \$158 | WN | 16% | \$86 |
| Buffalo, NY | New York City, NY (Metropolitan Area) | 326 | 1,133 | \$144 | US | 59% | \$146 | CO | 30% | \$144 |
| Hartford, CT | Washington, DC (Metropolitan Area) | 326 | 826 | \$144 | US | 85% | \$148 | UA | 7% | \$118 |
| Columbus, OH | Washington, DC (Metropolitan Area) | 336 | 486 | \$141 | US | 56% | \$161 | HP | 36% | \$101 |
| Chicago, IL | Lexington, KY | 323 | 145 | \$139 | ZW | 77% | \$113 | ZW | 77% | \$113 |
| Albuquerque, NM | Denver, CO | 349 | 395 | \$137 | UA | 82% | \$136 | UA | 82% | \$136 |
| Atlanta, GA (Metropolitan Area) | Mobile, AL | 302 | 262 | \$117 | DL | 80% | \$125 | J7 | 19% | \$81 |
| Dallas/Fort Worth, TX | Wichita, KS | 328 | 266 | \$111 | AA | 83% | \$109 | AA | 83% | \$109 |
| Chicago, IL | Cleveland, OH (Metropolitan Area) | 344 | 1,710 | \$101 | UA | 33% | \$110 | WN | 21% | \$80 |
| Boise, ID | Portland, OR | 344 | 293 | \$99 | QX | 55% | \$114 | WN | 43% | \$79 |
| Cleveland, OH (Metropolitan Area) | Washington, DC (Metropolitan Area) | 314 | 1,363 | \$98 | CO | 50% | \$115 | WN | 43% | \$66 |
| Houston, TX | Mission/McAllen/Edinburg, TX | 316 | 189 | \$95 | CO | 94% | \$94 | RU | 3% | \$89 |
| Atlanta, GA (Metropolitan Area) | Memphis, TN | 332 | 1,055 | \$92 | DL | 67% | \$95 | NW | 23% | \$79 |
| Houston, TX | New Orleans, LA | 305 | 2,116 | \$85 | WN | 64% | \$81 | WN | 64% | \$81 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 301-350 miles</u> | | | | | | | | | | |
| Austin, TX | Lubbock, TX | 335 | 287 | \$81 | WN | 97% | \$81 | AA | 1% | \$78 |
| Las Vegas, NV | Reno, NV | 345 | 571 | \$79 | WN | 51% | \$78 | WN | 51% | \$78 |
| Birmingham, AL | New Orleans, LA | 321 | 257 | \$77 | WN | 96% | \$74 | WN | 96% | \$74 |
| Jacksonville, FL | Miami, FL (Metropolitan Area) | 334 | 505 | \$77 | WN | 67% | \$65 | WN | 67% | \$65 |
| Phoenix, AZ | San Diego, CA | 304 | 830 | \$74 | WN | 77% | \$74 | WN | 77% | \$74 |
| Dallas/Fort Worth, TX | Midland/Odessa, TX | 319 | 732 | \$70 | WN | 89% | \$68 | WN | 89% | \$68 |
| Dallas/Fort Worth, TX | Little Rock, AR | 304 | 982 | \$69 | WN | 73% | \$66 | WN | 73% | \$66 |
| El Paso, TX | Phoenix, AZ | 347 | 550 | \$68 | WN | 92% | \$66 | WN | 92% | \$66 |
| Amarillo, TX | Dallas/Fort Worth, TX | 324 | 778 | \$68 | WN | 76% | \$65 | WN | 76% | \$65 |
| Albuquerque, NM | Phoenix, AZ | 328 | 1,376 | \$68 | WN | 88% | \$66 | WN | 88% | \$66 |
| Kansas City, MO | Oklahoma City, OK | 313 | 377 | \$67 | WN | 99% | \$66 | WN | 99% | \$66 |
| Boise, ID | Reno, NV | 335 | 141 | \$64 | WN | 97% | \$62 | WN | 97% | \$62 |
| <u>Distance Block - 351-400 miles</u> | | | | | | | | | | |
| Atlanta, GA (Metropolitan Area) | Cincinnati, OH | 373 | 382 | \$280 | DL | 95% | \$283 | US | 1% | \$201 |
| Cleveland, OH (Metropolitan Area) | Philadelphia, PA | 363 | 376 | \$263 | US | 48% | \$261 | US | 48% | \$261 |
| Charlotte, NC | Washington, DC (Metropolitan Area) | 361 | 596 | \$247 | US | 95% | \$248 | DL | 1% | \$174 |
| Charlotte, NC | Pittsburgh, PA | 366 | 192 | \$239 | US | 96% | \$241 | US | 96% | \$241 |
| Greensboro/High Point, NC | Philadelphia, PA | 365 | 168 | \$222 | US | 96% | \$223 | US | 96% | \$223 |
| Cleveland, OH (Metropolitan Area) | Milwaukee, WI | 361 | 237 | \$193 | YX | 53% | \$216 | RU | 39% | \$159 |
| New York City, NY (Metropolitan Area) | Pittsburgh, PA | 375 | 1,568 | \$190 | US | 75% | \$206 | NJ | 1% | \$69 |
| Boston, MA (Metropolitan Area) | Buffalo, NY | 396 | 368 | \$184 | US | 86% | \$190 | AA | 2% | \$86 |
| Atlanta, GA (Metropolitan Area) | Raleigh/Durham, NC | 356 | 1,056 | \$147 | DL | 67% | \$164 | J7 | 12% | \$97 |
| Denver, CO | Salt Lake City, UT | 390 | 984 | \$116 | UA | 48% | \$118 | F9 | 16% | \$105 |
| Kansas City, MO | Minneapolis/St. Paul, MN | 393 | 542 | \$116 | NW | 77% | \$122 | NJ | 21% | \$80 |
| Baton Rouge, LA | Dallas/Fort Worth, TX | 383 | 219 | \$105 | DL | 73% | \$102 | DL | 73% | \$102 |
| Boise, ID | Seattle, WA | 399 | 351 | \$100 | QX | 64% | \$111 | WN | 34% | \$78 |
| Houston, TX | Little Rock, AR | 393 | 320 | \$98 | WN | 67% | \$96 | WN | 67% | \$96 |
| Corpus Christi, TX | Dallas/Fort Worth, TX | 354 | 486 | \$87 | WN | 65% | \$85 | WN | 65% | \$85 |
| Los Angeles, CA (Metropolitan Area) | San Francisco, CA (Metropolitan Area) | 372 | 18,077 | \$82 | WN | 48% | \$73 | WN | 48% | \$73 |
| Houston, TX | Jackson/Vicksburg, MS | 359 | 169 | \$80 | WN | 73% | \$70 | WN | 73% | \$70 |
| Las Vegas, NV | Tucson, AZ | 365 | 239 | \$77 | QQ | 59% | \$74 | QQ | 59% | \$74 |
| Los Angeles, CA (Metropolitan Area) | Phoenix, AZ | 370 | 3,303 | \$77 | WN | 55% | \$73 | WN | 55% | \$73 |
| Las Vegas, NV | Sacramento, CA | 397 | 889 | \$76 | WN | 95% | \$75 | WN | 95% | \$75 |
| San Diego, CA | Tucson, AZ | 367 | 203 | \$73 | WN | 79% | \$72 | WN | 79% | \$72 |
| St. Louis, MO | Tulsa, OK | 351 | 248 | \$72 | WN | 76% | \$62 | WN | 76% | \$62 |
| Las Vegas, NV | Salt Lake City, UT | 368 | 946 | \$68 | WN | 66% | \$64 | WN | 66% | \$64 |
| <u>Distance Block - 401-450 miles</u> | | | | | | | | | | |
| Charlotte, NC | Philadelphia, PA | 448 | 418 | \$256 | US | 95% | \$257 | DL | 2% | \$182 |
| Charlotte, NC | Cleveland, OH (Metropolitan Area) | 430 | 205 | \$254 | US | 90% | \$257 | DL | 4% | \$189 |
| Hartford, CT | Pittsburgh, PA | 406 | 201 | \$247 | US | 94% | \$251 | RU | 1% | \$139 |
| Cincinnati, OH | Washington, DC (Metropolitan Area) | 430 | 468 | \$234 | DL | 91% | \$235 | UA | 1% | \$179 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|---------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgrs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 401-450 miles</u> | | | | | | | | | | |
| Minneapolis/St. Paul, MN | St. Louis, MO | 448 | 464 | \$233 | NW | 48% | \$238 | TW | 46% | \$228 |
| Chicago, IL | Pittsburgh, PA | 412 | 717 | \$229 | US | 57% | \$231 | UA | 37% | \$230 |
| Greenville/Spartanburg, SC | Washington, DC (Metropolitan Area) | 425 | 138 | \$222 | US | 74% | \$218 | US | 74% | \$218 |
| Charlotte, NC | Indianapolis, IN | 428 | 144 | \$212 | US | 94% | \$211 | DL | 2% | \$194 |
| Atlanta, GA (Metropolitan Area) | Indianapolis, IN | 432 | 432 | \$210 | DL | 82% | \$217 | TW | 1% | \$140 |
| Columbia, SC | Washington, DC (Metropolitan Area) | 437 | 160 | \$209 | US | 63% | \$200 | US | 63% | \$200 |
| Grand Rapids, MI | Minneapolis/St. Paul, MN | 408 | 139 | \$207 | NW | 94% | \$209 | AA | 1% | \$152 |
| Dallas/Fort Worth, TX | Memphis, TN | 432 | 351 | \$203 | AA | 54% | \$209 | DL | 24% | \$196 |
| Cleveland, OH (Metropolitan Area) | Raleigh/Durham, NC | 416 | 138 | \$202 | RU | 48% | \$204 | US | 31% | \$194 |
| Dayton, OH | Washington, DC (Metropolitan Area) | 406 | 296 | \$202 | US | 85% | \$210 | RU | 2% | \$87 |
| Columbus, OH | Philadelphia, PA | 405 | 350 | \$201 | US | 81% | \$214 | HP | 15% | \$120 |
| Atlanta, GA (Metropolitan Area) | Dayton, OH | 432 | 272 | \$195 | DL | 91% | \$196 | NW | 1% | \$93 |
| Kansas City, MO | Milwaukee, WI | 436 | 198 | \$184 | YX | 90% | \$183 | TW | 3% | \$169 |
| Atlanta, GA (Metropolitan Area) | Baton Rouge, LA | 449 | 152 | \$175 | DL | 90% | \$179 | NW | 4% | \$101 |
| Greensboro/High Point, NC | Trenton, NJ | 402 | 174 | \$173 | W9 | 100% | \$173 | W9 | 100% | \$173 |
| Atlanta, GA (Metropolitan Area) | Columbus, OH | 446 | 573 | \$167 | DL | 89% | \$170 | AA | 2% | \$95 |
| Detroit, MI | Washington, DC (Metropolitan Area) | 408 | 1,428 | \$162 | NW | 92% | \$160 | US | 3% | \$131 |
| Boston, MA (Metropolitan Area) | Washington, DC (Metropolitan Area) | 418 | 5,323 | \$134 | US | 71% | \$151 | WN | 10% | \$62 |
| Nashville, TN | Raleigh/Durham, NC | 443 | 250 | \$133 | AA | 62% | \$128 | US | 15% | \$126 |
| Greenville/Spartanburg, SC | Orlando, FL | 449 | 174 | \$120 | FL | 57% | \$99 | FL | 57% | \$99 |
| Austin, TX | New Orleans, LA | 446 | 188 | \$116 | WN | 54% | \$115 | CO | 31% | \$112 |
| Atlanta, GA (Metropolitan Area) | Tampa, FL (Metropolitan Area) | 408 | 1,728 | \$116 | DL | 81% | \$119 | J7 | 16% | \$98 |
| Atlanta, GA (Metropolitan Area) | Orlando, FL | 403 | 1,658 | \$113 | DL | 82% | \$116 | J7 | 17% | \$96 |
| Birmingham, AL | St. Louis, MO | 410 | 151 | \$113 | 9N | 45% | \$125 | WN | 35% | \$91 |
| Amarillo, TX | Austin, TX | 412 | 151 | \$109 | WN | 90% | \$109 | WN | 90% | \$109 |
| Houston, TX | Oklahoma City, OK | 423 | 599 | \$105 | WN | 58% | \$100 | WN | 58% | \$100 |
| Atlanta, GA (Metropolitan Area) | New Orleans, LA | 425 | 896 | \$105 | DL | 83% | \$107 | J7 | 16% | \$90 |
| Palm Springs, CA | San Francisco, CA (Metropolitan Area) | 421 | 343 | \$103 | AS | 62% | \$110 | DL | 1% | \$95 |
| Oklahoma City, OK | San Antonio, TX | 407 | 189 | \$102 | WN | 72% | \$100 | AA | 15% | \$92 |
| Dallas/Fort Worth, TX | Jackson/Vicksburg, MS | 408 | 200 | \$102 | DL | 63% | \$100 | DL | 63% | \$100 |
| Houston, TX | Midland/Odessa, TX | 449 | 500 | \$101 | WN | 70% | \$100 | WN | 70% | \$100 |
| Chicago, IL | Omaha, NE | 423 | 575 | \$100 | UA | 73% | \$100 | WN | 23% | \$91 |
| Dallas/Fort Worth, TX | New Orleans, LA | 448 | 1,372 | \$94 | WN | 60% | \$88 | WN | 60% | \$88 |
| Chicago, IL | Nashville, TN | 409 | 1,181 | \$90 | WN | 52% | \$78 | WN | 52% | \$78 |
| Detroit, MI | St. Louis, MO | 440 | 925 | \$84 | NW | 43% | \$86 | WN | 35% | \$72 |
| Las Vegas, NV | San Francisco, CA (Metropolitan Area) | 414 | 4,282 | \$83 | WN | 57% | \$75 | WN | 57% | \$75 |
| Chicago, IL | Kansas City, MO | 405 | 1,887 | \$82 | WN | 62% | \$67 | WN | 62% | \$67 |
| Los Angeles, CA (Metropolitan Area) | Sacramento, CA | 404 | 2,929 | \$82 | WN | 53% | \$81 | UA | 24% | \$75 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 401-450 miles</u> | | | | | | | | | | |
| San Diego, CA | San Francisco, CA (Metropolitan Area) | 447 | 3,822 | \$81 | WN | 52% | \$79 | WN | 52% | \$79 |
| Columbus, OH | St. Louis, MO | 410 | 294 | \$79 | WN | 55% | \$61 | WN | 55% | \$61 |
| Portland, OR | Reno, NV | 444 | 274 | \$79 | QQ | 52% | \$89 | WN | 23% | \$61 |
| Los Angeles, CA (Metropolitan Area) | Reno, NV | 415 | 1,670 | \$76 | QQ | 56% | \$78 | WN | 38% | \$70 |
| Cleveland, OH (Metropolitan Area) | Nashville, TN | 448 | 450 | \$74 | WN | 69% | \$66 | WN | 69% | \$66 |
| Reno, NV | Salt Lake City, UT | 422 | 241 | \$66 | WN | 54% | \$58 | WN | 54% | \$58 |
| Atlantic City, NJ | Cleveland, OH (Metropolitan Area) | 406 | 168 | \$56 | NK | 96% | \$54 | NK | 96% | \$54 |
| <u>Distance Block - 451-500 miles</u> | | | | | | | | | | |
| Charlotte, NC | Detroit, MI | 500 | 284 | \$235 | NW | 53% | \$234 | NW | 53% | \$234 |
| Atlanta, GA (Metropolitan Area) | Richmond, VA | 481 | 426 | \$235 | DL | 95% | \$235 | US | 4% | \$216 |
| Cleveland, OH (Metropolitan Area) | Hartford, CT | 475 | 203 | \$231 | CO | 78% | \$231 | NW | 1% | \$113 |
| Detroit, MI | Philadelphia, PA | 453 | 698 | \$228 | NW | 59% | \$218 | NW | 59% | \$218 |
| Boston, MA (Metropolitan Area) | Pittsburgh, PA | 496 | 801 | \$224 | US | 93% | \$226 | NW | 1% | \$203 |
| Cleveland, OH (Metropolitan Area) | New York City, NY (Metropolitan Area) | 458 | 1,449 | \$223 | CO | 78% | \$228 | AA | 2% | \$137 |
| Chicago, IL | Memphis, TN | 491 | 422 | \$220 | UA | 53% | \$226 | NW | 36% | \$221 |
| Knoxville, TN | Washington, DC (Metropolitan Area) | 464 | 146 | \$218 | US | 62% | \$213 | US | 62% | \$213 |
| Atlanta, GA (Metropolitan Area) | St. Louis, MO | 484 | 609 | \$214 | DL | 50% | \$226 | TW | 42% | \$202 |
| Houston, TX | Memphis, TN | 484 | 167 | \$213 | NW | 44% | \$208 | NW | 44% | \$208 |
| Nashville, TN | Pittsburgh, PA | 462 | 140 | \$211 | US | 91% | \$205 | US | 91% | \$205 |
| Buffalo, NY | Chicago, IL | 473 | 322 | \$209 | AA | 46% | \$194 | AA | 46% | \$194 |
| Chicago, IL | Knoxville, TN | 475 | 183 | \$208 | UA | 81% | \$200 | TW | 1% | \$164 |
| Boston, MA (Metropolitan Area) | Richmond, VA | 487 | 234 | \$207 | US | 80% | \$212 | CO | 5% | \$162 |
| Greensboro/High Point, NC | New York City, NY (Metropolitan Area) | 493 | 776 | \$205 | US | 54% | \$198 | US | 54% | \$198 |
| Dayton, OH | Philadelphia, PA | 477 | 152 | \$203 | US | 92% | \$201 | US | 92% | \$201 |
| Atlanta, GA (Metropolitan Area) | Little Rock, AR | 453 | 211 | \$188 | DL | 85% | \$194 | NW | 9% | \$138 |
| Charleston, SC | Washington, DC (Metropolitan Area) | 472 | 246 | \$184 | US | 83% | \$183 | US | 83% | \$183 |
| Portland, ME | Washington, DC (Metropolitan Area) | 494 | 171 | \$178 | US | 78% | \$188 | RU | 3% | \$122 |
| Charlotte, NC | Orlando, FL | 468 | 348 | \$169 | US | 88% | \$168 | DL | 10% | \$162 |
| New York City, NY (Metropolitan Area) | Raleigh/Durham, NC | 463 | 1,828 | \$166 | JI | 48% | \$163 | US | 26% | \$153 |
| Boston, MA (Metropolitan Area) | Norfolk, VA (Metropolitan Area) | 487 | 355 | \$159 | US | 85% | \$159 | 9N | 2% | \$118 |
| Denver, CO | Oklahoma City, OK | 495 | 268 | \$137 | UA | 88% | \$136 | W7 | 8% | \$120 |
| Dallas/Fort Worth, TX | Mission/McAllen/Edinburg, TX | 468 | 174 | \$123 | AA | 83% | \$125 | CO | 15% | \$116 |
| Eugene, OR | San Francisco, CA (Metropolitan Area) | 471 | 308 | \$119 | UA | 88% | \$119 | UA | 88% | \$119 |
| Denver, CO | Omaha, NE | 472 | 510 | \$116 | UA | 67% | \$119 | F9 | 32% | \$110 |
| Albuquerque, NM | Salt Lake City, UT | 493 | 205 | \$114 | DL | 65% | \$120 | WN | 31% | \$97 |
| Houston, TX | Tulsa, OK | 456 | 826 | \$111 | WN | 59% | \$104 | WN | 59% | \$104 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 451-500 miles</u> | | | | | | | | | | |
| Dallas/Fort Worth, TX | Kansas City, MO | 461 | 997 | \$106 | AA | 83% | \$107 | NJ | 15% | \$88 |
| San Antonio, TX | Tulsa, OK | 483 | 157 | \$104 | WN | 75% | \$101 | WN | 75% | \$101 |
| Detroit, MI | Nashville, TN | 457 | 786 | \$104 | NW | 74% | \$107 | WN | 24% | \$92 |
| Dallas/Fort Worth, TX | Harlingen/San Benito, TX | 461 | 387 | \$102 | WN | 80% | \$102 | AA | 19% | \$102 |
| El Paso, TX | San Antonio, TX | 496 | 328 | \$102 | WN | 94% | \$102 | WN | 94% | \$102 |
| New Orleans, LA | San Antonio, TX | 495 | 282 | \$98 | WN | 66% | \$97 | WN | 66% | \$97 |
| Birmingham, AL | Tampa, FL (Metropolitan Area) | 460 | 271 | \$94 | WN | 77% | \$82 | WN | 77% | \$82 |
| Louisville, KY | Washington, DC (Metropolitan Area) | 495 | 784 | \$92 | WN | 64% | \$66 | WN | 64% | \$66 |
| Jacksonville, FL | Nashville, TN | 484 | 221 | \$89 | WN | 76% | \$82 | WN | 76% | \$82 |
| Indianapolis, IN | Kansas City, MO | 451 | 257 | \$89 | WN | 70% | \$79 | WN | 70% | \$79 |
| Birmingham, AL | Orlando, FL | 478 | 217 | \$88 | WN | 71% | \$78 | WN | 71% | \$78 |
| Sacramento, CA | San Diego, CA | 480 | 514 | \$88 | WN | 93% | \$87 | WN | 93% | \$87 |
| Houston, TX | Lubbock, TX | 482 | 390 | \$87 | WN | 64% | \$85 | WN | 64% | \$85 |
| New Orleans, LA | Tampa, FL (Metropolitan Area) | 487 | 474 | \$86 | WN | 69% | \$80 | WN | 69% | \$80 |
| Albuquerque, NM | Las Vegas, NV | 487 | 720 | \$85 | WN | 75% | \$86 | QQ | 21% | \$78 |
| Portland, OR | Sacramento, CA | 479 | 613 | \$81 | WN | 66% | \$71 | WN | 66% | \$71 |
| Cleveland, OH (Metropolitan Area) | St. Louis, MO | 497 | 528 | \$80 | TW | 48% | \$80 | WN | 38% | \$72 |
| Los Angeles, CA (Metropolitan Area) | Tucson, AZ | 453 | 706 | \$79 | WN | 34% | \$71 | WN | 34% | \$71 |
| Oklahoma City, OK | St. Louis, MO | 462 | 307 | \$78 | WN | 53% | \$70 | WN | 53% | \$70 |
| Kansas City, MO | Louisville, KY | 491 | 138 | \$76 | WN | 69% | \$68 | WN | 69% | \$68 |
| Reno, NV | San Diego, CA | 488 | 441 | \$76 | QQ | 62% | \$79 | WN | 30% | \$69 |
| Kansas City, MO | Nashville, TN | 491 | 342 | \$71 | WN | 88% | \$64 | WN | 88% | \$64 |
| Nashville, TN | New Orleans, LA | 471 | 422 | \$70 | WN | 87% | \$65 | WN | 87% | \$65 |
| Atlantic City, NJ | Detroit, MI | 497 | 166 | \$58 | NK | 98% | \$55 | NK | 98% | \$55 |
| <u>Distance Block - 501-550 miles</u> | | | | | | | | | | |
| Detroit, MI | Minneapolis/St. Paul, MN | 528 | 585 | \$299 | NW | 93% | \$302 | AA | 1% | \$151 |
| Detroit, MI | Hartford, CT | 548 | 234 | \$278 | NW | 89% | \$281 | US | 3% | \$252 |
| Indianapolis, IN | Minneapolis/St. Paul, MN | 503 | 258 | \$275 | NW | 83% | \$281 | AA | 2% | \$183 |
| Detroit, MI | Greenville/Spartanburg, SC | 508 | 138 | \$266 | NW | 89% | \$264 | US | 4% | \$233 |
| Chicago, IL | Rochester, NY | 528 | 291 | \$262 | UA | 47% | \$288 | AA | 44% | \$238 |
| Cincinnati, OH | Philadelphia, PA | 507 | 291 | \$261 | DL | 69% | \$256 | DL | 69% | \$256 |
| Atlanta, GA (Metropolitan Area) | Pittsburgh, PA | 526 | 497 | \$227 | DL | 51% | \$225 | US | 46% | \$224 |
| Detroit, MI | Norfolk, VA (Metropolitan Area) | 529 | 145 | \$217 | NW | 83% | \$219 | DL | 3% | \$156 |
| Dallas/Fort Worth, TX | St. Louis, MO | 550 | 776 | \$202 | TW | 50% | \$192 | TW | 50% | \$192 |
| Detroit, MI | Raleigh/Durham, NC | 501 | 274 | \$194 | NW | 87% | \$195 | US | 5% | \$157 |
| Charlotte, NC | Tampa, FL (Metropolitan Area) | 508 | 326 | \$190 | US | 83% | \$191 | DL | 13% | \$174 |
| Columbus, OH | New York City, NY (Metropolitan Area) | 519 | 1,086 | \$189 | US | 38% | \$192 | HP | 31% | \$169 |
| Charlotte, NC | Memphis, TN | 512 | 190 | \$178 | US | 82% | \$178 | DL | 14% | \$148 |
| Indianapolis, IN | Washington, DC (Metropolitan Area) | 515 | 739 | \$175 | US | 72% | \$183 | WN | 4% | \$119 |
| Hartford, CT | Raleigh/Durham, NC | 532 | 221 | \$170 | JI | 74% | \$171 | US | 18% | \$164 |
| New York City, NY (Metropolitan Area) | Wilmington, NC | 541 | 148 | \$159 | US | 82% | \$159 | DL | 3% | \$127 |
| Denver, CO | Tulsa, OK | 541 | 252 | \$152 | UA | 83% | \$150 | UA | 83% | \$150 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 501-550 miles</u> | | | | | | | | | | |
| Savannah, GA | Washington, DC (Metropolitan Area) | 549 | 190 | \$149 | US | 66% | \$142 | US | 66% | \$142 |
| Detroit, MI | New York City, NY (Metropolitan Area) | 540 | 2,814 | \$149 | NW | 68% | \$160 | CO | 19% | \$121 |
| Atlanta, GA (Metropolitan Area) | Norfolk, VA (Metropolitan Area) | 516 | 530 | \$138 | DL | 67% | \$148 | J7 | 25% | \$103 |
| Greensboro/High Point, NC | Orlando, FL | 534 | 286 | \$132 | FL | 51% | \$95 | FL | 51% | \$95 |
| Atlanta, GA (Metropolitan Area) | Fort Myers, FL | 515 | 365 | \$124 | DL | 81% | \$126 | J7 | 15% | \$107 |
| Boise, ID | San Francisco, CA (Metropolitan Area) | 523 | 464 | \$119 | UA | 57% | \$123 | WN | 14% | \$100 |
| Orlando, FL | Raleigh/Durham, NC | 534 | 452 | \$118 | DL | 47% | \$116 | DL | 47% | \$116 |
| Atlanta, GA (Metropolitan Area) | West Palm Beach/Palm Beach, FL | 545 | 661 | \$118 | DL | 85% | \$120 | J7 | 11% | \$103 |
| Knoxville, TN | Orlando, FL | 532 | 225 | \$112 | FL | 64% | \$101 | FL | 64% | \$101 |
| Amarillo, TX | Houston, TX | 538 | 242 | \$110 | WN | 89% | \$109 | WN | 89% | \$109 |
| Austin, TX | El Paso, TX | 525 | 366 | \$110 | WN | 95% | \$109 | DL | 1% | \$104 |
| Denver, CO | Kansas City, MO | 533 | 953 | \$106 | UA | 61% | \$111 | NJ | 28% | \$92 |
| Salt Lake City, UT | Spokane, WA | 546 | 205 | \$91 | DL | 63% | \$93 | WN | 36% | \$82 |
| Jacksonville, FL | New Orleans, LA | 513 | 177 | \$89 | WN | 70% | \$76 | WN | 70% | \$76 |
| Phoenix, AZ | Salt Lake City, UT | 507 | 1,294 | \$88 | WN | 43% | \$84 | WN | 43% | \$84 |
| Boise, ID | Las Vegas, NV | 520 | 240 | \$87 | WN | 88% | \$84 | WN | 88% | \$84 |
| Sacramento, CA | Salt Lake City, UT | 532 | 442 | \$86 | DL | 70% | \$89 | WN | 27% | \$76 |
| New Orleans, LA | Orlando, FL | 550 | 495 | \$79 | WN | 88% | \$75 | WN | 88% | \$75 |
| <u>Distance Block - 551-600 miles</u> | | | | | | | | | | |
| Chicago, IL | Greensboro/High Point, NC | 590 | 230 | \$272 | UA | 75% | \$269 | UA | 75% | \$269 |
| Indianapolis, IN | Philadelphia, PA | 587 | 300 | \$270 | US | 87% | \$277 | AA | 1% | \$178 |
| Cincinnati, OH | Minneapolis/St. Paul, MN | 596 | 219 | \$258 | XJ | 44% | \$280 | NW | 15% | \$221 |
| Charlotte, NC | Chicago, IL | 599 | 562 | \$257 | US | 56% | \$254 | US | 56% | \$254 |
| Charlotte, NC | New York City, NY (Metropolitan Area) | 575 | 1,228 | \$246 | US | 80% | \$251 | CO | 13% | \$222 |
| Pittsburgh, PA | St. Louis, MO | 553 | 149 | \$242 | TW | 62% | \$247 | US | 32% | \$217 |
| Charlotte, NC | St. Louis, MO | 575 | 200 | \$241 | US | 50% | \$238 | TW | 45% | \$237 |
| Chicago, IL | Harrisburg, PA | 594 | 226 | \$239 | UA | 57% | \$251 | US | 11% | \$175 |
| Dallas/Fort Worth, TX | Omaha, NE | 583 | 224 | \$229 | AA | 78% | \$234 | UA | 7% | \$194 |
| Boston, MA (Metropolitan Area) | Cleveland, OH (Metropolitan Area) | 563 | 730 | \$212 | CO | 71% | \$218 | US | 13% | \$217 |
| Dayton, OH | New York City, NY (Metropolitan Area) | 590 | 236 | \$205 | US | 37% | \$209 | RU | 33% | \$193 |
| Louisville, KY | Philadelphia, PA | 576 | 144 | \$202 | US | 75% | \$202 | DL | 15% | \$198 |
| Birmingham, AL | Dallas/Fort Worth, TX | 597 | 222 | \$199 | AA | 52% | \$199 | CO | 11% | \$181 |
| Atlanta, GA (Metropolitan Area) | Washington, DC (Metropolitan Area) | 576 | 3,529 | \$175 | DL | 70% | \$195 | J7 | 11% | \$105 |
| Atlanta, GA (Metropolitan Area) | Miami, FL (Metropolitan Area) | 595 | 2,452 | \$142 | DL | 72% | \$146 | J7 | 13% | \$108 |
| Chicago, IL | Tulsa, OK | 585 | 391 | \$142 | AA | 71% | \$147 | WN | 25% | \$127 |
| Raleigh/Durham, NC | Tampa, FL (Metropolitan Area) | 587 | 279 | \$135 | JI | 70% | \$127 | JI | 70% | \$127 |
| Colorado Springs, CO | Dallas/Fort Worth, TX | 592 | 339 | \$126 | AA | 74% | \$129 | DL | 17% | \$115 |
| Birmingham, AL | Chicago, IL | 584 | 429 | \$123 | WN | 54% | \$109 | WN | 54% | \$109 |
| Atlanta, GA (Metropolitan Area) | Detroit, MI | 594 | 1,227 | \$122 | NW | 53% | \$113 | NW | 53% | \$113 |
| Atlanta, GA (Metropolitan Area) | Cleveland, OH (Metropolitan Area) | 554 | 991 | \$120 | DL | 44% | \$124 | J7 | 13% | \$100 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|--|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 551-600 miles</u> | | | | | | | | | | |
| Birmingham, AL | Houston, TX | 570 | 352 | \$118 | WN | 57% | \$111 | WN | 57% | \$111 |
| Chicago, IL | Little Rock, AR | 552 | 349 | \$113 | WN | 53% | \$111 | TW | 27% | \$101 |
| Nashville, TN | Washington, DC (Metropolitan Area) | 587 | 1,054 | \$108 | WN | 59% | \$80 | WN | 59% | \$80 |
| Colorado Springs, CO | Phoenix, AZ | 551 | 290 | \$100 | HP | 84% | \$96 | HP | 84% | \$96 |
| Dallas/Fort Worth, TX | El Paso, TX | 562 | 1,134 | \$100 | WN | 64% | \$97 | WN | 64% | \$97 |
| Albuquerque, NM | Dallas/Fort Worth, TX | 580 | 1,237 | \$97 | WN | 68% | \$94 | WN | 68% | \$94 |
| El Paso, TX | Las Vegas, NV | 584 | 335 | \$93 | WN | 75% | \$95 | HP | 25% | \$86 |
| Salt Lake City, UT | San Francisco, CA (Metropolitan Area) | 599 | 1,719 | \$89 | DL | 63% | \$92 | WN | 23% | \$77 |
| Los Angeles, CA (Metropolitan Area) | Salt Lake City, UT | 590 | 2,588 | \$89 | DL | 69% | \$92 | WN | 27% | \$78 |
| Portland, OR | San Francisco, CA (Metropolitan Area) | 569 | 3,510 | \$85 | AS | 52% | \$83 | WN | 22% | \$79 |
| Reno, NV | Seattle, WA | 564 | 703 | \$79 | AS | 41% | \$78 | WN | 25% | \$63 |
| Reno, NV | Spokane, WA | 572 | 182 | \$70 | WN | 80% | \$68 | WN | 80% | \$68 |
| <u>Distance Block - 601-650 miles</u> | | | | | | | | | | |
| Chicago, IL | Richmond, VA | 642 | 261 | \$291 | UA | 76% | \$293 | NW | 4% | \$201 |
| Columbus, OH | Minneapolis/St. Paul, MN | 627 | 210 | \$267 | NW | 79% | \$280 | AA | 2% | \$142 |
| Boston, MA (Metropolitan Area) | Detroit, MI | 632 | 908 | \$261 | NW | 83% | \$267 | CO | 4% | \$167 |
| Cincinnati, OH | New York City, NY (Metropolitan Area) | 626 | 904 | \$244 | DL | 79% | \$244 | AA | 1% | \$152 |
| Charlotte, NC | Hartford, CT | 644 | 195 | \$244 | US | 89% | \$249 | DL | 4% | \$213 |
| Chicago, IL | Syracuse, NY | 607 | 222 | \$233 | UA | 46% | \$247 | AA | 42% | \$214 |
| Detroit, MI | Memphis, TN | 610 | 193 | \$233 | NW | 82% | \$244 | UA | 2% | \$102 |
| Dallas/Fort Worth, TX | Nashville, TN | 631 | 475 | \$216 | AA | 71% | \$224 | DL | 19% | \$202 |
| Boise, ID | Denver, CO | 649 | 172 | \$210 | UA | 67% | \$226 | DL | 24% | \$166 |
| Atlanta, GA (Metropolitan Area) | Harrisburg, PA | 619 | 150 | \$199 | DL | 75% | \$193 | DL | 75% | \$193 |
| Huntsville, AL | Washington, DC (Metropolitan Area) | 640 | 294 | \$196 | US | 60% | \$188 | US | 60% | \$188 |
| Chicago, IL | Raleigh/Durham, NC | 647 | 786 | \$192 | AA | 54% | \$204 | UA | 30% | \$181 |
| Boston, MA (Metropolitan Area) | Raleigh/Durham, NC | 625 | 655 | \$189 | JI | 51% | \$206 | US | 35% | \$171 |
| Charlotte, NC | Miami, FL (Metropolitan Area) | 650 | 421 | \$185 | US | 84% | \$187 | DL | 11% | \$169 |
| Dallas/Fort Worth, TX | Des Moines, IA | 624 | 189 | \$184 | AA | 79% | \$176 | AA | 79% | \$176 |
| Greenville/Spartanburg, SC | New York City, NY (Metropolitan Area) | 643 | 483 | \$182 | US | 47% | \$180 | DL | 18% | \$165 |
| Milwaukee, WI | Washington, DC (Metropolitan Area) | 641 | 452 | \$172 | YX | 54% | \$178 | NW | 18% | \$148 |
| Boston, MA (Metropolitan Area) | Columbus, OH | 640 | 430 | \$168 | HP | 51% | \$122 | HP | 51% | \$122 |
| Denver, CO | Tucson, AZ | 639 | 213 | \$165 | UA | 76% | \$171 | HP | 21% | \$143 |
| Columbia, SC | New York City, NY (Metropolitan Area) | 648 | 346 | \$160 | US | 37% | \$154 | US | 37% | \$154 |
| Birmingham, AL | Detroit, MI | 625 | 143 | \$159 | NW | 33% | \$157 | WN | 30% | \$133 |
| Asheville, NC | New York City, NY (Metropolitan Area) | 633 | 148 | \$147 | US | 75% | \$145 | US | 75% | \$145 |
| New Orleans, LA | St. Louis, MO | 604 | 288 | \$145 | TW | 76% | \$144 | WN | 18% | \$136 |
| Austin, TX | Kansas City, MO | 643 | 142 | \$143 | AA | 57% | \$134 | WN | 15% | \$130 |
| Chicago, IL | Washington, DC (Metropolitan Area) | 621 | 4,973 | \$141 | UA | 49% | \$164 | WN | 21% | \$90 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 601-650 miles</u> | | | | | | | | | | |
| Detroit, MI | Kansas City, MO | 629 | 493 | \$137 | NW | 64% | \$151 | WN | 25% | \$105 |
| Albuquerque, NM | San Antonio, TX | 609 | 183 | \$137 | WN | 74% | \$131 | WN | 74% | \$131 |
| Albuquerque, NM | Austin, TX | 613 | 173 | \$135 | WN | 60% | \$128 | WN | 60% | \$128 |
| Atlanta, GA (Metropolitan Area) | Chicago, IL | 606 | 3,319 | \$126 | DL | 46% | \$135 | AA | 17% | \$109 |
| Denver, CO | Las Vegas, NV | 629 | 1,019 | \$124 | UA | 75% | \$132 | HP | 21% | \$90 |
| El Paso, TX | San Diego, CA | 636 | 184 | \$114 | WN | 86% | \$115 | HP | 14% | \$108 |
| Dallas/Fort Worth, TX | Denver, CO | 641 | 1,919 | \$114 | AA | 52% | \$112 | AA | 52% | \$112 |
| Albuquerque, NM | San Diego, CA | 628 | 359 | \$111 | WN | 87% | \$111 | HP | 10% | \$96 |
| Denver, CO | Phoenix, AZ | 602 | 1,906 | \$110 | UA | 54% | \$112 | HP | 26% | \$106 |
| Columbus, OH | Kansas City, MO | 633 | 206 | \$109 | WN | 46% | \$100 | WN | 46% | \$100 |
| Nashville, TN | Tampa, FL (Metropolitan Area) | 612 | 397 | \$106 | WN | 73% | \$95 | WN | 73% | \$95 |
| Myrtle Beach, SC | New York City, NY (Metropolitan Area) | 601 | 304 | \$106 | US | 44% | \$133 | NK | 37% | \$54 |
| Nashville, TN | Orlando, FL | 616 | 608 | \$96 | DL | 53% | \$98 | WN | 43% | \$91 |
| Portland, OR | Salt Lake City, UT | 630 | 698 | \$94 | DL | 75% | \$95 | WN | 23% | \$81 |
| Phoenix, AZ | Sacramento, CA | 647 | 784 | \$92 | WN | 63% | \$88 | WN | 63% | \$88 |
| Salt Lake City, UT | San Diego, CA | 626 | 667 | \$89 | DL | 65% | \$94 | WN | 31% | \$78 |
| Colorado Springs, CO | Las Vegas, NV | 604 | 498 | \$87 | QQ | 85% | \$85 | HP | 10% | \$80 |
| Sacramento, CA | Spokane, WA | 649 | 173 | \$87 | WN | 54% | \$85 | WN | 54% | \$85 |
| Sacramento, CA | Seattle, WA | 605 | 960 | \$86 | AS | 62% | \$88 | WN | 34% | \$80 |
| Phoenix, AZ | Reno, NV | 601 | 439 | \$83 | HP | 51% | \$82 | HP | 51% | \$82 |
| <u>Distance Block - 651-700 miles</u> | | | | | | | | | | |
| Cincinnati, OH | Hartford, CT | 661 | 150 | \$280 | DL | 91% | \$278 | US | 3% | \$266 |
| Allentown/Bethlehem/Easton, PA | Chicago, IL | 654 | 157 | \$274 | UA | 87% | \$275 | DL | 2% | \$217 |
| Cleveland, OH (Metropolitan Area) | Minneapolis/St. Paul, MN | 657 | 293 | \$274 | NW | 69% | \$286 | RU | 16% | \$244 |
| Memphis, TN | Minneapolis/St. Paul, MN | 700 | 179 | \$272 | NW | 92% | \$267 | NW | 92% | \$267 |
| Chicago, IL | Philadelphia, PA | 678 | 1,823 | \$246 | UA | 44% | \$268 | AA | 30% | \$222 |
| Minneapolis/St. Paul, MN | Nashville, TN | 695 | 183 | \$243 | NW | 84% | \$245 | TW | 4% | \$194 |
| Grand Rapids, MI | New York City, NY (Metropolitan Area) | 656 | 223 | \$235 | NW | 47% | \$236 | UA | 12% | \$210 |
| Raleigh/Durham, NC | St. Louis, MO | 667 | 149 | \$234 | TW | 73% | \$235 | US | 7% | \$188 |
| Louisville, KY | New York City, NY (Metropolitan Area) | 699 | 372 | \$227 | US | 44% | \$228 | US | 44% | \$228 |
| Knoxville, TN | New York City, NY (Metropolitan Area) | 684 | 177 | \$225 | DL | 46% | \$238 | US | 29% | \$225 |
| Indianapolis, IN | New York City, NY (Metropolitan Area) | 700 | 883 | \$219 | US | 41% | \$225 | US | 41% | \$225 |
| New York City, NY (Metropolitan Area) | South Bend, IN | 690 | 165 | \$218 | US | 28% | \$223 | AA | 24% | \$203 |
| Boston, MA (Metropolitan Area) | Greensboro/High Point, NC | 655 | 223 | \$213 | US | 60% | \$207 | US | 60% | \$207 |
| Milwaukee, WI | Philadelphia, PA | 690 | 238 | \$211 | YX | 66% | \$204 | YX | 66% | \$204 |
| Atlanta, GA (Metropolitan Area) | Milwaukee, WI | 669 | 358 | \$210 | DL | 42% | \$222 | YX | 41% | \$207 |
| Atlanta, GA (Metropolitan Area) | Tulsa, OK | 674 | 204 | \$209 | DL | 79% | \$215 | AA | 13% | \$165 |
| Nashville, TN | Philadelphia, PA | 675 | 303 | \$204 | US | 87% | \$201 | NW | 3% | \$198 |
| Charlotte, NC | New Orleans, LA | 651 | 184 | \$169 | US | 77% | \$168 | DL | 19% | \$160 |
| Miami, FL (Metropolitan Area) | Raleigh/Durham, NC | 700 | 415 | \$158 | JI | 43% | \$138 | JI | 43% | \$138 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 651-700 miles</u> | | | | | | | | | | |
| Chicago, IL | Oklahoma City, OK | 693 | 307 | \$158 | AA | 54% | \$172 | WN | 31% | \$133 |
| Charleston, SC | New York City, NY (Metropolitan Area) | 678 | 504 | \$157 | US | 35% | \$158 | DL | 23% | \$147 |
| Birmingham, AL | Miami, FL (Metropolitan Area) | 661 | 183 | \$154 | DL | 62% | \$162 | WN | 26% | \$128 |
| Miami, FL (Metropolitan Area) | New Orleans, LA | 674 | 477 | \$152 | AA | 44% | \$168 | WN | 36% | \$124 |
| Memphis, TN | Tampa, FL (Metropolitan Area) | 656 | 206 | \$139 | NW | 76% | \$135 | NW | 76% | \$135 |
| El Paso, TX | Houston, TX | 684 | 389 | \$139 | WN | 65% | \$137 | WN | 65% | \$137 |
| Memphis, TN | Orlando, FL | 683 | 276 | \$138 | NW | 74% | \$137 | NW | 74% | \$137 |
| Houston, TX | Kansas City, MO | 668 | 567 | \$135 | CO | 48% | \$143 | WN | 42% | \$127 |
| Kansas City, MO | New Orleans, LA | 690 | 203 | \$134 | TW | 28% | \$117 | TW | 28% | \$117 |
| Los Angeles, CA (Metropolitan Area) | Medford, OR | 659 | 184 | \$133 | UA | 77% | \$129 | UA | 77% | \$129 |
| Atlanta, GA (Metropolitan Area) | Philadelphia, PA | 665 | 2,016 | \$132 | DL | 57% | \$132 | US | 32% | \$124 |
| Orlando, FL | Richmond, VA | 667 | 242 | \$131 | FL | 35% | \$102 | FL | 35% | \$102 |
| Jacksonville, FL | Washington, DC (Metropolitan Area) | 663 | 755 | \$129 | US | 60% | \$134 | WN | 23% | \$98 |
| Birmingham, AL | Washington, DC (Metropolitan Area) | 682 | 508 | \$129 | WN | 54% | \$94 | WN | 54% | \$94 |
| Norfolk, VA (Metropolitan Area) | Orlando, FL | 662 | 258 | \$126 | US | 43% | \$130 | FL | 32% | \$104 |
| Atlanta, GA (Metropolitan Area) | Houston, TX | 696 | 1,335 | \$124 | DL | 48% | \$127 | CO | 39% | \$120 |
| Houston, TX | St. Louis, MO | 687 | 850 | \$121 | WN | 55% | \$111 | WN | 55% | \$111 |
| Atlanta, GA (Metropolitan Area) | Kansas City, MO | 692 | 825 | \$119 | DL | 75% | \$121 | NJ | 17% | \$95 |
| Denver, CO | Minneapolis/St. Paul, MN | 680 | 1,250 | \$119 | NW | 53% | \$114 | NW | 53% | \$114 |
| Boise, ID | Los Angeles, CA (Metropolitan Area) | 688 | 434 | \$116 | WN | 33% | \$106 | WN | 33% | \$106 |
| Houston, TX | Nashville, TN | 670 | 627 | \$116 | WN | 64% | \$109 | WN | 64% | \$109 |
| Chicago, IL | Jackson/Vicksburg, MS | 677 | 218 | \$116 | WN | 68% | \$104 | WN | 68% | \$104 |
| Albuquerque, NM | Los Angeles, CA (Metropolitan Area) | 677 | 1,302 | \$107 | WN | 76% | \$106 | WN | 76% | \$106 |
| Phoenix, AZ | San Francisco, CA (Metropolitan Area) | 651 | 3,883 | \$96 | WN | 45% | \$89 | WN | 45% | \$89 |
| Salt Lake City, UT | Seattle, WA | 689 | 929 | \$96 | DL | 63% | \$98 | WN | 33% | \$83 |
| San Francisco, CA (Metropolitan Area) | Seattle, WA | 696 | 5,136 | \$89 | AS | 52% | \$87 | WN | 16% | \$76 |
| <u>Distance Block - 701-750 miles</u> | | | | | | | | | | |
| Albany, NY | Chicago, IL | 723 | 233 | \$244 | UA | 46% | \$253 | AA | 40% | \$230 |
| Boston, MA (Metropolitan Area) | Charlotte, NC | 737 | 567 | \$241 | US | 90% | \$241 | CO | 1% | \$162 |
| Minneapolis/St. Paul, MN | Pittsburgh, PA | 726 | 199 | \$231 | NW | 54% | \$226 | US | 39% | \$214 |
| Chicago, IL | Norfolk, VA (Metropolitan Area) | 717 | 258 | \$225 | UA | 62% | \$237 | US | 14% | \$201 |
| Boston, MA (Metropolitan Area) | Dayton, OH | 709 | 173 | \$218 | US | 72% | \$220 | UA | 4% | \$175 |
| Atlanta, GA (Metropolitan Area) | Rochester, NY | 749 | 209 | \$208 | DL | 79% | \$210 | US | 11% | \$191 |
| Dallas/Fort Worth, TX | Louisville, KY | 733 | 276 | \$199 | DL | 47% | \$207 | AA | 37% | \$193 |
| Madison, WI | Washington, DC (Metropolitan Area) | 714 | 169 | \$197 | NW | 34% | \$201 | AA | 11% | \$177 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 701-750 miles</u> | | | | | | | | | | |
| Atlanta, GA (Metropolitan Area) | Buffalo, NY | 712 | 245 | \$189 | DL | 83% | \$183 | DL | 83% | \$183 |
| Greensboro/High Point, NC | Miami, FL (Metropolitan Area) | 710 | 140 | \$188 | DL | 55% | \$194 | US | 39% | \$177 |
| Jacksonville, FL | Philadelphia, PA | 742 | 343 | \$168 | US | 76% | \$170 | DL | 13% | \$159 |
| Austin, TX | St. Louis, MO | 717 | 207 | \$161 | TW | 56% | \$169 | WN | 32% | \$127 |
| St. Louis, MO | Washington, DC (Metropolitan Area) | 737 | 1,422 | \$152 | TW | 64% | \$171 | WN | 27% | \$102 |
| Kansas City, MO | San Antonio, TX | 706 | 202 | \$137 | AA | 46% | \$134 | WN | 23% | \$130 |
| Atlanta, GA (Metropolitan Area) | Dallas/Fort Worth, TX | 732 | 2,583 | \$135 | DL | 51% | \$143 | AA | 42% | \$121 |
| Albuquerque, NM | Kansas City, MO | 718 | 193 | \$129 | WN | 59% | \$133 | UA | 23% | \$107 |
| Colorado Springs, CO | Minneapolis/St. Paul, MN | 725 | 165 | \$123 | NW | 83% | \$118 | NW | 83% | \$118 |
| Cleveland, OH (Metropolitan Area) | Kansas City, MO | 711 | 286 | \$121 | CO | 61% | \$120 | WN | 23% | \$106 |
| Boise, ID | Phoenix, AZ | 735 | 212 | \$120 | WN | 51% | \$111 | WN | 51% | \$111 |
| El Paso, TX | Los Angeles, CA (Metropolitan Area) | 714 | 633 | \$118 | WN | 80% | \$111 | WN | 80% | \$111 |
| Louisville, KY | Tampa, FL (Metropolitan Area) | 727 | 232 | \$107 | WN | 47% | \$93 | WN | 47% | \$93 |
| Louisville, KY | Orlando, FL | 718 | 387 | \$100 | DL | 72% | \$101 | WN | 22% | \$92 |
| San Francisco, CA (Metropolitan Area) | Spokane, WA | 743 | 533 | \$91 | WN | 36% | \$84 | WN | 36% | \$84 |
| <u>Distance Block - 751-800 miles</u> | | | | | | | | | | |
| Boston, MA (Metropolitan Area) | Cincinnati, OH | 752 | 428 | \$276 | DL | 86% | \$284 | NW | 1% | \$195 |
| Chicago, IL | Hartford, CT | 783 | 689 | \$267 | AA | 46% | \$259 | AA | 46% | \$259 |
| Dallas/Fort Worth, TX | Indianapolis, IN | 762 | 367 | \$257 | AA | 72% | \$273 | US | 1% | \$161 |
| Chicago, IL | New York City, NY (Metropolitan Area) | 773 | 7,964 | \$235 | UA | 39% | \$254 | CO | 11% | \$189 |
| Atlanta, GA (Metropolitan Area) | Syracuse, NY | 793 | 179 | \$228 | DL | 76% | \$228 | US | 14% | \$215 |
| Atlanta, GA (Metropolitan Area) | New York City, NY (Metropolitan Area) | 795 | 5,189 | \$209 | DL | 55% | \$238 | CO | 31% | \$172 |
| Austin, TX | Denver, CO | 768 | 267 | \$205 | UA | 48% | \$233 | AA | 34% | \$170 |
| Milwaukee, WI | New York City, NY (Metropolitan Area) | 777 | 849 | \$198 | YX | 65% | \$207 | RU | 10% | \$156 |
| Atlanta, GA (Metropolitan Area) | Oklahoma City, OK | 761 | 200 | \$196 | DL | 73% | \$198 | AA | 14% | \$182 |
| Memphis, TN | Washington, DC (Metropolitan Area) | 787 | 440 | \$193 | NW | 64% | \$176 | NW | 64% | \$176 |
| Cincinnati, OH | Tampa, FL (Metropolitan Area) | 773 | 238 | \$186 | DL | 90% | \$188 | AA | 1% | \$114 |
| Denver, CO | San Antonio, TX | 794 | 262 | \$182 | UA | 54% | \$195 | AA | 24% | \$163 |
| Charleston, SC | Chicago, IL | 760 | 177 | \$173 | DL | 52% | \$176 | US | 41% | \$159 |
| New York City, NY (Metropolitan Area) | Savannah, GA | 757 | 378 | \$164 | US | 33% | \$160 | RU | 27% | \$152 |
| Cincinnati, OH | Orlando, FL | 756 | 370 | \$159 | DL | 76% | \$167 | FL | 19% | \$123 |
| Denver, CO | St. Louis, MO | 770 | 635 | \$156 | TW | 48% | \$153 | TW | 48% | \$153 |
| San Antonio, TX | St. Louis, MO | 786 | 327 | \$152 | TW | 61% | \$165 | WN | 32% | \$124 |
| Houston, TX | Tampa, FL (Metropolitan Area) | 787 | 471 | \$152 | CO | 67% | \$156 | WN | 20% | \$129 |
| Chicago, IL | Savannah, GA | 773 | 172 | \$147 | DL | 65% | \$152 | US | 26% | \$134 |
| New Orleans, LA | Raleigh/Durham, NC | 779 | 157 | \$146 | DL | 48% | \$158 | US | 29% | \$136 |
| Albuquerque, NM | Houston, TX | 767 | 436 | \$132 | CO | 49% | \$141 | WN | 44% | \$119 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 751-800 miles</u> | | | | | | | | | | |
| Eugene, OR | Los Angeles, CA (Metropolitan Area) | 776 | 279 | \$129 | UA | 74% | \$126 | UA | 74% | \$126 |
| Chicago, IL | Myrtle Beach, SC | 753 | 148 | \$126 | US | 59% | \$124 | DL | 34% | \$122 |
| Boston, MA (Metropolitan Area) | Myrtle Beach, SC | 757 | 140 | \$125 | US | 79% | \$123 | US | 79% | \$123 |
| Orlando, FL | Washington, DC (Metropolitan Area) | 787 | 2,692 | \$124 | US | 40% | \$133 | WN | 19% | \$96 |
| Austin, TX | Nashville, TN | 753 | 200 | \$110 | WN | 72% | \$104 | NW | 5% | \$81 |
| San Francisco, CA (Metropolitan Area) | Tucson, AZ | 751 | 705 | \$101 | WN | 40% | \$100 | HP | 24% | \$99 |
| Amarillo, TX | Las Vegas, NV | 758 | 157 | \$98 | WN | 97% | \$96 | WN | 97% | \$96 |
| Las Vegas, NV | Midland/Odessa, TX | 796 | 169 | \$97 | WN | 98% | \$97 | WN | 98% | \$97 |
| Las Vegas, NV | Lubbock, TX | 775 | 151 | \$94 | WN | 97% | \$94 | WN | 97% | \$94 |
| Las Vegas, NV | Portland, OR | 762 | 1,041 | \$91 | AS | 46% | \$91 | WN | 33% | \$84 |
| <u>Distance Block - 801-850 miles</u> | | | | | | | | | | |
| Philadelphia, PA | St. Louis, MO | 813 | 301 | \$306 | TW | 84% | \$314 | NW | 2% | \$201 |
| Cincinnati, OH | Dallas/Fort Worth, TX | 812 | 343 | \$295 | DL | 63% | \$312 | AA | 32% | \$265 |
| Chicago, IL | Dallas/Fort Worth, TX | 802 | 2,544 | \$258 | AA | 68% | \$273 | UA | 21% | \$249 |
| Boston, MA (Metropolitan Area) | Greenville/Spartanburg, SC | 802 | 138 | \$233 | US | 58% | \$226 | US | 58% | \$226 |
| Nashville, TN | New York City, NY (Metropolitan Area) | 803 | 869 | \$229 | AA | 49% | \$220 | AA | 49% | \$220 |
| Charlotte, NC | Kansas City, MO | 809 | 150 | \$228 | US | 77% | \$234 | DL | 13% | \$178 |
| Atlanta, GA (Metropolitan Area) | Omaha, NE | 821 | 180 | \$227 | DL | 66% | \$244 | UA | 16% | \$183 |
| Dallas/Fort Worth, TX | Tucson, AZ | 813 | 210 | \$226 | AA | 72% | \$233 | DL | 18% | \$199 |
| Atlanta, GA (Metropolitan Area) | Austin, TX | 812 | 313 | \$209 | DL | 75% | \$218 | AA | 13% | \$172 |
| Boston, MA (Metropolitan Area) | Indianapolis, IN | 817 | 444 | \$208 | US | 64% | \$214 | WN | 3% | \$112 |
| Boston, MA (Metropolitan Area) | Louisville, KY | 829 | 189 | \$194 | US | 45% | \$208 | WN | 15% | \$118 |
| Boston, MA (Metropolitan Area) | Charleston, SC | 836 | 164 | \$193 | US | 65% | \$185 | US | 65% | \$185 |
| Madison, WI | New York City, NY (Metropolitan Area) | 850 | 227 | \$187 | NW | 27% | \$181 | UA | 13% | \$165 |
| Miami, FL (Metropolitan Area) | Richmond, VA | 826 | 156 | \$176 | US | 46% | \$181 | DL | 45% | \$170 |
| Houston, TX | Omaha, NE | 807 | 170 | \$172 | CO | 40% | \$175 | WN | 19% | \$139 |
| Orlando, FL | Pittsburgh, PA | 834 | 558 | \$159 | US | 90% | \$158 | NW | 2% | \$119 |
| Miami, FL (Metropolitan Area) | Norfolk, VA (Metropolitan Area) | 812 | 210 | \$159 | US | 48% | \$166 | DL | 35% | \$154 |
| Chicago, IL | New Orleans, LA | 837 | 828 | \$152 | UA | 37% | \$158 | WN | 18% | \$123 |
| Colorado Springs, CO | Los Angeles, CA (Metropolitan Area) | 833 | 452 | \$150 | UA | 33% | \$175 | W7 | 12% | \$118 |
| Houston, TX | Louisville, KY | 803 | 197 | \$149 | CO | 53% | \$145 | WN | 21% | \$127 |
| Pensacola, FL | Washington, DC (Metropolitan Area) | 846 | 200 | \$146 | US | 57% | \$138 | US | 57% | \$138 |
| Columbus, OH | New Orleans, LA | 806 | 159 | \$138 | DL | 36% | \$148 | TW | 18% | \$116 |
| Detroit, MI | Jacksonville, FL | 814 | 224 | \$137 | NW | 75% | \$134 | NW | 75% | \$134 |
| Houston, TX | Jacksonville, FL | 817 | 211 | \$135 | CO | 67% | \$138 | WN | 16% | \$111 |
| Colorado Springs, CO | Houston, TX | 836 | 234 | \$133 | CO | 56% | \$126 | CO | 56% | \$126 |
| Tampa, FL (Metropolitan Area) | Washington, DC (Metropolitan Area) | 842 | 1,674 | \$133 | US | 58% | \$138 | WN | 17% | \$101 |
| Phoenix, AZ | San Antonio, TX | 843 | 330 | \$131 | WN | 57% | \$131 | HP | 32% | \$129 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 801-850 miles</u> | | | | | | | | | | |
| Miami, FL (Metropolitan Area) | Nashville, TN | 806 | 455 | \$131 | WN | 47% | \$110 | WN | 47% | \$110 |
| Oklahoma City, OK | Phoenix, AZ | 833 | 275 | \$130 | WN | 75% | \$133 | UA | 10% | \$103 |
| Dallas/Fort Worth, TX | South Bend, IN | 846 | 137 | \$125 | AA | 35% | \$135 | NW | 13% | \$99 |
| Colorado Springs, CO | San Diego, CA | 816 | 142 | \$122 | HP | 38% | \$103 | HP | 38% | \$103 |
| Las Vegas, NV | Spokane, WA | 806 | 186 | \$119 | WN | 41% | \$118 | AS | 14% | \$103 |
| Denver, CO | Reno, NV | 804 | 295 | \$115 | QQ | 48% | \$109 | QQ | 48% | \$109 |
| Dayton, OH | Tampa, FL (Metropolitan Area) | 831 | 153 | \$115 | DL | 51% | \$110 | DL | 51% | \$110 |
| Indianapolis, IN | Tampa, FL (Metropolitan Area) | 840 | 607 | \$113 | TZ | 50% | \$103 | TZ | 50% | \$103 |
| Dayton, OH | Orlando, FL | 808 | 230 | \$112 | DL | 40% | \$110 | US | 17% | \$110 |
| Nashville, TN | San Antonio, TX | 822 | 213 | \$110 | WN | 73% | \$103 | WN | 73% | \$103 |
| Indianapolis, IN | Orlando, FL | 828 | 933 | \$106 | DL | 51% | \$108 | TZ | 26% | \$100 |
| Columbus, OH | Tampa, FL (Metropolitan Area) | 829 | 499 | \$101 | WN | 31% | \$93 | HP | 23% | \$84 |
| Columbus, OH | Orlando, FL | 802 | 775 | \$99 | DL | 55% | \$104 | HP | 18% | \$81 |
| <u>Distance Block - 851-900 miles</u> | | | | | | | | | | |
| Cincinnati, OH | Houston, TX | 886 | 182 | \$291 | DL | 80% | \$288 | TW | 2% | \$221 |
| Dallas/Fort Worth, TX | Milwaukee, WI | 853 | 341 | \$253 | YX | 74% | \$257 | NW | 7% | \$192 |
| Atlanta, GA (Metropolitan Area) | Hartford, CT | 859 | 523 | \$253 | DL | 82% | \$259 | JI | 3% | \$111 |
| Dallas/Fort Worth, TX | Dayton, OH | 861 | 193 | \$232 | AA | 71% | \$229 | AA | 71% | \$229 |
| Dallas/Fort Worth, TX | Phoenix, AZ | 879 | 905 | \$228 | AA | 56% | \$267 | HP | 25% | \$150 |
| Boston, MA (Metropolitan Area) | Milwaukee, WI | 860 | 374 | \$227 | YX | 65% | \$222 | NW | 11% | \$209 |
| Jacksonville, FL | New York City, NY (Metropolitan Area) | 870 | 781 | \$221 | CO | 42% | \$249 | US | 38% | \$196 |
| Denver, CO | Milwaukee, WI | 896 | 254 | \$216 | YX | 45% | \$206 | YX | 45% | \$206 |
| Memphis, TN | Philadelphia, PA | 874 | 232 | \$211 | NW | 74% | \$204 | NW | 74% | \$204 |
| Albany, NY | Atlanta, GA (Metropolitan Area) | 852 | 239 | \$208 | DL | 82% | \$204 | NW | 2% | \$154 |
| Atlanta, GA (Metropolitan Area) | San Antonio, TX | 874 | 359 | \$207 | DL | 72% | \$221 | CO | 13% | \$157 |
| Dallas/Fort Worth, TX | Minneapolis/St. Paul, MN | 852 | 932 | \$198 | NW | 47% | \$196 | NW | 47% | \$196 |
| Boston, MA (Metropolitan Area) | Chicago, IL | 867 | 3,340 | \$197 | UA | 47% | \$207 | AA | 34% | \$199 |
| Denver, CO | Houston, TX | 889 | 1,107 | \$177 | CO | 47% | \$186 | UA | 38% | \$170 |
| Memphis, TN | Miami, FL (Metropolitan Area) | 860 | 234 | \$163 | NW | 47% | \$158 | NW | 47% | \$158 |
| Pittsburgh, PA | Tampa, FL (Metropolitan Area) | 873 | 438 | \$161 | US | 85% | \$161 | NW | 3% | \$115 |
| Cincinnati, OH | Fort Myers, FL | 879 | 180 | \$161 | DL | 92% | \$162 | NW | 1% | \$111 |
| Houston, TX | Indianapolis, IN | 862 | 333 | \$151 | CO | 60% | \$157 | WN | 24% | \$133 |
| Denver, CO | Los Angeles, CA (Metropolitan Area) | 862 | 3,211 | \$150 | UA | 76% | \$153 | W7 | 9% | \$116 |
| Orlando, FL | St. Louis, MO | 881 | 532 | \$149 | TW | 61% | \$157 | WN | 28% | \$121 |
| Jackson/Vicksburg, MS | Washington, DC (Metropolitan Area) | 888 | 234 | \$147 | WN | 54% | \$108 | WN | 54% | \$108 |
| Houston, TX | Orlando, FL | 853 | 693 | \$147 | CO | 62% | \$151 | WN | 21% | \$120 |
| Chicago, IL | Jacksonville, FL | 865 | 465 | \$146 | UA | 44% | \$144 | WN | 10% | \$123 |
| Washington, DC (Metropolitan Area) | West Palm Beach/Palm Beach, FL | 883 | 727 | \$145 | US | 74% | \$143 | US | 74% | \$143 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 851-900 miles</u> | | | | | | | | | | |
| St. Louis, MO | Tampa, FL (Metropolitan Area) | 869 | 449 | \$145 | TW | 56% | \$152 | WN | 36% | \$120 |
| Chicago, IL | Denver, CO | 896 | 2,464 | \$144 | UA | 65% | \$151 | AA | 18% | \$130 |
| Austin, TX | Phoenix, AZ | 868 | 545 | \$135 | WN | 51% | \$133 | HP | 41% | \$131 |
| Sarasota/Bradenton, FL | Washington, DC (Metropolitan Area) | 880 | 163 | \$135 | DL | 52% | \$138 | US | 33% | \$127 |
| Albuquerque, NM | San Francisco, CA (Metropolitan Area) | 896 | 886 | \$133 | WN | 65% | \$135 | HP | 12% | \$121 |
| Denver, CO | San Diego, CA | 853 | 944 | \$132 | UA | 71% | \$135 | W7 | 14% | \$115 |
| Cleveland, OH (Metropolitan Area) | Orlando, FL | 895 | 773 | \$131 | CO | 43% | \$145 | FL | 20% | \$106 |
| Orlando, FL | Philadelphia, PA | 861 | 1,688 | \$130 | US | 84% | \$131 | JI | 1% | \$119 |
| Los Angeles, CA (Metropolitan Area) | Portland, OR | 859 | 2,909 | \$119 | AS | 54% | \$120 | WN | 10% | \$110 |
| Palm Springs, CA | Portland, OR | 873 | 157 | \$117 | AS | 64% | \$118 | DL | 2% | \$115 |
| Indianapolis, IN | Sarasota/Bradenton, FL | 876 | 204 | \$110 | TZ | 72% | \$107 | TZ | 72% | \$107 |
| Harrisburg, PA | Orlando, FL | 851 | 246 | \$109 | US | 75% | \$107 | US | 75% | \$107 |
| Las Vegas, NV | Seattle, WA | 866 | 1,545 | \$96 | AS | 46% | \$100 | WN | 28% | \$86 |
| Atlantic City, NJ | Orlando, FL | 852 | 219 | \$75 | NK | 96% | \$72 | NK | 96% | \$72 |
| <u>Distance Block - 901-950 miles</u> | | | | | | | | | | |
| Minneapolis/St. Paul, MN | Washington, DC (Metropolitan Area) | 936 | 1,074 | \$285 | NW | 83% | \$293 | AA | 3% | \$162 |
| Charlotte, NC | Minneapolis/St. Paul, MN | 930 | 196 | \$278 | US | 49% | \$254 | US | 49% | \$254 |
| New York City, NY (Metropolitan Area) | St. Louis, MO | 928 | 1,162 | \$277 | TW | 66% | \$294 | CO | 13% | \$261 |
| Birmingham, AL | New York City, NY (Metropolitan Area) | 902 | 267 | \$263 | DL | 56% | \$277 | US | 25% | \$258 |
| Charlotte, NC | Houston, TX | 920 | 220 | \$254 | US | 71% | \$260 | DL | 16% | \$223 |
| Columbus, OH | Dallas/Fort Worth, TX | 927 | 445 | \$244 | AA | 75% | \$251 | TW | 8% | \$164 |
| Denver, CO | Sacramento, CA | 909 | 244 | \$235 | UA | 83% | \$237 | DL | 9% | \$197 |
| Charlotte, NC | Dallas/Fort Worth, TX | 936 | 590 | \$230 | AA | 52% | \$231 | US | 36% | \$223 |
| Des Moines, IA | Washington, DC (Metropolitan Area) | 910 | 153 | \$227 | UA | 40% | \$239 | TW | 31% | \$227 |
| New Orleans, LA | Pittsburgh, PA | 918 | 148 | \$223 | US | 79% | \$221 | NW | 1% | \$133 |
| Atlanta, GA (Metropolitan Area) | Minneapolis/St. Paul, MN | 906 | 892 | \$218 | NW | 49% | \$206 | NW | 49% | \$206 |
| Dallas/Fort Worth, TX | Tampa, FL (Metropolitan Area) | 929 | 773 | \$191 | AA | 53% | \$201 | DL | 38% | \$181 |
| Chicago, IL | Houston, TX | 945 | 1,678 | \$178 | CO | 34% | \$188 | WN | 19% | \$135 |
| Little Rock, AR | Washington, DC (Metropolitan Area) | 912 | 229 | \$177 | DL | 41% | \$203 | WN | 12% | \$134 |
| Cincinnati, OH | Miami, FL (Metropolitan Area) | 948 | 403 | \$175 | DL | 89% | \$175 | AA | 1% | \$112 |
| Kansas City, MO | Raleigh/Durham, NC | 904 | 156 | \$175 | US | 32% | \$173 | DL | 29% | \$173 |
| Cleveland, OH (Metropolitan Area) | New Orleans, LA | 917 | 161 | \$167 | CO | 51% | \$170 | CO | 51% | \$170 |
| Chicago, IL | Colorado Springs, CO | 917 | 239 | \$167 | UA | 72% | \$172 | W7 | 10% | \$124 |
| Dallas/Fort Worth, TX | Jacksonville, FL | 919 | 351 | \$162 | DL | 49% | \$156 | DL | 49% | \$156 |
| Boston, MA (Metropolitan Area) | Savannah, GA | 917 | 151 | \$162 | US | 51% | \$152 | US | 51% | \$152 |
| Detroit, MI | New Orleans, LA | 926 | 279 | \$161 | NW | 75% | \$160 | US | 1% | \$134 |
| Miami, FL (Metropolitan Area) | Washington, DC (Metropolitan Area) | 946 | 2,630 | \$156 | US | 40% | \$144 | WN | 15% | \$107 |
| Daytona Beach, FL | New York City, NY (Metropolitan Area) | 935 | 228 | \$155 | CO | 58% | \$146 | CO | 58% | \$146 |

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Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|---|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 901-950 miles</u> | | | | | | | | | | |
| Fort Myers, FL | Washington, DC (Metropolitan Area) | 919 | 355 | \$153 | US | 53% | \$154 | US | 53% | \$154 |
| Philadelphia, PA | Tampa, FL (Metropolitan Area) | 928 | 898 | \$152 | US | 84% | \$152 | JI | 2% | \$130 |
| Boston, MA (Metropolitan Area) | Nashville, TN | 943 | 505 | \$149 | US | 34% | \$173 | WN | 33% | \$103 |
| Cleveland, OH (Metropolitan Area) | Tampa, FL (Metropolitan Area) | 932 | 543 | \$142 | CO | 60% | \$141 | US | 14% | \$138 |
| Louisville, KY | Miami, FL (Metropolitan Area) | 911 | 226 | \$139 | DL | 64% | \$144 | WN | 15% | \$116 |
| Kansas City, MO | Salt Lake City, UT | 919 | 281 | \$137 | DL | 56% | \$144 | WN | 34% | \$115 |
| Albuquerque, NM | St. Louis, MO | 934 | 148 | \$134 | TW | 62% | \$133 | WN | 31% | \$124 |
| Fort Myers, FL | Indianapolis, IN | 946 | 479 | \$129 | TZ | 80% | \$126 | TW | 2% | \$106 |
| Phoenix, AZ | Tulsa, OK | 935 | 286 | \$125 | WN | 74% | \$126 | WN | 74% | \$126 |
| Bloomington/Normal, IL | Orlando, FL | 936 | 175 | \$123 | FL | 90% | \$121 | AA | 2% | \$104 |
| Columbus, OH | Fort Myers, FL | 930 | 257 | \$121 | HP | 52% | \$109 | HP | 52% | \$109 |
| Portland, OR | San Diego, CA | 933 | 752 | \$115 | AS | 66% | \$118 | WN | 13% | \$103 |
| Orlando, FL | Toledo, OH | 918 | 149 | \$115 | FL | 57% | \$111 | FL | 57% | \$111 |
| Allentown/Bethlehem/Easton, PA | Orlando, FL | 906 | 344 | \$112 | FL | 53% | \$109 | FL | 53% | \$109 |
| <u>Distance Block - 951-1000 miles</u> | | | | | | | | | | |
| Minneapolis/St. Paul, MN | Philadelphia, PA | 980 | 505 | \$301 | NW | 67% | \$305 | US | 23% | \$288 |
| Dallas/Fort Worth, TX | Greensboro/High Point, NC | 999 | 147 | \$296 | AA | 50% | \$292 | US | 12% | \$276 |
| Hartford, CT | St. Louis, MO | 957 | 167 | \$277 | TW | 80% | \$275 | NW | 3% | \$230 |
| Minneapolis/St. Paul, MN | Raleigh/Durham, NC | 981 | 173 | \$255 | NW | 69% | \$268 | RU | 2% | \$104 |
| Dallas/Fort Worth, TX | Salt Lake City, UT | 999 | 447 | \$246 | DL | 57% | \$236 | DL | 57% | \$236 |
| Atlanta, GA (Metropolitan Area) | Boston, MA (Metropolitan Area) | 952 | 1,919 | \$244 | DL | 70% | \$268 | J7 | 12% | \$131 |
| Dallas/Fort Worth, TX | Detroit, MI | 987 | 863 | \$236 | AA | 50% | \$236 | NW | 40% | \$231 |
| Minneapolis/St. Paul, MN | Salt Lake City, UT | 991 | 258 | \$204 | NW | 46% | \$196 | NW | 46% | \$196 |
| Albuquerque, NM | Minneapolis/St. Paul, MN | 981 | 187 | \$191 | NW | 69% | \$194 | F9 | 11% | \$155 |
| Fort Myers, FL | St. Louis, MO | 979 | 141 | \$190 | TW | 87% | \$185 | US | 2% | \$156 |
| Austin, TX | Chicago, IL | 972 | 519 | \$181 | AA | 61% | \$187 | UA | 22% | \$178 |
| Dallas/Fort Worth, TX | Orlando, FL | 984 | 911 | \$179 | AA | 52% | \$183 | DL | 38% | \$178 |
| Colorado Springs, CO | San Francisco, CA (Metropolitan Area) | 963 | 310 | \$174 | UA | 47% | \$185 | HP | 15% | \$143 |
| Houston, TX | Miami, FL (Metropolitan Area) | 965 | 799 | \$174 | CO | 58% | \$177 | AA | 23% | \$170 |
| Kansas City, MO | Washington, DC (Metropolitan Area) | 966 | 1,025 | \$166 | US | 51% | \$179 | WN | 16% | \$123 |
| Denver, CO | San Francisco, CA (Metropolitan Area) | 967 | 2,827 | \$161 | UA | 83% | \$164 | W7 | 6% | \$113 |
| Pittsburgh, PA | West Palm Beach/Palm Beach, FL | 952 | 251 | \$157 | US | 85% | \$157 | NW | 1% | \$139 |
| Fort Myers, FL | Philadelphia, PA | 992 | 353 | \$156 | US | 79% | \$157 | J7 | 1% | \$120 |
| Denver, CO | Indianapolis, IN | 977 | 428 | \$156 | UA | 76% | \$157 | W7 | 8% | \$124 |
| Denver, CO | Portland, OR | 991 | 648 | \$154 | UA | 80% | \$152 | W7 | 11% | \$131 |
| Fort Myers, FL | Pittsburgh, PA | 966 | 187 | \$153 | US | 80% | \$154 | US | 80% | \$154 |
| New Orleans, LA | Washington, DC (Metropolitan Area) | 998 | 1,084 | \$151 | US | 49% | \$153 | WN | 11% | \$121 |
| Philadelphia, PA | West Palm Beach/Palm Beach, FL | 951 | 695 | \$149 | US | 87% | \$148 | JI | 3% | \$126 |
| Austin, TX | Orlando, FL | 995 | 229 | \$147 | WN | 43% | \$119 | WN | 43% | \$119 |

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Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 951-1000 miles</u> | | | | | | | | | | |
| Dayton, OH | Miami, FL (Metropolitan Area) | 998 | 145 | \$142 | DL | 55% | \$133 | DL | 55% | \$133 |
| Indianapolis, IN | San Antonio, TX | 986 | 152 | \$141 | TW | 21% | \$122 | NW | 21% | \$114 |
| Los Angeles, CA (Metropolitan Area) | Spokane, WA | 962 | 510 | \$140 | AS | 35% | \$144 | WN | 22% | \$126 |
| El Paso, TX | San Francisco, CA (Metropolitan Area) | 993 | 256 | \$137 | WN | 68% | \$134 | HP | 28% | \$133 |
| New York City, NY (Metropolitan Area) | Orlando, FL | 989 | 6,062 | \$134 | DL | 44% | \$134 | DL | 44% | \$134 |
| Detroit, MI | Orlando, FL | 957 | 1,125 | \$133 | NW | 85% | \$133 | TW | 1% | \$107 |
| Palm Springs, CA | Seattle, WA | 987 | 264 | \$132 | AS | 83% | \$131 | AS | 83% | \$131 |
| Los Angeles, CA (Metropolitan Area) | Seattle, WA | 978 | 4,848 | \$130 | AS | 60% | \$133 | UA | 22% | \$128 |
| Detroit, MI | Tampa, FL (Metropolitan Area) | 983 | 1,028 | \$120 | NW | 64% | \$135 | NK | 21% | \$59 |
| Columbus, OH | Miami, FL (Metropolitan Area) | 990 | 486 | \$120 | DL | 36% | \$132 | HP | 32% | \$91 |
| Las Vegas, NV | Oklahoma City, OK | 987 | 310 | \$116 | QQ | 62% | \$108 | QQ | 62% | \$108 |
| Las Vegas, NV | Wichita, KS | 987 | 147 | \$116 | HP | 79% | \$102 | HP | 79% | \$102 |
| Atlantic City, NJ | Miami, FL (Metropolitan Area) | 998 | 269 | \$83 | NK | 98% | \$81 | NK | 98% | \$81 |
| <u>Distance Block - 1001-1050 miles</u> | | | | | | | | | | |
| Hartford, CT | Minneapolis/St. Paul, MN | 1,050 | 212 | \$360 | NW | 75% | \$379 | US | 2% | \$270 |
| Austin, TX | Minneapolis/St. Paul, MN | 1,035 | 159 | \$304 | AA | 40% | \$283 | CO | 10% | \$156 |
| Kansas City, MO | Philadelphia, PA | 1,038 | 245 | \$289 | US | 72% | \$296 | CO | 2% | \$203 |
| Cleveland, OH (Metropolitan Area) | Dallas/Fort Worth, TX | 1,023 | 428 | \$287 | AA | 51% | \$314 | CO | 23% | \$271 |
| Minneapolis/St. Paul, MN | New Orleans, LA | 1,040 | 171 | \$264 | NW | 67% | \$281 | CO | 10% | \$154 |
| Memphis, TN | New York City, NY (Metropolitan Area) | 1,002 | 537 | \$263 | NW | 77% | \$264 | DL | 11% | \$253 |
| Boston, MA (Metropolitan Area) | St. Louis, MO | 1,046 | 547 | \$255 | TW | 44% | \$343 | WN | 14% | \$124 |
| Denver, CO | Nashville, TN | 1,013 | 174 | \$252 | UA | 56% | \$273 | AA | 18% | \$222 |
| Houston, TX | Raleigh/Durham, NC | 1,050 | 231 | \$190 | CO | 50% | \$189 | AA | 17% | \$182 |
| Chicago, IL | San Antonio, TX | 1,041 | 563 | \$187 | AA | 48% | \$204 | WN | 14% | \$133 |
| Columbus, OH | Houston, TX | 1,001 | 277 | \$187 | CO | 66% | \$195 | WN | 13% | \$135 |
| Houston, TX | Phoenix, AZ | 1,028 | 726 | \$177 | WN | 37% | \$148 | WN | 37% | \$148 |
| Miami, FL (Metropolitan Area) | Philadelphia, PA | 1,013 | 1,382 | \$169 | US | 65% | \$166 | US | 65% | \$166 |
| Detroit, MI | Sarasota/Bradenton, FL | 1,023 | 155 | \$168 | NW | 73% | \$170 | NW | 73% | \$170 |
| Miami, FL (Metropolitan Area) | Pittsburgh, PA | 1,013 | 499 | \$166 | US | 76% | \$169 | DL | 11% | \$167 |
| Omaha, NE | Washington, DC (Metropolitan Area) | 1,025 | 345 | \$164 | YX | 42% | \$175 | NW | 14% | \$137 |
| Cleveland, OH (Metropolitan Area) | West Palm Beach/Palm Beach, FL | 1,020 | 160 | \$162 | US | 37% | \$151 | US | 37% | \$151 |
| New York City, NY (Metropolitan Area) | Tampa, FL (Metropolitan Area) | 1,048 | 2,910 | \$160 | CO | 36% | \$171 | US | 28% | \$165 |
| Cleveland, OH (Metropolitan Area) | Fort Myers, FL | 1,025 | 324 | \$159 | CO | 58% | \$167 | US | 14% | \$143 |
| Chicago, IL | Tampa, FL (Metropolitan Area) | 1,014 | 1,819 | \$153 | UA | 38% | \$177 | WN | 11% | \$117 |
| Denver, CO | Seattle, WA | 1,024 | 1,191 | \$149 | UA | 79% | \$147 | W7 | 8% | \$131 |
| Chicago, IL | Sarasota/Bradenton, FL | 1,050 | 268 | \$148 | TZ | 74% | \$134 | TZ | 74% | \$134 |
| Chicago, IL | Orlando, FL | 1,005 | 2,609 | \$148 | UA | 34% | \$172 | WN | 13% | \$108 |

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Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 1001-1050 miles</u> | | | | | | | | | | |
| Boston, MA (Metropolitan Area) | Jacksonville, FL | 1,028 | 394 | \$145 | US | 51% | \$147 | US | 51% | \$147 |
| Grand Rapids, MI | Orlando, FL | 1,023 | 220 | \$130 | NW | 53% | \$126 | US | 15% | \$125 |
| Kansas City, MO | Tampa, FL (Metropolitan Area) | 1,048 | 267 | \$129 | TW | 31% | \$101 | TW | 31% | \$101 |
| Phoenix, AZ | Portland, OR | 1,009 | 996 | \$129 | AS | 38% | \$132 | WN | 14% | \$117 |
| San Diego, CA | Seattle, WA | 1,050 | 1,296 | \$127 | AS | 68% | \$131 | UA | 11% | \$117 |
| Orlando, FL | Rochester, NY | 1,033 | 336 | \$123 | US | 50% | \$124 | FL | 35% | \$115 |
| Indianapolis, IN | Miami, FL (Metropolitan Area) | 1,021 | 554 | \$117 | TZ | 29% | \$103 | TZ | 29% | \$103 |
| Buffalo, NY | Orlando, FL | 1,011 | 439 | \$117 | US | 41% | \$115 | FL | 35% | \$108 |
| Omaha, NE | Phoenix, AZ | 1,037 | 530 | \$117 | HP | 55% | \$113 | HP | 55% | \$113 |
| Kansas City, MO | Phoenix, AZ | 1,046 | 823 | \$116 | WN | 49% | \$113 | HP | 37% | \$113 |
| Hartford, CT | Orlando, FL | 1,050 | 1,152 | \$113 | DL | 84% | \$112 | DL | 84% | \$112 |
| Orlando, FL | San Antonio, TX | 1,040 | 318 | \$112 | WN | 35% | \$102 | WN | 35% | \$102 |
| Phoenix, AZ | Spokane, WA | 1,020 | 252 | \$108 | WN | 40% | \$107 | UA | 15% | \$102 |
| <u>Distance Block - 1051-1100 miles</u> | | | | | | | | | | |
| Minneapolis/St. Paul, MN | New York City, NY (Metropolitan Area) | 1,057 | 1,594 | \$323 | NW | 71% | \$339 | CO | 12% | \$292 |
| Des Moines, IA | New York City, NY (Metropolitan Area) | 1,071 | 146 | \$315 | UA | 41% | \$331 | AA | 11% | \$289 |
| Houston, TX | Minneapolis/St. Paul, MN | 1,059 | 308 | \$314 | CO | 40% | \$311 | AA | 11% | \$228 |
| Dallas/Fort Worth, TX | Pittsburgh, PA | 1,068 | 356 | \$285 | AA | 44% | \$287 | US | 44% | \$278 |
| Cincinnati, OH | Denver, CO | 1,069 | 232 | \$258 | DL | 81% | \$260 | TW | 1% | \$163 |
| Minneapolis/St. Paul, MN | San Antonio, TX | 1,097 | 138 | \$246 | AA | 38% | \$231 | CO | 14% | \$187 |
| Dallas/Fort Worth, TX | Raleigh/Durham, NC | 1,062 | 560 | \$244 | AA | 81% | \$253 | J7 | 3% | \$135 |
| Birmingham, AL | Boston, MA (Metropolitan Area) | 1,052 | 146 | \$238 | DL | 51% | \$269 | WN | 14% | \$133 |
| Denver, CO | New Orleans, LA | 1,062 | 287 | \$209 | UA | 62% | \$222 | CO | 18% | \$176 |
| Miami, FL (Metropolitan Area) | St. Louis, MO | 1,068 | 368 | \$204 | TW | 53% | \$229 | WN | 29% | \$145 |
| Tulsa, OK | Washington, DC (Metropolitan Area) | 1,071 | 204 | \$203 | TW | 29% | \$182 | WN | 17% | \$142 |
| Dallas/Fort Worth, TX | Las Vegas, NV | 1,067 | 745 | \$201 | AA | 53% | \$225 | HP | 18% | \$139 |
| New Orleans, LA | Philadelphia, PA | 1,088 | 399 | \$191 | US | 68% | \$190 | US | 68% | \$190 |
| New York City, NY (Metropolitan Area) | Pensacola, FL | 1,063 | 145 | \$190 | DL | 54% | \$193 | US | 24% | \$176 |
| Detroit, MI | Houston, TX | 1,093 | 581 | \$184 | CO | 45% | \$191 | WN | 11% | \$130 |
| Detroit, MI | West Palm Beach/Palm Beach, FL | 1,087 | 341 | \$171 | NW | 78% | \$171 | DL | 11% | \$171 |
| New York City, NY (Metropolitan Area) | Sarasota/Bradenton, FL | 1,085 | 460 | \$167 | CO | 49% | \$160 | US | 14% | \$154 |
| Salt Lake City, UT | San Antonio, TX | 1,086 | 140 | \$166 | DL | 69% | \$175 | WN | 18% | \$122 |
| Cleveland, OH (Metropolitan Area) | Miami, FL (Metropolitan Area) | 1,080 | 718 | \$164 | CO | 56% | \$150 | CO | 56% | \$150 |
| Rochester, NY | Tampa, FL (Metropolitan Area) | 1,079 | 152 | \$155 | US | 72% | \$147 | US | 72% | \$147 |
| New York City, NY (Metropolitan Area) | West Palm Beach/Palm Beach, FL | 1,077 | 3,984 | \$154 | CO | 30% | \$160 | TW | 14% | \$134 |
| Oklahoma City, OK | Orlando, FL | 1,068 | 162 | \$143 | DL | 27% | \$140 | TW | 14% | \$139 |
| Buffalo, NY | Tampa, FL (Metropolitan Area) | 1,054 | 180 | \$137 | US | 63% | \$133 | US | 63% | \$133 |
| Detroit, MI | Fort Myers, FL | 1,085 | 697 | \$132 | NW | 55% | \$157 | NK | 36% | \$82 |
| Milwaukee, WI | Orlando, FL | 1,066 | 763 | \$127 | TZ | 31% | \$120 | DL | 10% | \$118 |

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Table 1

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|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 1051-1100 miles</u> | | | | | | | | | | |
| Milwaukee, WI | Tampa, FL (Metropolitan Area) | 1,077 | 529 | \$125 | TZ | 38% | \$121 | TZ | 38% | \$121 |
| Albany, NY | Orlando, FL | 1,073 | 373 | \$124 | FL | 43% | \$122 | US | 38% | \$121 |
| Orlando, FL | Syracuse, NY | 1,053 | 393 | \$121 | FL | 45% | \$115 | FL | 45% | \$115 |
| Kansas City, MO | Orlando, FL | 1,072 | 547 | \$119 | DL | 21% | \$136 | TW | 20% | \$96 |
| Austin, TX | Las Vegas, NV | 1,085 | 503 | \$113 | WN | 61% | \$106 | WN | 61% | \$106 |
| Las Vegas, NV | San Antonio, TX | 1,069 | 584 | \$109 | WN | 77% | \$106 | HP | 13% | \$106 |
| Las Vegas, NV | Omaha, NE | 1,099 | 384 | \$107 | WN | 45% | \$107 | HP | 30% | \$98 |
| <u>Distance Block - 1101-1200 miles</u> | | | | | | | | | | |
| Boston, MA (Metropolitan Area) | Minneapolis/St. Paul, MN | 1,124 | 746 | \$341 | NW | 71% | \$365 | CO | 3% | \$136 |
| Houston, TX | Pittsburgh, PA | 1,131 | 298 | \$338 | US | 59% | \$331 | US | 59% | \$331 |
| New York City, NY (Metropolitan Area) | Omaha, NE | 1,188 | 259 | \$279 | YX | 31% | \$304 | NW | 14% | \$216 |
| Little Rock, AR | New York City, NY (Metropolitan Area) | 1,125 | 154 | \$278 | DL | 36% | \$283 | NW | 12% | \$215 |
| Dallas/Fort Worth, TX | San Diego, CA | 1,182 | 554 | \$265 | AA | 63% | \$291 | DL | 19% | \$215 |
| Boston, MA (Metropolitan Area) | Memphis, TN | 1,139 | 227 | \$242 | NW | 74% | \$218 | J7 | 3% | \$153 |
| Denver, CO | Detroit, MI | 1,123 | 487 | \$240 | UA | 50% | \$241 | UA | 50% | \$241 |
| Columbus, OH | Denver, CO | 1,155 | 208 | \$234 | UA | 68% | \$248 | TW | 12% | \$189 |
| Dallas/Fort Worth, TX | Miami, FL (Metropolitan Area) | 1,121 | 923 | \$228 | AA | 67% | \$237 | DL | 23% | \$208 |
| Dallas/Fort Worth, TX | Richmond, VA | 1,158 | 257 | \$223 | AA | 74% | \$214 | AA | 74% | \$214 |
| Kansas City, MO | New York City, NY (Metropolitan Area) | 1,148 | 1,004 | \$223 | CO | 35% | \$233 | NJ | 11% | \$117 |
| Cleveland, OH (Metropolitan Area) | Houston, TX | 1,107 | 528 | \$214 | CO | 67% | \$225 | WN | 12% | \$139 |
| Dallas/Fort Worth, TX | West Palm Beach/Palm Beach, FL | 1,103 | 226 | \$193 | DL | 54% | \$204 | AA | 39% | \$176 |
| Chicago, IL | West Palm Beach/Palm Beach, FL | 1,144 | 469 | \$186 | UA | 39% | \$180 | UA | 39% | \$180 |
| Oklahoma City, OK | Washington, DC (Metropolitan Area) | 1,180 | 350 | \$185 | AA | 26% | \$185 | WN | 12% | \$144 |
| Albuquerque, NM | Chicago, IL | 1,121 | 363 | \$181 | AA | 45% | \$206 | WN | 26% | \$129 |
| Austin, TX | Detroit, MI | 1,145 | 158 | \$180 | AA | 38% | \$197 | WN | 11% | \$126 |
| Miami, FL (Metropolitan Area) | San Antonio, TX | 1,145 | 192 | \$180 | CO | 36% | \$169 | CO | 36% | \$169 |
| Atlanta, GA (Metropolitan Area) | Colorado Springs, CO | 1,185 | 182 | \$176 | DL | 73% | \$179 | W7 | 5% | \$128 |
| Fort Myers, FL | New York City, NY (Metropolitan Area) | 1,120 | 1,079 | \$176 | CO | 44% | \$177 | DL | 18% | \$171 |
| Chicago, IL | Miami, FL (Metropolitan Area) | 1,197 | 2,725 | \$172 | AA | 36% | \$180 | TZ | 11% | \$139 |
| Atlanta, GA (Metropolitan Area) | Denver, CO | 1,199 | 1,137 | \$170 | DL | 40% | \$192 | W7 | 11% | \$125 |
| Chicago, IL | Fort Myers, FL | 1,120 | 817 | \$165 | TZ | 40% | \$151 | TZ | 40% | \$151 |
| San Antonio, TX | San Diego, CA | 1,129 | 180 | \$165 | WN | 40% | \$151 | WN | 40% | \$151 |
| Austin, TX | Miami, FL (Metropolitan Area) | 1,108 | 196 | \$165 | AA | 58% | \$164 | CO | 22% | \$158 |
| Los Angeles, CA (Metropolitan Area) | Oklahoma City, OK | 1,187 | 411 | \$161 | WN | 25% | \$141 | WN | 25% | \$141 |
| Miami, FL (Metropolitan Area) | New York City, NY (Metropolitan Area) | 1,139 | 9,473 | \$156 | AA | 28% | \$171 | DL | 20% | \$149 |
| Little Rock, AR | Phoenix, AZ | 1,136 | 137 | \$151 | WN | 65% | \$144 | WN | 65% | \$144 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 1101-1200 miles</u> | | | | | | | | | | |
| Austin, TX | San Diego, CA | 1,161 | 220 | \$150 | WN | 29% | \$131 | UA | 11% | \$123 |
| Albuquerque, NM | Seattle, WA | 1,180 | 252 | \$149 | DL | 30% | \$150 | WN | 17% | \$132 |
| Syracuse, NY | Tampa, FL (Metropolitan Area) | 1,104 | 146 | \$148 | US | 68% | \$146 | US | 68% | \$146 |
| Detroit, MI | Miami, FL (Metropolitan Area) | 1,145 | 1,299 | \$146 | NW | 67% | \$154 | NK | 15% | \$88 |
| Albuquerque, NM | Portland, OR | 1,111 | 188 | \$146 | DL | 32% | \$153 | HP | 25% | \$129 |
| Hartford, CT | Miami, FL (Metropolitan Area) | 1,194 | 497 | \$145 | DL | 34% | \$143 | DL | 34% | \$143 |
| Albany, NY | Tampa, FL (Metropolitan Area) | 1,130 | 143 | \$144 | US | 71% | \$139 | US | 71% | \$139 |
| Fort Myers, FL | Hartford, CT | 1,180 | 221 | \$144 | DL | 55% | \$143 | DL | 55% | \$143 |
| Buffalo, NY | Miami, FL (Metropolitan Area) | 1,185 | 227 | \$143 | US | 50% | \$138 | US | 50% | \$138 |
| Phoenix, AZ | Seattle, WA | 1,107 | 1,439 | \$138 | AS | 42% | \$141 | WN | 15% | \$120 |
| Hartford, CT | West Palm Beach/Palm Beach, FL | 1,133 | 628 | \$136 | DL | 71% | \$143 | US | 18% | \$117 |
| Hartford, CT | Tampa, FL (Metropolitan Area) | 1,111 | 487 | \$133 | US | 62% | \$128 | US | 62% | \$128 |
| Salt Lake City, UT | St. Louis, MO | 1,156 | 262 | \$131 | TW | 56% | \$130 | WN | 33% | \$112 |
| Fort Myers, FL | Milwaukee, WI | 1,183 | 305 | \$130 | TZ | 52% | \$124 | NW | 15% | \$119 |
| Des Moines, IA | Orlando, FL | 1,140 | 186 | \$128 | FL | 33% | \$121 | AA | 12% | \$118 |
| Boston, MA (Metropolitan Area) | Orlando, FL | 1,142 | 3,210 | \$119 | DL | 66% | \$120 | WN | 11% | \$95 |
| Kansas City, MO | Las Vegas, NV | 1,145 | 718 | \$103 | WN | 54% | \$104 | DL | 10% | \$90 |
| <u>Distance Block - 1201-1300 miles</u> | | | | | | | | | | |
| Denver, CO | Pittsburgh, PA | 1,290 | 219 | \$296 | US | 71% | \$293 | US | 71% | \$293 |
| Dallas/Fort Worth, TX | Washington, DC (Metropolitan Area) | 1,217 | 2,176 | \$263 | AA | 72% | \$281 | DL | 11% | \$214 |
| Dallas/Fort Worth, TX | Los Angeles, CA (Metropolitan Area) | 1,246 | 2,718 | \$260 | AA | 76% | \$267 | W7 | 1% | \$179 |
| New York City, NY (Metropolitan Area) | Tulsa, OK | 1,271 | 210 | \$250 | AA | 46% | \$249 | TW | 28% | \$218 |
| New Orleans, LA | New York City, NY (Metropolitan Area) | 1,218 | 1,046 | \$243 | CO | 42% | \$270 | US | 19% | \$214 |
| Los Angeles, CA (Metropolitan Area) | Wichita, KS | 1,203 | 158 | \$230 | HP | 40% | \$216 | HP | 40% | \$216 |
| Houston, TX | Washington, DC (Metropolitan Area) | 1,246 | 1,500 | \$223 | CO | 61% | \$246 | WN | 13% | \$139 |
| Chicago, IL | El Paso, TX | 1,237 | 227 | \$223 | AA | 68% | \$244 | WN | 19% | \$146 |
| Cleveland, OH (Metropolitan Area) | Denver, CO | 1,224 | 349 | \$221 | UA | 43% | \$232 | CO | 39% | \$202 |
| Boston, MA (Metropolitan Area) | Kansas City, MO | 1,256 | 450 | \$213 | YX | 34% | \$241 | US | 22% | \$206 |
| Chicago, IL | Salt Lake City, UT | 1,258 | 563 | \$212 | DL | 45% | \$222 | UA | 26% | \$217 |
| Houston, TX | Salt Lake City, UT | 1,220 | 308 | \$204 | DL | 37% | \$212 | WN | 14% | \$133 |
| Albuquerque, NM | Atlanta, GA (Metropolitan Area) | 1,269 | 167 | \$201 | DL | 67% | \$208 | AA | 14% | \$201 |
| Houston, TX | Norfolk, VA (Metropolitan Area) | 1,209 | 138 | \$193 | CO | 44% | \$199 | US | 17% | \$177 |
| Minneapolis/St. Paul, MN | Phoenix, AZ | 1,276 | 1,132 | \$189 | NW | 59% | \$197 | HP | 28% | \$157 |
| Detroit, MI | San Antonio, TX | 1,215 | 183 | \$189 | NW | 33% | \$198 | CO | 12% | \$171 |
| Las Vegas, NV | Minneapolis/St. Paul, MN | 1,300 | 481 | \$189 | NW | 70% | \$196 | HP | 19% | \$139 |
| Dallas/Fort Worth, TX | Norfolk, VA (Metropolitan Area) | 1,213 | 233 | \$183 | AA | 63% | \$172 | AA | 63% | \$172 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 1201-1300 miles</u> | | | | | | | | | | |
| Austin, TX | Los Angeles, CA (Metropolitan Area) | 1,238 | 633 | \$173 | AA | 37% | \$195 | WN | 23% | \$139 |
| Los Angeles, CA (Metropolitan Area) | San Antonio, TX | 1,211 | 633 | \$163 | WN | 41% | \$146 | WN | 41% | \$146 |
| Hartford, CT | New Orleans, LA | 1,279 | 159 | \$157 | DL | 36% | \$154 | DL | 36% | \$154 |
| Boston, MA (Metropolitan Area) | Miami, FL (Metropolitan Area) | 1,284 | 2,197 | \$156 | AA | 31% | \$185 | DL | 26% | \$144 |
| Miami, FL (Metropolitan Area) | Rochester, NY | 1,204 | 173 | \$154 | US | 63% | \$148 | US | 63% | \$148 |
| Los Angeles, CA (Metropolitan Area) | Tulsa, OK | 1,283 | 421 | \$152 | AA | 37% | \$158 | WN | 22% | \$139 |
| Miami, FL (Metropolitan Area) | Syracuse, NY | 1,217 | 138 | \$151 | US | 54% | \$149 | US | 54% | \$149 |
| Boston, MA (Metropolitan Area) | West Palm Beach/Palm Beach, FL | 1,222 | 1,259 | \$148 | DL | 63% | \$156 | US | 20% | \$133 |
| Albany, NY | Miami, FL (Metropolitan Area) | 1,225 | 176 | \$148 | US | 54% | \$143 | US | 54% | \$143 |
| Kansas City, MO | Miami, FL (Metropolitan Area) | 1,252 | 350 | \$145 | DL | 29% | \$149 | TW | 25% | \$125 |
| Houston, TX | Las Vegas, NV | 1,243 | 926 | \$139 | WN | 46% | \$109 | WN | 46% | \$109 |
| Phoenix, AZ | St. Louis, MO | 1,262 | 712 | \$139 | TW | 40% | \$141 | WN | 39% | \$129 |
| Boston, MA (Metropolitan Area) | Fort Myers, FL | 1,272 | 848 | \$137 | DL | 67% | \$136 | DL | 67% | \$136 |
| Miami, FL (Metropolitan Area) | Milwaukee, WI | 1,259 | 321 | \$136 | NW | 35% | \$130 | TW | 10% | \$104 |
| Boston, MA (Metropolitan Area) | Sarasota/Bradenton, FL | 1,240 | 256 | \$134 | DL | 60% | \$136 | US | 23% | \$125 |
| Seattle, WA | Tucson, AZ | 1,216 | 251 | \$133 | HP | 47% | \$129 | WN | 15% | \$126 |
| Des Moines, IA | Las Vegas, NV | 1,216 | 148 | \$131 | UA | 34% | \$154 | HP | 24% | \$106 |
| Boston, MA (Metropolitan Area) | Tampa, FL (Metropolitan Area) | 1,204 | 1,638 | \$130 | DL | 39% | \$131 | WN | 14% | \$101 |
| Orlando, FL | Portland, ME | 1,214 | 171 | \$126 | US | 49% | \$122 | US | 49% | \$122 |
| Omaha, NE | Orlando, FL | 1,210 | 301 | \$118 | TW | 25% | \$102 | TW | 25% | \$102 |
| <u>Distance Block - 1301-1400 miles</u> | | | | | | | | | | |
| Houston, TX | Philadelphia, PA | 1,335 | 613 | \$302 | CO | 54% | \$341 | US | 27% | \$240 |
| Dallas/Fort Worth, TX | Philadelphia, PA | 1,302 | 939 | \$287 | AA | 61% | \$307 | US | 25% | \$248 |
| Charlotte, NC | Denver, CO | 1,338 | 180 | \$272 | US | 66% | \$259 | US | 66% | \$259 |
| Minneapolis/St. Paul, MN | Tampa, FL (Metropolitan Area) | 1,307 | 338 | \$257 | NW | 68% | \$280 | US | 5% | \$132 |
| Minneapolis/St. Paul, MN | Seattle, WA | 1,399 | 593 | \$235 | NW | 82% | \$229 | DL | 2% | \$183 |
| Houston, TX | Los Angeles, CA (Metropolitan Area) | 1,397 | 1,789 | \$230 | CO | 57% | \$244 | WN | 19% | \$171 |
| New York City, NY (Metropolitan Area) | Oklahoma City, OK | 1,381 | 218 | \$228 | AA | 33% | \$245 | TW | 26% | \$204 |
| Dallas/Fort Worth, TX | Reno, NV | 1,356 | 156 | \$222 | DL | 48% | \$211 | DL | 48% | \$211 |
| Minneapolis/St. Paul, MN | Orlando, FL | 1,310 | 592 | \$221 | NW | 69% | \$241 | US | 4% | \$113 |
| Houston, TX | San Diego, CA | 1,320 | 423 | \$213 | CO | 52% | \$231 | WN | 25% | \$157 |
| Austin, TX | Washington, DC (Metropolitan Area) | 1,340 | 548 | \$203 | AA | 41% | \$220 | WN | 12% | \$138 |
| Oklahoma City, OK | San Francisco, CA (Metropolitan Area) | 1,384 | 214 | \$192 | UA | 31% | \$209 | WN | 17% | \$139 |
| Boston, MA (Metropolitan Area) | New Orleans, LA | 1,371 | 462 | \$176 | US | 30% | \$182 | CO | 11% | \$158 |
| New Orleans, LA | Phoenix, AZ | 1,301 | 229 | \$161 | WN | 57% | \$144 | WN | 57% | \$144 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | |
|--|------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ |
| <u>Distance Block - 1301-1400 miles</u> | | | | | | | | | |
| Los Angeles, CA (Metropolitan Area) Omaha, NE | 1,330 | 459 | \$156 | UA | 28% | \$160 | YX | 25% | \$150 |
| Kansas City, MO Los Angeles, CA (Metropolitan Area) | 1,368 | 1,090 | \$152 | WN | 32% | \$144 | WN | 32% | \$144 |
| Madison, WI Phoenix, AZ | 1,396 | 164 | \$145 | NW | 45% | \$149 | UA | 14% | \$128 |
| Kansas City, MO San Diego, CA | 1,337 | 385 | \$135 | WN | 30% | \$125 | WN | 30% | \$125 |
| Las Vegas, NV St. Louis, MO | 1,372 | 486 | \$135 | TW | 54% | \$143 | WN | 25% | \$118 |
| <u>Distance Block - 1401-1500 miles</u> | | | | | | | | | |
| Houston, TX New York City, NY (Metropolitan Area) | 1,465 | 1,952 | \$388 | CO | 69% | \$446 | NW | 4% | \$154 |
| Dallas/Fort Worth, TX Sacramento, CA | 1,442 | 199 | \$351 | AA | 58% | \$383 | DL | 11% | \$289 |
| Dallas/Fort Worth, TX Hartford, CT | 1,471 | 304 | \$351 | AA | 77% | \$357 | NW | 2% | \$193 |
| Dallas/Fort Worth, TX San Francisco, CA (Metropolitan Area) | 1,476 | 1,856 | \$330 | AA | 64% | \$358 | DL | 12% | \$244 |
| Dallas/Fort Worth, TX New York City, NY (Metropolitan Area) | 1,428 | 3,411 | \$287 | AA | 66% | \$315 | CO | 18% | \$187 |
| Philadelphia, PA San Antonio, TX | 1,495 | 151 | \$280 | AA | 37% | \$292 | TW | 15% | \$202 |
| Minneapolis/St. Paul, MN Portland, OR | 1,426 | 291 | \$263 | NW | 75% | \$265 | UA | 10% | \$257 |
| Denver, CO Raleigh/Durham, NC | 1,437 | 187 | \$248 | DL | 27% | \$213 | DL | 27% | \$213 |
| Chicago, IL Tucson, AZ | 1,440 | 298 | \$221 | AA | 64% | \$226 | AA | 64% | \$226 |
| Austin, TX San Francisco, CA (Metropolitan Area) | 1,499 | 817 | \$221 | AA | 56% | \$243 | UA | 14% | \$215 |
| Fort Myers, FL Minneapolis/St. Paul, MN | 1,416 | 256 | \$218 | NW | 74% | \$224 | DL | 12% | \$218 |
| Denver, CO Washington, DC (Metropolitan Area) | 1,491 | 1,861 | \$206 | UA | 71% | \$219 | AA | 8% | \$125 |
| San Antonio, TX Washington, DC (Metropolitan Area) | 1,407 | 637 | \$204 | AA | 39% | \$197 | AA | 39% | \$197 |
| Detroit, MI Salt Lake City, UT | 1,481 | 166 | \$191 | NW | 35% | \$177 | TW | 15% | \$159 |
| San Antonio, TX San Francisco, CA (Metropolitan Area) | 1,482 | 435 | \$184 | WN | 29% | \$150 | WN | 29% | \$150 |
| Milwaukee, WI Phoenix, AZ | 1,460 | 384 | \$178 | HP | 54% | \$180 | NW | 13% | \$174 |
| Chicago, IL Phoenix, AZ | 1,444 | 2,615 | \$174 | UA | 28% | \$189 | WN | 13% | \$123 |
| Little Rock, AR Los Angeles, CA (Metropolitan Area) | 1,494 | 239 | \$174 | AA | 37% | \$184 | WN | 25% | \$142 |
| Nashville, TN Phoenix, AZ | 1,448 | 299 | \$171 | WN | 55% | \$166 | WN | 55% | \$166 |
| Omaha, NE San Francisco, CA (Metropolitan Area) | 1,433 | 268 | \$168 | UA | 47% | \$187 | NW | 9% | \$121 |
| Kansas City, MO Portland, OR | 1,481 | 196 | \$167 | UA | 27% | \$188 | NW | 15% | \$131 |
| Kansas City, MO Sacramento, CA | 1,442 | 163 | \$149 | UA | 40% | \$149 | WN | 15% | \$144 |
| San Francisco, CA (Metropolitan Area) Tulsa, OK | 1,465 | 269 | \$144 | UA | 34% | \$144 | WN | 13% | \$119 |
| New Orleans, LA Salt Lake City, UT | 1,428 | 155 | \$137 | DL | 73% | \$142 | TW | 3% | \$96 |
| Indianapolis, IN Phoenix, AZ | 1,489 | 567 | \$137 | HP | 54% | \$138 | AA | 11% | \$115 |
| <u>Distance Block - 1501-1600 miles</u> | | | | | | | | | |
| Denver, CO Philadelphia, PA | 1,557 | 348 | \$374 | UA | 60% | \$422 | US | 21% | \$301 |
| Boston, MA (Metropolitan Area) Dallas/Fort Worth, TX | 1,562 | 1,196 | \$344 | AA | 59% | \$394 | DL | 21% | \$275 |
| Austin, TX New York City, NY (Metropolitan Area) | 1,556 | 597 | \$282 | AA | 48% | \$305 | DL | 11% | \$250 |
| Minneapolis/St. Paul, MN San Francisco, CA (Metropolitan Area) | 1,589 | 1,150 | \$278 | NW | 74% | \$272 | CO | 1% | \$149 |
| Miami, FL (Metropolitan Area) Minneapolis/St. Paul, MN | 1,501 | 405 | \$270 | NW | 61% | \$284 | CO | 5% | \$129 |

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Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 1501-1600 miles</u> | | | | | | | | | | |
| Los Angeles, CA (Metropolitan Area) | Minneapolis/St. Paul, MN | 1,536 | 1,226 | \$264 | NW | 69% | \$266 | CO | 2% | \$131 |
| Atlanta, GA (Metropolitan Area) | Phoenix, AZ | 1,587 | 704 | \$261 | DL | 57% | \$285 | HP | 20% | \$219 |
| Denver, CO | Tampa, FL (Metropolitan Area) | 1,506 | 275 | \$260 | UA | 49% | \$284 | AA | 10% | \$178 |
| Cincinnati, OH | Phoenix, AZ | 1,569 | 206 | \$247 | DL | 84% | \$250 | AA | 5% | \$145 |
| Atlanta, GA (Metropolitan Area) | Salt Lake City, UT | 1,589 | 425 | \$244 | DL | 76% | \$259 | CO | 3% | \$115 |
| Minneapolis/St. Paul, MN | San Diego, CA | 1,532 | 441 | \$224 | NW | 68% | \$228 | CO | 2% | \$127 |
| Los Angeles, CA (Metropolitan Area) | St. Louis, MO | 1,592 | 1,070 | \$220 | TW | 56% | \$241 | WN | 18% | \$152 |
| Colorado Springs, CO | Washington, DC (Metropolitan Area) | 1,504 | 341 | \$210 | UA | 43% | \$223 | TW | 11% | \$165 |
| Denver, CO | Orlando, FL | 1,546 | 769 | \$196 | UA | 65% | \$207 | W7 | 14% | \$142 |
| San Diego, CA | St. Louis, MO | 1,557 | 335 | \$186 | TW | 57% | \$197 | WN | 24% | \$140 |
| New Orleans, LA | San Diego, CA | 1,599 | 196 | \$182 | AA | 22% | \$188 | WN | 18% | \$126 |
| Houston, TX | Reno, NV | 1,546 | 163 | \$164 | WN | 36% | \$126 | WN | 36% | \$126 |
| Kansas City, MO | Seattle, WA | 1,501 | 352 | \$161 | UA | 31% | \$178 | NW | 20% | \$134 |
| Chicago, IL | Las Vegas, NV | 1,521 | 2,130 | \$155 | UA | 29% | \$180 | WN | 11% | \$116 |
| Louisville, KY | Phoenix, AZ | 1,506 | 169 | \$154 | WN | 59% | \$138 | WN | 59% | \$138 |
| Kansas City, MO | San Francisco, CA (Metropolitan Area) | 1,506 | 755 | \$151 | UA | 30% | \$170 | WN | 19% | \$131 |
| Colorado Springs, CO | Orlando, FL | 1,520 | 204 | \$144 | TW | 52% | \$103 | TW | 52% | \$103 |
| Las Vegas, NV | Nashville, TN | 1,588 | 325 | \$144 | WN | 61% | \$134 | UA | 10% | \$132 |
| Las Vegas, NV | New Orleans, LA | 1,501 | 276 | \$141 | DL | 52% | \$127 | DL | 52% | \$127 |
| Las Vegas, NV | Milwaukee, WI | 1,524 | 383 | \$140 | HP | 24% | \$128 | HP | 24% | \$128 |
| Albuquerque, NM | Orlando, FL | 1,552 | 199 | \$135 | WN | 55% | \$116 | WN | 55% | \$116 |
| Indianapolis, IN | Las Vegas, NV | 1,591 | 783 | \$120 | TZ | 51% | \$117 | HP | 20% | \$114 |
| <u>Distance Block - 1601-1700 miles</u> | | | | | | | | | | |
| Denver, CO | Hartford, CT | 1,671 | 161 | \$317 | UA | 52% | \$349 | AA | 14% | \$286 |
| Boston, MA (Metropolitan Area) | Houston, TX | 1,609 | 790 | \$292 | CO | 51% | \$359 | WN | 13% | \$133 |
| Dallas/Fort Worth, TX | Seattle, WA | 1,670 | 659 | \$292 | AA | 49% | \$338 | DL | 24% | \$238 |
| Dallas/Fort Worth, TX | Portland, OR | 1,616 | 389 | \$286 | AA | 37% | \$334 | DL | 32% | \$252 |
| Houston, TX | San Francisco, CA (Metropolitan Area) | 1,657 | 1,233 | \$263 | CO | 53% | \$277 | WN | 12% | \$158 |
| Chicago, IL | Palm Springs, CA | 1,657 | 172 | \$256 | AA | 68% | \$253 | AA | 68% | \$253 |
| New York City, NY (Metropolitan Area) | San Antonio, TX | 1,624 | 581 | \$253 | CO | 43% | \$256 | DL | 15% | \$240 |
| Los Angeles, CA (Metropolitan Area) | Memphis, TN | 1,619 | 325 | \$247 | NW | 60% | \$232 | NW | 60% | \$232 |
| Denver, CO | New York City, NY (Metropolitan Area) | 1,659 | 2,248 | \$234 | UA | 50% | \$270 | CO | 24% | \$178 |
| Houston, TX | Sacramento, CA | 1,632 | 149 | \$224 | WN | 29% | \$164 | WN | 29% | \$164 |
| Austin, TX | Boston, MA (Metropolitan Area) | 1,695 | 380 | \$223 | AA | 52% | \$239 | WN | 11% | \$117 |
| Colorado Springs, CO | New York City, NY (Metropolitan Area) | 1,678 | 250 | \$205 | UA | 27% | \$261 | W7 | 15% | \$149 |
| Cincinnati, OH | Las Vegas, NV | 1,678 | 158 | \$203 | DL | 81% | \$201 | AA | 3% | \$161 |
| Detroit, MI | Phoenix, AZ | 1,681 | 912 | \$179 | NW | 62% | \$186 | WN | 11% | \$126 |
| Grand Rapids, MI | Las Vegas, NV | 1,643 | 139 | \$173 | NW | 68% | \$170 | UA | 13% | \$160 |
| Albuquerque, NM | Washington, DC (Metropolitan Area) | 1,670 | 609 | \$172 | TW | 31% | \$147 | TW | 31% | \$147 |

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Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 1601-1700 miles</u> | | | | | | | | | | |
| Los Angeles, CA (Metropolitan Area) | New Orleans, LA | 1,671 | 913 | \$169 | DL | 33% | \$153 | WN | 12% | \$128 |
| Columbus, OH | Phoenix, AZ | 1,671 | 458 | \$168 | HP | 62% | \$174 | WN | 13% | \$134 |
| Chicago, IL | Reno, NV | 1,680 | 308 | \$149 | QQ | 74% | \$143 | WN | 4% | \$108 |
| Las Vegas, NV | Louisville, KY | 1,624 | 184 | \$142 | WN | 35% | \$122 | WN | 35% | \$122 |
| <u>Distance Block - 1701-1800 miles</u> | | | | | | | | | | |
| Chicago, IL | Sacramento, CA | 1,790 | 257 | \$327 | UA | 59% | \$399 | WN | 14% | \$134 |
| Chicago, IL | Seattle, WA | 1,733 | 966 | \$291 | UA | 50% | \$339 | AA | 20% | \$290 |
| Chicago, IL | Portland, OR | 1,751 | 525 | \$281 | UA | 50% | \$318 | AA | 19% | \$273 |
| Charlotte, NC | Phoenix, AZ | 1,774 | 140 | \$280 | US | 56% | \$285 | DL | 20% | \$257 |
| Boston, MA (Metropolitan Area) | Colorado Springs, CO | 1,778 | 138 | \$264 | UA | 34% | \$343 | NW | 17% | \$163 |
| Chicago, IL | San Diego, CA | 1,729 | 945 | \$259 | UA | 32% | \$311 | WN | 14% | \$130 |
| Chicago, IL | Los Angeles, CA (Metropolitan Area) | 1,751 | 4,441 | \$256 | UA | 40% | \$298 | TZ | 11% | \$168 |
| Seattle, WA | St. Louis, MO | 1,709 | 338 | \$252 | TW | 66% | \$258 | WN | 8% | \$144 |
| Boston, MA (Metropolitan Area) | Denver, CO | 1,754 | 979 | \$246 | UA | 65% | \$259 | AA | 8% | \$175 |
| Boston, MA (Metropolitan Area) | San Antonio, TX | 1,764 | 244 | \$241 | AA | 30% | \$262 | WN | 12% | \$131 |
| San Francisco, CA (Metropolitan Area) | St. Louis, MO | 1,736 | 696 | \$239 | TW | 57% | \$254 | WN | 14% | \$150 |
| Denver, CO | Miami, FL (Metropolitan Area) | 1,709 | 595 | \$236 | UA | 33% | \$287 | CO | 14% | \$181 |
| El Paso, TX | Washington, DC (Metropolitan Area) | 1,741 | 179 | \$235 | AA | 56% | \$250 | WN | 13% | \$175 |
| Los Angeles, CA (Metropolitan Area) | Milwaukee, WI | 1,756 | 457 | \$213 | YX | 33% | \$226 | HP | 10% | \$184 |
| Portland, OR | St. Louis, MO | 1,708 | 162 | \$211 | TW | 61% | \$203 | TW | 61% | \$203 |
| Austin, TX | Seattle, WA | 1,764 | 170 | \$198 | AA | 34% | \$205 | HP | 11% | \$197 |
| Los Angeles, CA (Metropolitan Area) | Nashville, TN | 1,797 | 611 | \$196 | AA | 48% | \$213 | WN | 23% | \$156 |
| Milwaukee, WI | San Diego, CA | 1,738 | 183 | \$192 | YX | 31% | \$199 | NW | 28% | \$180 |
| Phoenix, AZ | Tampa, FL (Metropolitan Area) | 1,788 | 300 | \$183 | CO | 25% | \$167 | WN | 12% | \$134 |
| Atlanta, GA (Metropolitan Area) | Las Vegas, NV | 1,747 | 712 | \$182 | DL | 68% | \$192 | HP | 17% | \$146 |
| San Antonio, TX | Seattle, WA | 1,774 | 181 | \$181 | AA | 30% | \$177 | AA | 30% | \$177 |
| Indianapolis, IN | San Diego, CA | 1,783 | 221 | \$171 | TW | 23% | \$137 | TW | 23% | \$137 |
| Cleveland, OH (Metropolitan Area) | Phoenix, AZ | 1,754 | 569 | \$169 | CO | 45% | \$187 | WN | 14% | \$118 |
| Detroit, MI | Las Vegas, NV | 1,750 | 968 | \$164 | NW | 73% | \$167 | WN | 6% | \$126 |
| Nashville, TN | San Diego, CA | 1,751 | 175 | \$157 | AA | 41% | \$167 | WN | 21% | \$127 |
| Columbus, OH | Las Vegas, NV | 1,772 | 531 | \$130 | HP | 65% | \$137 | CO | 12% | \$77 |
| <u>Distance Block - 1801-1900 miles</u> | | | | | | | | | | |
| Cincinnati, OH | Los Angeles, CA (Metropolitan Area) | 1,900 | 392 | \$322 | DL | 72% | \$334 | AA | 11% | \$184 |
| Chicago, IL | San Francisco, CA (Metropolitan Area) | 1,855 | 3,094 | \$321 | UA | 51% | \$386 | TZ | 13% | \$152 |
| Memphis, TN | San Francisco, CA (Metropolitan Area) | 1,807 | 190 | \$295 | NW | 59% | \$283 | NW | 59% | \$283 |
| Atlanta, GA (Metropolitan Area) | San Diego, CA | 1,891 | 433 | \$271 | DL | 64% | \$288 | W7 | 5% | \$195 |
| Phoenix, AZ | Pittsburgh, PA | 1,813 | 209 | \$271 | US | 76% | \$271 | CO | 4% | \$226 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|--|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 1801-1900 miles</u> | | | | | | | | | | |
| Grand Rapids, MI | Los Angeles, CA (Metropolitan Area) | 1,874 | 180 | \$257 | NW | 38% | \$291 | AA | 18% | \$214 |
| Houston, TX | Portland, OR | 1,850 | 220 | \$249 | CO | 44% | \$247 | AA | 10% | \$200 |
| Houston, TX | Seattle, WA | 1,900 | 397 | \$247 | CO | 47% | \$254 | AA | 10% | \$231 |
| Indianapolis, IN | Seattle, WA | 1,866 | 176 | \$231 | UA | 40% | \$241 | TW | 16% | \$200 |
| Albuquerque, NM | New York City, NY (Metropolitan Area) | 1,861 | 455 | \$227 | AA | 29% | \$243 | TW | 17% | \$195 |
| Birmingham, AL | Los Angeles, CA (Metropolitan Area) | 1,815 | 208 | \$214 | AA | 31% | \$201 | WN | 17% | \$156 |
| Salt Lake City, UT | Washington, DC (Metropolitan Area) | 1,864 | 661 | \$214 | DL | 46% | \$245 | TW | 11% | \$155 |
| Milwaukee, WI | San Francisco, CA (Metropolitan Area) | 1,845 | 402 | \$210 | YX | 28% | \$189 | NW | 27% | \$182 |
| Orlando, FL | Phoenix, AZ | 1,848 | 458 | \$181 | HP | 28% | \$180 | WN | 16% | \$143 |
| Los Angeles, CA (Metropolitan Area) | Louisville, KY | 1,842 | 304 | \$175 | DL | 32% | \$184 | WN | 11% | \$134 |
| Indianapolis, IN | Los Angeles, CA (Metropolitan Area) | 1,814 | 766 | \$166 | AA | 17% | \$168 | TW | 15% | \$127 |
| Cleveland, OH (Metropolitan Area) | Las Vegas, NV | 1,846 | 562 | \$160 | CO | 56% | \$169 | WN | 10% | \$122 |
| <u>Distance Block - 1901-2000 miles</u> | | | | | | | | | | |
| Cincinnati, OH | Seattle, WA | 1,964 | 141 | \$331 | DL | 80% | \$344 | AA | 6% | \$112 |
| Tucson, AZ | Washington, DC (Metropolitan Area) | 1,976 | 258 | \$290 | AA | 44% | \$295 | CO | 12% | \$223 |
| Philadelphia, PA | Salt Lake City, UT | 1,926 | 165 | \$282 | DL | 66% | \$297 | UA | 12% | \$285 |
| Atlanta, GA (Metropolitan Area) | Los Angeles, CA (Metropolitan Area) | 1,946 | 1,987 | \$276 | DL | 60% | \$300 | AA | 13% | \$192 |
| Albuquerque, NM | Boston, MA (Metropolitan Area) | 1,974 | 229 | \$253 | AA | 25% | \$248 | DL | 25% | \$247 |
| Detroit, MI | Portland, OR | 1,959 | 202 | \$249 | NW | 67% | \$238 | WN | 1% | \$139 |
| Detroit, MI | Seattle, WA | 1,927 | 373 | \$249 | NW | 78% | \$247 | WN | 2% | \$131 |
| El Paso, TX | New York City, NY (Metropolitan Area) | 1,944 | 147 | \$248 | AA | 61% | \$246 | CO | 20% | \$229 |
| Detroit, MI | Los Angeles, CA (Metropolitan Area) | 1,988 | 1,565 | \$241 | NW | 59% | \$251 | WN | 7% | \$144 |
| Miami, FL (Metropolitan Area) | Phoenix, AZ | 1,972 | 410 | \$239 | DL | 25% | \$242 | CO | 17% | \$219 |
| New Orleans, LA | San Francisco, CA (Metropolitan Area) | 1,911 | 533 | \$223 | UA | 33% | \$266 | WN | 11% | \$117 |
| Las Vegas, NV | Pittsburgh, PA | 1,910 | 173 | \$223 | US | 64% | \$234 | CO | 5% | \$149 |
| Phoenix, AZ | Washington, DC (Metropolitan Area) | 1,998 | 1,234 | \$222 | HP | 23% | \$220 | WN | 11% | \$141 |
| Louisville, KY | San Francisco, CA (Metropolitan Area) | 1,989 | 157 | \$216 | DL | 28% | \$230 | WN | 11% | \$138 |
| Dayton, OH | Los Angeles, CA (Metropolitan Area) | 1,925 | 219 | \$216 | TW | 23% | \$210 | NW | 10% | \$187 |
| Detroit, MI | San Diego, CA | 1,966 | 421 | \$205 | NW | 61% | \$211 | WN | 7% | \$119 |
| Columbus, OH | Los Angeles, CA (Metropolitan Area) | 1,996 | 513 | \$202 | HP | 27% | \$218 | UA | 13% | \$211 |
| Nashville, TN | Seattle, WA | 1,977 | 176 | \$194 | AA | 26% | \$189 | AA | 26% | \$189 |
| Nashville, TN | San Francisco, CA (Metropolitan Area) | 1,968 | 364 | \$190 | AA | 25% | \$222 | WN | 25% | \$145 |
| Buffalo, NY | Las Vegas, NV | 1,987 | 214 | \$169 | AA | 36% | \$153 | AA | 36% | \$153 |
| Indianapolis, IN | San Francisco, CA (Metropolitan Area) | 1,944 | 570 | \$169 | UA | 24% | \$231 | TZ | 18% | \$121 |
| Columbus, OH | San Diego, CA | 1,964 | 192 | \$156 | DL | 30% | \$160 | TW | 18% | \$133 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 1901-2000 miles</u> | | | | | | | | | | |
| Las Vegas, NV | Tampa, FL (Metropolitan Area) | 1,984 | 377 | \$156 | HP | 37% | \$142 | WN | 10% | \$114 |
| Orlando, FL | Salt Lake City, UT | 1,929 | 456 | \$142 | DL | 53% | \$178 | AA | 28% | \$70 |
| Detroit, MI | Reno, NV | 1,911 | 220 | \$126 | NW | 78% | \$120 | NW | 78% | \$120 |
| <u>Distance Block - 2001-2200 miles</u> | | | | | | | | | | |
| Charlotte, NC | Los Angeles, CA (Metropolitan Area) | 2,125 | 376 | \$320 | US | 58% | \$326 | AA | 20% | \$282 |
| Atlanta, GA (Metropolitan Area) | San Francisco, CA (Metropolitan Area) | 2,139 | 1,511 | \$318 | DL | 61% | \$327 | DL | 61% | \$327 |
| Cincinnati, OH | San Francisco, CA (Metropolitan Area) | 2,036 | 332 | \$317 | DL | 70% | \$329 | UA | 14% | \$279 |
| New York City, NY (Metropolitan Area) | Salt Lake City, UT | 2,021 | 520 | \$313 | DL | 43% | \$374 | AA | 14% | \$164 |
| Los Angeles, CA (Metropolitan Area) | Pittsburgh, PA | 2,136 | 426 | \$305 | US | 61% | \$318 | CO | 3% | \$212 |
| New York City, NY (Metropolitan Area) | Tucson, AZ | 2,173 | 307 | \$300 | AA | 39% | \$330 | HP | 16% | \$263 |
| New York City, NY (Metropolitan Area) | Phoenix, AZ | 2,189 | 1,849 | \$296 | HP | 37% | \$319 | CO | 17% | \$296 |
| Philadelphia, PA | Phoenix, AZ | 2,075 | 537 | \$293 | US | 45% | \$283 | US | 45% | \$283 |
| Cleveland, OH (Metropolitan Area) | Seattle, WA | 2,055 | 169 | \$279 | NW | 31% | \$239 | NW | 31% | \$239 |
| Atlanta, GA (Metropolitan Area) | Sacramento, CA | 2,092 | 188 | \$275 | DL | 67% | \$268 | DL | 67% | \$268 |
| Atlanta, GA (Metropolitan Area) | Portland, OR | 2,172 | 323 | \$275 | DL | 70% | \$290 | AA | 5% | \$138 |
| Atlanta, GA (Metropolitan Area) | Seattle, WA | 2,182 | 570 | \$275 | DL | 57% | \$309 | AA | 7% | \$148 |
| Boston, MA (Metropolitan Area) | Salt Lake City, UT | 2,105 | 303 | \$274 | DL | 65% | \$289 | UA | 12% | \$267 |
| Detroit, MI | San Francisco, CA (Metropolitan Area) | 2,079 | 938 | \$270 | NW | 59% | \$274 | WN | 5% | \$137 |
| Cleveland, OH (Metropolitan Area) | San Francisco, CA (Metropolitan Area) | 2,187 | 519 | \$255 | CO | 47% | \$254 | CO | 47% | \$254 |
| Cleveland, OH (Metropolitan Area) | Los Angeles, CA (Metropolitan Area) | 2,073 | 780 | \$246 | CO | 43% | \$265 | WN | 8% | \$130 |
| Miami, FL (Metropolitan Area) | Salt Lake City, UT | 2,088 | 162 | \$238 | DL | 40% | \$259 | CO | 15% | \$178 |
| San Diego, CA | Tampa, FL (Metropolitan Area) | 2,087 | 167 | \$230 | DL | 26% | \$254 | CO | 23% | \$200 |
| Jacksonville, FL | Los Angeles, CA (Metropolitan Area) | 2,153 | 229 | \$228 | DL | 33% | \$261 | CO | 15% | \$217 |
| Orlando, FL | San Diego, CA | 2,148 | 260 | \$224 | DL | 32% | \$230 | AA | 17% | \$223 |
| Columbus, OH | San Francisco, CA (Metropolitan Area) | 2,121 | 346 | \$221 | UA | 17% | \$331 | TW | 14% | \$168 |
| New Orleans, LA | Seattle, WA | 2,086 | 182 | \$213 | DL | 27% | \$218 | CO | 12% | \$205 |
| Los Angeles, CA (Metropolitan Area) | Tampa, FL (Metropolitan Area) | 2,158 | 718 | \$209 | DL | 56% | \$204 | DL | 56% | \$204 |
| Las Vegas, NV | Philadelphia, PA | 2,176 | 583 | \$201 | US | 46% | \$204 | HP | 20% | \$181 |
| Las Vegas, NV | Raleigh/Durham, NC | 2,027 | 189 | \$201 | AA | 40% | \$205 | US | 13% | \$196 |
| Cleveland, OH (Metropolitan Area) | San Diego, CA | 2,045 | 217 | \$201 | CO | 39% | \$200 | NW | 11% | \$130 |
| Las Vegas, NV | Washington, DC (Metropolitan Area) | 2,106 | 850 | \$193 | HP | 25% | \$163 | US | 15% | \$154 |
| Las Vegas, NV | Miami, FL (Metropolitan Area) | 2,175 | 604 | \$184 | DL | 30% | \$172 | DL | 30% | \$172 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|--|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - 2001-2200 miles</u> | | | | | | | | | | |
| Columbus, OH | Seattle, WA | 2,017 | 183 | \$181 | NW | 29% | \$168 | TW | 15% | \$144 |
| Las Vegas, NV | Orlando, FL | 2,039 | 520 | \$145 | DL | 67% | \$137 | WN | 4% | \$112 |
| <u>Distance Block - 2201-2400 miles</u> | | | | | | | | | | |
| Raleigh/Durham, NC | San Francisco, CA (Metropolitan Area) | 2,400 | 345 | \$406 | AA | 43% | \$443 | US | 10% | \$335 |
| Philadelphia, PA | Seattle, WA | 2,378 | 294 | \$371 | US | 47% | \$347 | US | 47% | \$347 |
| Los Angeles, CA (Metropolitan Area) | Rochester, NY | 2,272 | 159 | \$348 | US | 27% | \$303 | US | 27% | \$303 |
| Pittsburgh, PA | San Francisco, CA (Metropolitan Area) | 2,254 | 353 | \$345 | US | 64% | \$337 | US | 64% | \$337 |
| Charlotte, NC | San Francisco, CA (Metropolitan Area) | 2,296 | 269 | \$338 | US | 66% | \$333 | US | 66% | \$333 |
| Los Angeles, CA (Metropolitan Area) | Raleigh/Durham, NC | 2,239 | 310 | \$321 | AA | 40% | \$348 | US | 13% | \$264 |
| Philadelphia, PA | San Diego, CA | 2,369 | 326 | \$316 | US | 44% | \$294 | US | 44% | \$294 |
| Buffalo, NY | Los Angeles, CA (Metropolitan Area) | 2,217 | 173 | \$309 | AA | 24% | \$367 | US | 23% | \$278 |
| Los Angeles, CA (Metropolitan Area) | Washington, DC (Metropolitan Area) | 2,329 | 3,410 | \$295 | UA | 34% | \$334 | US | 17% | \$245 |
| Hartford, CT | Phoenix, AZ | 2,213 | 180 | \$288 | AA | 29% | \$305 | NW | 11% | \$245 |
| Los Angeles, CA (Metropolitan Area) | Norfolk, VA (Metropolitan Area) | 2,371 | 228 | \$286 | US | 22% | \$270 | TW | 12% | \$235 |
| Jacksonville, FL | San Francisco, CA (Metropolitan Area) | 2,366 | 141 | \$284 | DL | 45% | \$295 | AA | 12% | \$289 |
| Portland, OR | Washington, DC (Metropolitan Area) | 2,358 | 497 | \$280 | UA | 40% | \$314 | NW | 14% | \$235 |
| Seattle, WA | Washington, DC (Metropolitan Area) | 2,335 | 1,013 | \$272 | UA | 38% | \$357 | AA | 11% | \$191 |
| Sacramento, CA | Washington, DC (Metropolitan Area) | 2,395 | 328 | \$265 | UA | 41% | \$293 | AA | 15% | \$269 |
| Norfolk, VA (Metropolitan Area) | San Diego, CA | 2,330 | 161 | \$265 | US | 42% | \$225 | US | 42% | \$225 |
| Miami, FL (Metropolitan Area) | San Diego, CA | 2,268 | 238 | \$265 | AA | 32% | \$271 | CO | 13% | \$248 |
| San Francisco, CA (Metropolitan Area) | Tampa, FL (Metropolitan Area) | 2,393 | 439 | \$261 | DL | 24% | \$280 | CO | 12% | \$237 |
| San Diego, CA | Washington, DC (Metropolitan Area) | 2,295 | 1,123 | \$252 | UA | 32% | \$307 | AA | 22% | \$218 |
| Los Angeles, CA (Metropolitan Area) | Miami, FL (Metropolitan Area) | 2,342 | 1,775 | \$249 | AA | 48% | \$272 | DL | 20% | \$216 |
| Los Angeles, CA (Metropolitan Area) | Orlando, FL | 2,217 | 1,373 | \$240 | DL | 54% | \$238 | DL | 54% | \$238 |
| Harrisburg, PA | Los Angeles, CA (Metropolitan Area) | 2,320 | 141 | \$235 | AA | 29% | \$193 | AA | 29% | \$193 |
| Los Angeles, CA (Metropolitan Area) | West Palm Beach/Palm Beach, FL | 2,330 | 241 | \$223 | DL | 53% | \$236 | AA | 22% | \$201 |
| Boston, MA (Metropolitan Area) | Phoenix, AZ | 2,300 | 946 | \$215 | HP | 31% | \$244 | CO | 10% | \$141 |
| Las Vegas, NV | New York City, NY (Metropolitan Area) | 2,283 | 2,195 | \$212 | HP | 32% | \$206 | TW | 10% | \$172 |
| Reno, NV | Washington, DC (Metropolitan Area) | 2,286 | 165 | \$209 | NW | 25% | \$189 | TW | 13% | \$180 |
| Boston, MA (Metropolitan Area) | Las Vegas, NV | 2,381 | 941 | \$181 | DL | 38% | \$170 | CO | 11% | \$130 |

*Carrier Code Identifier and Footnotes at End of Report

Table 1

| City-Pair | Market Data | | | Largest Carrier | | | Lowest Fare Carrier 1/ | | | |
|---|---------------------------------------|--------------|----------------------|-----------------|----------------------|-------------------------|------------------------|----------------------|-------------------------|-------|
| | Nonstop Distance | Psgs Per Day | Average One Way Fare | Carrier | Percent Market Share | Average One Way Fare 2/ | Carrier | Percent Market Share | Average One Way Fare 2/ | |
| <u>Distance Block - More than 2400 miles</u> | | | | | | | | | | |
| Boston, MA (Metropolitan Area) | San Francisco, CA (Metropolitan Area) | 2,704 | 2,416 | \$431 | UA | 47% | \$500 | AA | 20% | \$420 |
| Philadelphia, PA | San Francisco, CA (Metropolitan Area) | 2,521 | 983 | \$401 | UA | 40% | \$456 | US | 31% | \$371 |
| New York City, NY (Metropolitan Area) | San Francisco, CA (Metropolitan Area) | 2,619 | 5,447 | \$396 | UA | 38% | \$468 | CO | 13% | \$369 |
| New York City, NY (Metropolitan Area) | Seattle, WA | 2,448 | 1,038 | \$382 | UA | 31% | \$400 | UA | 31% | \$400 |
| Hartford, CT | San Francisco, CA (Metropolitan Area) | 2,625 | 324 | \$380 | UA | 36% | \$416 | AA | 21% | \$372 |
| New York City, NY (Metropolitan Area) | Sacramento, CA | 2,553 | 207 | \$368 | UA | 37% | \$397 | AA | 16% | \$344 |
| New York City, NY (Metropolitan Area) | Palm Springs, CA | 2,413 | 146 | \$359 | AA | 51% | \$376 | TW | 2% | \$154 |
| Los Angeles, CA (Metropolitan Area) | Philadelphia, PA | 2,401 | 1,139 | \$357 | US | 34% | \$355 | AA | 12% | \$306 |
| Boston, MA (Metropolitan Area) | Portland, OR | 2,537 | 286 | \$343 | UA | 31% | \$394 | AA | 10% | \$304 |
| New York City, NY (Metropolitan Area) | Portland, OR | 2,482 | 523 | \$342 | UA | 23% | \$384 | NW | 11% | \$251 |
| New York City, NY (Metropolitan Area) | San Diego, CA | 2,481 | 1,066 | \$342 | CO | 29% | \$331 | CO | 29% | \$331 |
| Hartford, CT | Los Angeles, CA (Metropolitan Area) | 2,527 | 401 | \$338 | AA | 31% | \$326 | US | 13% | \$298 |
| San Francisco, CA (Metropolitan Area) | Washington, DC (Metropolitan Area) | 2,457 | 3,033 | \$336 | UA | 48% | \$410 | AA | 11% | \$264 |
| Boston, MA (Metropolitan Area) | Los Angeles, CA (Metropolitan Area) | 2,611 | 2,250 | \$316 | AA | 32% | \$332 | AA | 32% | \$332 |
| Los Angeles, CA (Metropolitan Area) | New York City, NY (Metropolitan Area) | 2,510 | 8,240 | \$315 | AA | 33% | \$359 | CO | 13% | \$287 |
| Boston, MA (Metropolitan Area) | Seattle, WA | 2,496 | 635 | \$306 | NW | 38% | \$284 | NW | 38% | \$284 |
| Hartford, CT | San Diego, CA | 2,502 | 143 | \$301 | AA | 31% | \$294 | DL | 13% | \$292 |
| Boston, MA (Metropolitan Area) | Sacramento, CA | 2,636 | 163 | \$299 | UA | 37% | \$318 | DL | 10% | \$268 |
| New York City, NY (Metropolitan Area) | Reno, NV | 2,411 | 137 | \$296 | UA | 30% | \$352 | NW | 18% | \$231 |
| Miami, FL (Metropolitan Area) | San Francisco, CA (Metropolitan Area) | 2,585 | 974 | \$294 | AA | 44% | \$291 | DL | 14% | \$285 |
| San Francisco, CA (Metropolitan Area) | West Palm Beach/Palm Beach, FL | 2,567 | 154 | \$290 | DL | 50% | \$282 | DL | 50% | \$282 |
| Boston, MA (Metropolitan Area) | San Diego, CA | 2,588 | 669 | \$263 | AA | 25% | \$280 | US | 13% | \$229 |
| Orlando, FL | San Francisco, CA (Metropolitan Area) | 2,445 | 844 | \$255 | UA | 27% | \$336 | DL | 25% | \$234 |
| Miami, FL (Metropolitan Area) | Portland, OR | 2,700 | 192 | \$244 | DL | 36% | \$250 | AA | 22% | \$223 |
| Miami, FL (Metropolitan Area) | Seattle, WA | 2,724 | 395 | \$241 | AA | 39% | \$234 | AA | 39% | \$234 |
| Seattle, WA | Tampa, FL (Metropolitan Area) | 2,520 | 186 | \$234 | DL | 27% | \$245 | NW | 24% | \$214 |
| Orlando, FL | Portland, OR | 2,534 | 248 | \$207 | DL | 36% | \$216 | TW | 14% | \$137 |
| Orlando, FL | Sacramento, CA | 2,407 | 177 | \$193 | DL | 30% | \$201 | TW | 11% | \$185 |
| Orlando, FL | Seattle, WA | 2,553 | 486 | \$188 | DL | 27% | \$193 | NW | 23% | \$178 |

*Carrier Code Identifier and Footnotes at End of Report

Top 1,000 City-Pair Markets Summarized by City
Fourth Quarter 1997 vs. Fourth Quarter 1996
Markets with 100,000 or more Passengers
Sorted by Average Passenger Trip Distance

Table 2

| City | Number of Markets | 1997 q4 | | | | 1996 q4 | | | |
|-----------------------------------|-------------------|------------|-----------|-----------------------|--------------------|------------|-----------|-----------------------|--------------------|
| | | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance |
| Lubbock, TX | 4 | 168,050 | \$76 | 19.8 | 385 | 120,050 | \$75 | 17.7 | 423 |
| Midland/Odessa, TX | 4 | 146,960 | \$84 | 20.0 | 418 | 118,690 | \$81 | 18.4 | 439 |
| Amarillo, TX | 4 | 122,040 | \$84 | 19.3 | 434 | 90,980 | \$78 | 15.8 | 496 |
| Greensboro/High Point, NC | 11 | 252,240 | \$211 | 38.3 | 549 | 226,670 | \$202 | 36.6 | 552 |
| Boise, ID | 10 | 239,350 | \$109 | 19.8 | 552 | 219,080 | \$99 | 17.7 | 555 |
| Richmond, VA | 9 | 229,650 | \$222 | 39.7 | 559 | 196,910 | \$223 | 41.4 | 537 |
| Little Rock, AR | 11 | 273,990 | \$121 | 19.1 | 632 | 252,450 | \$118 | 17.5 | 674 |
| Spokane, WA | 11 | 323,670 | \$97 | 15.3 | 635 | 306,250 | \$91 | 14.8 | 613 |
| Greenville/Spartanburg, SC | 6 | 109,500 | \$198 | 31.2 | 637 | 114,170 | \$165 | 27.1 | 609 |
| Savannah, GA | 5 | 110,770 | \$141 | 21.8 | 649 | 90,250 | \$141 | 20.3 | 695 |
| Charleston, SC | 5 | 121,220 | \$174 | 26.3 | 661 | 116,110 | \$146 | 23.1 | 629 |
| Syracuse, NY | 8 | 176,370 | \$165 | 24.8 | 666 | 123,330 | \$178 | 24.3 | 733 |
| Reno, NV | 17 | 634,030 | \$95 | 13.8 | 689 | 483,310 | \$96 | 13.2 | 726 |
| El Paso, TX | 14 | 470,430 | \$119 | 17.2 | 694 | 487,530 | \$104 | 14.4 | 719 |
| Charlotte, NC | 28 | 875,000 | \$232 | 32.6 | 711 | 735,920 | \$234 | 32.7 | 716 |
| Birmingham, AL | 13 | 308,580 | \$145 | 19.9 | 727 | 316,740 | \$129 | 18.4 | 702 |
| Buffalo, NY | 11 | 352,860 | \$167 | 23.0 | 728 | 322,700 | \$169 | 23.6 | 716 |
| Rochester, NY | 11 | 276,470 | \$188 | 25.4 | 740 | 245,650 | \$190 | 25.1 | 757 |
| Tulsa, OK | 15 | 421,580 | \$131 | 17.7 | 741 | 415,410 | \$118 | 15.6 | 754 |
| Raleigh/Durham, NC | 25 | 925,750 | \$190 | 25.4 | 746 | 841,040 | \$181 | 23.8 | 760 |
| Jacksonville, FL | 18 | 575,430 | \$146 | 19.0 | 766 | 432,330 | \$160 | 20.0 | 802 |
| Pittsburgh, PA | 27 | 950,350 | \$219 | 28.5 | 768 | 988,860 | \$192 | 25.1 | 763 |
| Dayton, OH | 11 | 213,720 | \$187 | 24.1 | 773 | 189,190 | \$199 | 26.2 | 761 |
| Memphis, TN | 16 | 480,550 | \$190 | 24.6 | 775 | 397,680 | \$202 | 24.8 | 814 |
| Louisville, KY | 20 | 486,360 | \$141 | 17.9 | 784 | 417,990 | \$132 | 16.6 | 796 |
| Oklahoma City, OK | 18 | 456,720 | \$131 | 16.7 | 785 | 450,870 | \$120 | 15.6 | 769 |
| Atlanta, GA (Metropolitan Area) | 65 | 4,908,210 | \$176 | 22.0 | 801 | 4,133,970 | \$176 | 21.6 | 814 |
| Dallas/Fort Worth, TX | 67 | 5,212,800 | \$182 | 22.6 | 804 | 4,485,560 | \$187 | 22.8 | 821 |
| Nashville, TN | 31 | 1,155,650 | \$143 | 17.5 | 816 | 1,033,370 | \$139 | 16.0 | 865 |
| Norfolk, VA (Metropolitan Area) | 15 | 343,930 | \$176 | 21.6 | 817 | 312,170 | \$166 | 20.4 | 813 |
| St. Louis, MO | 43 | 1,819,840 | \$163 | 19.9 | 818 | 1,753,700 | \$149 | 17.9 | 834 |
| Houston, TX | 58 | 3,470,800 | \$166 | 19.8 | 840 | 3,238,480 | \$158 | 18.4 | 856 |
| Sacramento, CA | 21 | 895,920 | \$127 | 15.1 | 841 | 796,570 | \$124 | 13.8 | 895 |
| Albuquerque, NM | 24 | 979,690 | \$124 | 14.6 | 850 | 961,780 | \$112 | 12.9 | 863 |
| Cleveland, OH (Metropolitan Area) | 34 | 1,527,180 | \$168 | 19.7 | 856 | 1,279,480 | \$174 | 20.8 | 837 |
| Austin, TX | 29 | 1,034,540 | \$148 | 17.2 | 863 | 982,110 | \$133 | 15.6 | 851 |
| Albany, NY | 6 | 135,880 | \$176 | 20.0 | 878 | 104,830 | \$190 | 21.1 | 903 |
| Cincinnati, OH | 21 | 622,300 | \$252 | 28.7 | 879 | 551,860 | \$231 | 25.4 | 910 |
| Kansas City, MO | 38 | 1,695,630 | \$131 | 14.8 | 886 | 1,644,010 | \$125 | 13.7 | 913 |
| New Orleans, LA | 39 | 1,492,620 | \$140 | 15.7 | 887 | 1,418,000 | \$137 | 15.1 | 905 |

Table 2

| City | Number of Markets | 1997 q4 | | | | 1996 q4 | | | |
|---------------------------------------|-------------------|------------|-----------|-----------------------|--------------------|------------|-----------|-----------------------|--------------------|
| | | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance | Passengers | Avg. Fare | Avg. Yield (cents) 3/ | Avg. Psgr Distance |
| Chicago, IL | 74 | 7,429,460 | \$185 | 20.8 | 890 | 7,150,800 | \$174 | 19.3 | 902 |
| Salt Lake City, UT | 31 | 1,525,010 | \$131 | 14.6 | 895 | 1,253,190 | \$123 | 13.1 | 940 |
| Detroit, MI | 48 | 2,664,120 | \$169 | 18.7 | 904 | 2,466,400 | \$178 | 20.1 | 887 |
| San Antonio, TX | 33 | 1,044,220 | \$144 | 15.6 | 923 | 1,035,130 | \$126 | 12.9 | 975 |
| Columbus, OH | 23 | 917,350 | \$156 | 16.3 | 953 | 991,790 | \$142 | 14.1 | 1,009 |
| Des Moines, IA | 9 | 132,620 | \$211 | 22.0 | 958 | 151,490 | \$171 | 18.3 | 933 |
| Minneapolis/St. Paul, MN | 42 | 2,106,780 | \$234 | 24.4 | 958 | 1,973,290 | \$223 | 22.8 | 974 |
| Omaha, NE | 16 | 442,030 | \$151 | 15.7 | 963 | 452,270 | \$131 | 13.6 | 964 |
| Indianapolis, IN | 29 | 1,153,000 | \$154 | 16.0 | 966 | 1,095,850 | \$143 | 14.8 | 970 |
| Washington, DC (Metropolitan Area) | 71 | 6,390,240 | \$184 | 18.6 | 991 | 5,702,300 | \$184 | 18.1 | 1,012 |
| Tampa, FL (Metropolitan Area) | 41 | 2,251,570 | \$144 | 14.4 | 997 | 1,991,780 | \$135 | 13.0 | 1,039 |
| Denver, CO | 48 | 3,293,020 | \$169 | 16.9 | 998 | 2,827,230 | \$173 | 17.3 | 999 |
| Tucson, AZ | 13 | 345,860 | \$151 | 15.1 | 1,004 | 351,300 | \$141 | 13.9 | 1,017 |
| Milwaukee, WI | 21 | 736,930 | \$180 | 17.8 | 1,008 | 650,300 | \$165 | 15.7 | 1,052 |
| Philadelphia, PA | 46 | 2,296,430 | \$223 | 22.1 | 1,011 | 2,281,110 | \$198 | 19.7 | 1,007 |
| Colorado Springs, CO | 22 | 403,100 | \$149 | 14.5 | 1,023 | 835,160 | \$109 | 11.3 | 961 |
| Las Vegas, NV | 53 | 3,751,280 | \$120 | 11.4 | 1,048 | 3,185,870 | \$113 | 9.8 | 1,159 |
| Portland, OR | 30 | 1,604,530 | \$146 | 13.7 | 1,065 | 1,371,300 | \$139 | 12.9 | 1,076 |
| Orlando, FL | 61 | 3,954,740 | \$138 | 12.7 | 1,084 | 3,517,040 | \$133 | 12.4 | 1,071 |
| Sarasota/Bradenton, FL | 7 | 150,780 | \$146 | 13.4 | 1,087 | 166,260 | \$124 | 11.4 | 1,088 |
| Fort Myers, FL | 16 | 631,370 | \$152 | 13.9 | 1,095 | 628,750 | \$133 | 12.2 | 1,093 |
| Phoenix, AZ | 51 | 3,567,940 | \$146 | 13.3 | 1,101 | 3,495,800 | \$128 | 11.5 | 1,118 |
| West Palm Beach/Palm Beach, FL | 14 | 913,660 | \$156 | 14.1 | 1,102 | 866,290 | \$146 | 13.4 | 1,090 |
| Boston, MA (Metropolitan Area) | 60 | 4,881,910 | \$202 | 18.1 | 1,112 | 4,458,160 | \$194 | 17.3 | 1,117 |
| New York City, NY (Metropolitan Area) | 78 | 10,254,280 | \$219 | 19.5 | 1,125 | 9,705,190 | \$209 | 18.4 | 1,132 |
| Hartford, CT | 27 | 819,070 | \$218 | 19.2 | 1,131 | 774,810 | \$209 | 18.4 | 1,137 |
| Miami, FL (Metropolitan Area) | 50 | 3,774,830 | \$165 | 14.0 | 1,180 | 3,720,990 | \$148 | 12.5 | 1,184 |
| San Francisco, CA (Metropolitan Area) | 54 | 7,423,810 | \$182 | 15.2 | 1,194 | 6,192,920 | \$181 | 14.2 | 1,277 |
| San Diego, CA | 40 | 2,002,280 | \$159 | 13.1 | 1,210 | 1,738,590 | \$154 | 12.1 | 1,269 |
| Los Angeles, CA (Metropolitan Area) | 63 | 8,851,940 | \$175 | 14.0 | 1,243 | 7,953,580 | \$170 | 13.2 | 1,283 |
| Seattle, WA | 42 | 2,843,700 | \$162 | 12.9 | 1,252 | 2,454,660 | \$152 | 11.8 | 1,292 |

**City-Pair Markets with the Largest Percentage Increase in Average Fare
Fourth Quarter 1997 vs. Fourth Quarter 1996**

| City Pair | | Average One Way Fare | | | | Passengers | | | |
|-------------------------------------|---------------------------------------|----------------------|---------|---------------|----------------|------------|---------|---------------|----------------|
| | | 1997 q4 | 1996 q4 | Amount Change | Percent Change | 1997 q4 | 1996 q4 | Amount Change | Percent Change |
| Greensboro/High Point, NC | Trenton, NJ | \$173 | \$85 | \$89 | 104.6 | 15,980 | 10,570 | 5,410 | 51.2 |
| Cincinnati, OH | Minneapolis/St. Paul, MN | \$258 | \$159 | \$99 | 62.2 | 20,130 | 21,770 | -1,640 | -7.5 |
| Kansas City, MO | Salt Lake City, UT | \$137 | \$84 | \$52 | 61.8 | 25,870 | 28,570 | -2,700 | -9.5 |
| Atlanta, GA (Metropolitan Area) | Pittsburgh, PA | \$227 | \$141 | \$86 | 61.1 | 45,720 | 59,750 | -14,030 | -23.5 |
| Colorado Springs, CO | San Francisco, CA (Metropolitan Area) | \$174 | \$109 | \$65 | 60.0 | 28,520 | 58,840 | -30,320 | -51.5 |
| Chicago, IL | El Paso, TX | \$223 | \$140 | \$83 | 59.4 | 20,870 | 30,450 | -9,580 | -31.5 |
| Atlanta, GA (Metropolitan Area) | Columbus, OH | \$167 | \$105 | \$62 | 58.8 | 52,680 | 57,480 | -4,800 | -8.4 |
| Atlanta, GA (Metropolitan Area) | Omaha, NE | \$227 | \$143 | \$84 | 58.8 | 16,560 | 17,720 | -1,160 | -6.5 |
| Cincinnati, OH | Dallas/Fort Worth, TX | \$295 | \$186 | \$109 | 58.6 | 31,540 | 33,050 | -1,510 | -4.6 |
| Chicago, IL | Colorado Springs, CO | \$167 | \$108 | \$59 | 54.8 | 22,030 | 50,570 | -28,540 | -56.4 |
| Los Angeles, CA (Metropolitan Area) | San Antonio, TX | \$163 | \$106 | \$57 | 54.0 | 58,260 | 83,130 | -24,870 | -29.9 |
| Atlanta, GA (Metropolitan Area) | Oklahoma City, OK | \$196 | \$130 | \$67 | 51.5 | 18,360 | 22,440 | -4,080 | -18.2 |
| Colorado Springs, CO | Los Angeles, CA (Metropolitan Area) | \$150 | \$99 | \$51 | 51.2 | 41,540 | 81,100 | -39,560 | -48.8 |
| Detroit, MI | Philadelphia, PA | \$228 | \$153 | \$75 | 49.2 | 64,190 | 89,670 | -25,480 | -28.4 |
| Milwaukee, WI | Minneapolis/St. Paul, MN | \$244 | \$168 | \$76 | 45.3 | 37,420 | 42,480 | -5,060 | -11.9 |
| Phoenix, AZ | San Antonio, TX | \$131 | \$91 | \$41 | 45.0 | 30,350 | 37,450 | -7,100 | -19.0 |
| Colorado Springs, CO | Houston, TX | \$133 | \$92 | \$41 | 44.7 | 21,510 | 63,460 | -41,950 | -66.1 |
| Seattle, WA | St. Louis, MO | \$252 | \$175 | \$77 | 43.8 | 31,130 | 30,010 | 1,120 | 3.7 |
| Las Vegas, NV | San Antonio, TX | \$109 | \$76 | \$33 | 43.2 | 53,690 | 68,060 | -14,370 | -21.1 |
| Amarillo, TX | Las Vegas, NV | \$98 | \$69 | \$29 | 42.4 | 14,400 | 17,780 | -3,380 | -19.0 |
| Columbia, SC | New York City, NY (Metropolitan Area) | \$160 | \$112 | \$48 | 42.3 | 31,800 | 41,410 | -9,610 | -23.2 |
| Dallas/Fort Worth, TX | Des Moines, IA | \$184 | \$131 | \$54 | 41.1 | 17,420 | 21,180 | -3,760 | -17.8 |
| Albuquerque, NM | San Francisco, CA (Metropolitan Area) | \$133 | \$94 | \$38 | 40.6 | 81,470 | 96,770 | -15,300 | -15.8 |
| Nashville, TN | San Antonio, TX | \$110 | \$78 | \$31 | 40.2 | 19,640 | 24,270 | -4,630 | -19.1 |
| Dallas/Fort Worth, TX | Wichita, KS | \$111 | \$80 | \$32 | 39.7 | 24,470 | 24,330 | 140 | 0.6 |
| Colorado Springs, CO | San Diego, CA | \$122 | \$88 | \$34 | 38.0 | 13,050 | 28,620 | -15,570 | -54.4 |
| Kansas City, MO | San Francisco, CA (Metropolitan Area) | \$151 | \$110 | \$41 | 37.9 | 69,480 | 97,460 | -27,980 | -28.7 |
| Nashville, TN | Phoenix, AZ | \$171 | \$125 | \$46 | 37.1 | 27,520 | 30,050 | -2,530 | -8.4 |
| Austin, TX | Las Vegas, NV | \$113 | \$82 | \$30 | 37.0 | 46,280 | 48,280 | -2,000 | -4.1 |
| Cincinnati, OH | Seattle, WA | \$331 | \$242 | \$90 | 37.0 | 13,000 | 14,950 | -1,950 | -13.0 |
| Nashville, TN | Orlando, FL | \$96 | \$70 | \$26 | 36.9 | 55,960 | 62,350 | -6,390 | -10.2 |
| Daytona Beach, FL | New York City, NY (Metropolitan Area) | \$155 | \$114 | \$41 | 36.4 | 21,010 | 35,830 | -14,820 | -41.4 |

Table 3

| City Pair | | Average One Way Fare | | | | Passengers | | | |
|---------------------------------------|---------------------------------------|----------------------|---------|---------------|----------------|------------------|------------------|-----------------|----------------|
| | | 1997 q4 | 1996 q4 | Amount Change | Percent Change | 1997 q4 | 1996 q4 | Amount Change | Percent Change |
| Charleston, SC | New York City, NY (Metropolitan Area) | \$157 | \$115 | \$42 | 36.3 | 46,380 | 44,660 | 1,720 | 3.9 |
| Albuquerque, NM | Chicago, IL | \$181 | \$133 | \$48 | 35.9 | 33,380 | 42,310 | -8,930 | -21.1 |
| New York City, NY (Metropolitan Area) | Philadelphia, PA | \$154 | \$114 | \$41 | 35.6 | 15,820 | 6,030 | 9,790 | 162.4 |
| Greenville/Spartanburg, SC | New York City, NY (Metropolitan Area) | \$182 | \$135 | \$47 | 35.1 | 44,420 | 48,600 | -4,180 | -8.6 |
| Dallas/Fort Worth, TX | Sacramento, CA | \$351 | \$260 | \$91 | 35.1 | 18,300 | 21,900 | -3,600 | -16.4 |
| Omaha, NE | Phoenix, AZ | \$117 | \$87 | \$30 | 34.5 | 48,760 | 61,990 | -13,230 | -21.3 |
| Houston, TX | Las Vegas, NV | \$139 | \$104 | \$36 | 34.3 | 85,230 | 96,910 | -11,680 | -12.1 |
| Philadelphia, PA | Pittsburgh, PA | \$163 | \$122 | \$41 | 33.5 | 80,730 | 91,570 | -10,840 | -11.8 |
| San Antonio, TX | San Diego, CA | \$165 | \$124 | \$41 | 33.4 | 16,520 | 18,370 | -1,850 | -10.1 |
| Chicago, IL | Raleigh/Durham, NC | \$192 | \$144 | \$48 | 33.2 | 72,330 | 71,580 | 750 | 1.0 |
| Albuquerque, NM | Kansas City, MO | \$129 | \$97 | \$32 | 33.2 | 17,800 | 20,140 | -2,340 | -11.6 |
| Atlanta, GA (Metropolitan Area) | Indianapolis, IN | \$210 | \$158 | \$52 | 32.8 | 39,770 | 36,830 | 2,940 | 8.0 |
| Kansas City, MO | Los Angeles, CA (Metropolitan Area) | \$152 | \$115 | \$37 | 32.7 | 100,320 | 121,550 | -21,230 | -17.5 |
| Albuquerque, NM | Atlanta, GA (Metropolitan Area) | \$201 | \$152 | \$49 | 32.4 | 15,340 | 20,000 | -4,660 | -23.3 |
| Colorado Springs, CO | Washington, DC (Metropolitan Area) | \$210 | \$159 | \$51 | 32.3 | 31,330 | 52,720 | -21,390 | -40.6 |
| Atlanta, GA (Metropolitan Area) | Norfolk, VA (Metropolitan Area) | \$138 | \$104 | \$34 | 32.2 | 48,800 | 45,350 | 3,450 | 7.6 |
| Milwaukee, WI | Phoenix, AZ | \$178 | \$136 | \$43 | 31.6 | 35,330 | 48,690 | -13,360 | -27.4 |
| Houston, TX | Phoenix, AZ | \$177 | \$134 | \$42 | 31.5 | 66,830 | 66,820 | 10 | 0.0 |
| Fort Myers, FL | New York City, NY (Metropolitan Area) | \$176 | \$134 | \$42 | 31.5 | 99,260 | 123,910 | -24,650 | -19.9 |
| Dallas/Fort Worth, TX | Phoenix, AZ | \$228 | \$174 | \$54 | 31.2 | 83,300 | 94,760 | -11,460 | -12.1 |
| Boston, MA (Metropolitan Area) | Minneapolis/St. Paul, MN | \$341 | \$260 | \$81 | 31.2 | 68,590 | 75,420 | -6,830 | -9.1 |
| Colorado Springs, CO | New York City, NY (Metropolitan Area) | \$205 | \$157 | \$48 | 30.9 | 22,990 | 52,120 | -29,130 | -55.9 |
| Nashville, TN | San Francisco, CA (Metropolitan Area) | \$190 | \$145 | \$45 | 30.9 | 33,530 | 33,910 | -380 | -1.1 |
| Salt Lake City, UT | San Antonio, TX | \$166 | \$127 | \$39 | 30.8 | 12,920 | 14,640 | -1,720 | -11.7 |
| Austin, TX | Phoenix, AZ | \$135 | \$103 | \$32 | 30.7 | 50,140 | 48,110 | 2,030 | 4.2 |
| Houston, TX | Sacramento, CA | \$224 | \$172 | \$52 | 30.4 | 13,670 | 15,190 | -1,520 | -10.0 |
| Phoenix, AZ | Tulsa, OK | \$125 | \$96 | \$29 | 30.4 | 26,310 | 28,660 | -2,350 | -8.2 |
| Boston, MA (Metropolitan Area) | Sarasota/Bradenton, FL | \$134 | \$103 | \$31 | 30.1 | 23,550 | 31,810 | -8,260 | -26.0 |
| TOTAL | | | | | | 2,323,500 | 2,864,400 | -540,900 | -18.9 |

**City-Pair Markets with the Largest Percentage Decrease in Average Fare
Fourth Quarter 1997 vs. Fourth Quarter 1996**

| City Pair | | Average One Way Fare | | | | Passengers | | | |
|------------------------------------|--|----------------------|---------|---------------|----------------|------------------|----------------|----------------|----------------|
| | | 1997 q4 | 1996 q4 | Amount Change | Percent Change | 1997 q4 | 1996 q4 | Amount Change | Percent Change |
| Houston, TX | Jackson/Vicksburg, MS | \$80 | \$237 | -157 | -66.3 | 15,520 | 4,490 | 11,030 | 245.7 |
| Atlantic City, NJ | Cleveland, OH (Metropolitan Area) | \$56 | \$149 | -93 | -62.1 | 15,440 | 460 | 14,980 | 3,256.5 |
| Detroit, MI | Milwaukee, WI | \$105 | \$227 | -121 | -53.5 | 40,910 | 22,100 | 18,810 | 85.1 |
| Detroit, MI | Indianapolis, IN | \$92 | \$188 | -96 | -50.9 | 52,030 | 40,990 | 11,040 | 26.9 |
| Kansas City, MO | Minneapolis/St. Paul, MN | \$116 | \$218 | -103 | -47.1 | 49,860 | 36,270 | 13,590 | 37.5 |
| Bloomington/Normal, IL | Orlando, FL | \$123 | \$225 | -102 | -45.2 | 16,060 | 3,120 | 12,940 | 414.7 |
| Atlanta, GA (Metropolitan Area) | Cleveland, OH (Metropolitan Area) | \$120 | \$218 | -98 | -45.0 | 91,200 | 48,810 | 42,390 | 86.8 |
| Tallahassee, FL | Tampa, FL (Metropolitan Area) | \$98 | \$177 | -79 | -44.8 | 20,820 | 200 | 20,620 | 10,310.0 |
| Atlanta, GA (Metropolitan Area) | Houston, TX | \$124 | \$223 | -99 | -44.3 | 122,790 | 78,260 | 44,530 | 56.9 |
| Jacksonville, FL | Nashville, TN | \$89 | \$147 | -59 | -39.8 | 20,290 | 8,150 | 12,140 | 149.0 |
| Atlanta, GA (Metropolitan Area) | Detroit, MI | \$122 | \$198 | -76 | -38.5 | 112,890 | 87,560 | 25,330 | 28.9 |
| Allentown/Bethlehem/Easton, PA | Orlando, FL | \$112 | \$180 | -69 | -38.1 | 31,640 | 21,930 | 9,710 | 44.3 |
| Chicago, IL | Jackson/Vicksburg, MS | \$116 | \$187 | -71 | -37.9 | 20,020 | 8,370 | 11,650 | 139.2 |
| Albuquerque, NM | Orlando, FL | \$135 | \$214 | -80 | -37.2 | 18,310 | 9,800 | 8,510 | 86.8 |
| Houston, TX | Jacksonville, FL | \$135 | \$214 | -79 | -36.8 | 19,440 | 12,580 | 6,860 | 54.5 |
| Des Moines, IA | Orlando, FL | \$128 | \$200 | -72 | -35.9 | 17,070 | 5,450 | 11,620 | 213.2 |
| Atlanta, GA (Metropolitan Area) | Dallas/Fort Worth, TX | \$135 | \$208 | -74 | -35.5 | 237,640 | 180,380 | 57,260 | 31.7 |
| Detroit, MI | Nashville, TN | \$104 | \$161 | -57 | -35.3 | 72,340 | 59,930 | 12,410 | 20.7 |
| Detroit, MI | New York City, NY (Metropolitan Area) | \$149 | \$228 | -79 | -34.8 | 258,890 | 185,590 | 73,300 | 39.5 |
| Jacksonville, FL | Tampa, FL (Metropolitan Area) | \$77 | \$118 | -41 | -34.5 | 17,580 | 150 | 17,430 | 11,620.0 |
| Dallas/Fort Worth, TX | Denver, CO | \$114 | \$171 | -57 | -33.1 | 176,560 | 121,500 | 55,060 | 45.3 |
| Jacksonville, FL | New Orleans, LA | \$89 | \$132 | -43 | -32.6 | 16,290 | 8,280 | 8,010 | 96.7 |
| Detroit, MI | Reno, NV | \$126 | \$186 | -60 | -32.3 | 20,280 | 6,900 | 13,380 | 193.9 |
| Houston, TX | Raleigh/Durham, NC | \$190 | \$276 | -86 | -31.2 | 21,260 | 12,930 | 8,330 | 64.4 |
| TOTAL | | | | | | 1,485,130 | 964,200 | 520,930 | 54.0 |

**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 \$220. 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 \$80 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, Northwest airlines flew 49,870 passengers between Detroit, MI and Minneapolis/St. Paul, MN or 93% of market passengers, at an average fare of \$302 each way. The Minimum \$25 Fare Interval for this carrier between these two cities is \$150; and the percent of passengers in that interval was 11%. This means that 11% of Northwest's passengers in this market paid between \$126 and \$150 each way. The \$126 to \$150 fare interval was the lowest in which at least five percent of Northwest's passengers flew. Northwest's Maximum \$25 Fare Interval is listed as \$475; the percentage of passengers in that interval was 33%. This means that 33% of Northwest's passengers in this market paid between \$451 and \$475 each way. The \$451 to \$475 fare interval was the highest in which at least five percent of Northwest's passengers flew. In this market, 36% percent of Northwest's passengers paid more than \$450 each way (three times \$150 the top of the lowest significant fare interval for Northwest in this market).

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

Fourth Quarter 1997

Table 5

| Average Mkt Fare | City Pair Market | Carrier | Psgs | Market Share | Average Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum | |
|---|-----------------------------------|-----------------------------------|------|-----------------|-----------------|-------------------------------|--------|-------------------------------|--------|---|-----|
| | | | | | | Fare | %Psgrs | Fare | %Psgrs | | |
| <i>City-Pair Markets Under 750 Miles with Average Fares Above \$220</i> | | | | | | | | | | | |
| \$299 | Detroit, MI | Minneapolis/St. Paul, MN | NW | 49,870 | 93% | \$302 | \$150 | 11% | \$475 | 33% | 36% |
| \$291 | Chicago, IL | Richmond, VA | UA | 18,270 | 76% | \$293 | \$150 | 25% | \$500 | 22% | 28% |
| \$280 | Atlanta, GA (Metropolitan Area) | Cincinnati, OH | DL | 33,580 | 95% | \$283 | \$125 | 8% | \$425 | 23% | 31% |
| \$280 | Cincinnati, OH | Hartford, CT | DL | 12,590 | 91% | \$278 | \$150 | 12% | \$450 | 23% | 2% |
| \$278 | Detroit, MI | Hartford, CT | NW | 19,150 | 89% | \$281 | \$150 | 11% | \$450 | 32% | 2% |
| \$275 | Indianapolis, IN | Minneapolis/St. Paul, MN | NW | 19,780 | 83% | \$281 | \$150 | 34% | \$475 | 28% | 31% |
| \$274 | Allentown/Bethlehem/Easton, PA | Chicago, IL | UA | 12,520 | 87% | \$275 | \$125 | 6% | \$525 | 14% | 37% |
| \$274 | Cleveland, OH (Metropolitan Area) | Minneapolis/St. Paul, MN | NW | 18,710 | 69% | \$286 | \$125 | 8% | \$450 | 35% | 45% |
| | | | RU | 4,410 | 16% | \$244 | \$125 | 19% | \$450 | 26% | 34% |
| \$272 | Memphis, TN | Minneapolis/St. Paul, MN | NW | 15,180 | 92% | \$267 | \$125 | 6% | \$475 | 22% | 34% |
| \$272 | Chicago, IL | Greensboro/High Point, NC | UA | 15,850 | 75% | \$269 | \$125 | 6% | \$475 | 22% | 35% |
| | | | US | 2,370 | 11% | \$278 | \$75 | 6% | \$500 | 6% | 48% |
| \$270 | Indianapolis, IN | Philadelphia, PA | US | 24,010 | 87% | \$277 | \$150 | 12% | \$450 | 20% | 4% |
| \$268 | Chicago, IL | Cincinnati, OH | DL | 31,950 | 59% | \$266 | \$75 | 8% | \$400 | 30% | 63% |
| | | | UA | 19,060 | 35% | \$278 | \$75 | 9% | \$400 | 34% | 68% |
| \$267 | Columbus, OH | Minneapolis/St. Paul, MN | NW | 15,330 | 79% | \$280 | \$150 | 15% | \$450 | 31% | 5% |
| \$266 | Detroit, MI | Greenville/Spartanburg, SC | NW | 11,370 | 89% | \$264 | \$125 | 31% | \$450 | 27% | 40% |
| \$263 | Cleveland, OH (Metropolitan Area) | Philadelphia, PA | CO | 16,480 | 48% | \$265 | \$100 | 5% | \$425 | 39% | 48% |
| | | | US | 16,600 | 48% | \$261 | \$125 | 25% | \$425 | 7% | 31% |
| \$262 | Chicago, IL | Rochester, NY | AA | 11,660 | 44% | \$238 | \$75 | 8% | \$550 | 8% | 39% |
| | | | UA | 12,630 | 47% | \$288 | \$75 | 7% | \$550 | 14% | 48% |
| \$261 | Cincinnati, OH | Philadelphia, PA | DL | 18,540 | 69% | \$256 | \$125 | 31% | \$425 | 26% | 33% |
| | | | US | 6,830 | 26% | \$265 | \$125 | 25% | \$425 | 26% | 38% |
| \$261 | Boston, MA (Metropolitan Area) | Detroit, MI | NW | 69,370 | 83% | \$267 | \$150 | 35% | \$500 | 21% | 26% |
| \$261 | Philadelphia, PA | Richmond, VA | US | 15,090 | 99% | \$261 | \$225 | 8% | \$325 | 41% | 0% |
| \$258 | Cincinnati, OH | Minneapolis/St. Paul, MN | DL | 7,190 | 36% | \$240 | \$75 | 5% | \$500 | 18% | 36% |
| | | | NW | 3,120 | 15% | \$221 | \$100 | 16% | \$500 | 14% | 27% |
| | | | XJ | 8,800 | 44% | \$280 | \$100 | 11% | \$500 | 28% | 43% |
| \$258 | Charlotte, NC | Richmond, VA | US | 15,570 | 98% | \$258 | \$250 | 20% | \$325 | 36% | 0% |
| \$257 | Atlanta, GA (Metropolitan Area) | Nashville, TN | DL | 31,080 | 98% | \$258 | \$100 | 9% | \$375 | 32% | 55% |
| \$257 | Charlotte, NC | Chicago, IL | UA | 16,530 | 32% | \$271 | \$150 | 31% | \$425 | 24% | 2% |
| | | | US | 29,190 | 56% | \$254 | \$125 | 6% | \$425 | 25% | 34% |
| \$256 | Charlotte, NC | Philadelphia, PA | US | 36,740 | 95% | \$257 | \$125 | 16% | \$375 | 28% | 7% |
| \$254 | Charlotte, NC | Cleveland, OH (Metropolitan Area) | US | 16,910 | 90% | \$257 | \$125 | 10% | \$375 | 31% | 4% |

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

Fourth Quarter 1997

Table 5

| Average Mkt Fare | City Pair Market | | Market Average | | | | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum |
|------------------------|------------------------------------|--|----------------|--------|-------|-------|-------------------------------|--------|-------------------------------|--------|---|
| | | | Carrier | Psgs | Share | Fare | Fare | %Psgrs | Fare | %Psgrs | |
| \$248 | Detroit, MI | Pittsburgh, PA | NW | 7,830 | 40% | \$245 | \$100 | 21% | \$350 | 45% | 55% |
| | | | US | 10,990 | 56% | \$246 | \$100 | 15% | \$350 | 38% | 50% |
| \$247 | Charlotte, NC | Washington, DC (Metropolitan Area) | US | 52,090 | 95% | \$248 | \$75 | 5% | \$350 | 34% | 64% |
| \$247 | Hartford, CT | Pittsburgh, PA | US | 17,430 | 94% | \$251 | \$75 | 8% | \$425 | 28% | 50% |
| \$246 | Chicago, IL | Philadelphia, PA | AA | 49,790 | 30% | \$222 | \$75 | 10% | \$450 | 12% | 40% |
| | | | UA | 74,170 | 44% | \$268 | \$100 | 13% | \$450 | 21% | 46% |
| | | | US | 34,770 | 21% | \$232 | \$75 | 8% | \$450 | 18% | 39% |
| \$246 | Charlotte, NC | New York City, NY (Metropolitan Area) | CO | 14,890 | 13% | \$222 | \$100 | 6% | \$425 | 18% | 33% |
| | | | US | 89,820 | 80% | \$251 | \$75 | 6% | \$400 | 26% | 50% |
| \$244 | Cincinnati, OH | New York City, NY (Metropolitan Area) | DL | 65,640 | 79% | \$244 | \$100 | 6% | \$450 | 17% | 41% |
| \$244 | Atlanta, GA (Metropolitan Area) | Jackson/Vicksburg, MS | DL | 16,600 | 94% | \$243 | \$100 | 21% | \$425 | 21% | 42% |
| \$244 | Charlotte, NC | Hartford, CT | US | 15,950 | 89% | \$249 | \$75 | 7% | \$425 | 22% | 45% |
| \$244 | Milwaukee, WI | Minneapolis/St. Paul, MN | NW | 36,500 | 98% | \$244 | \$125 | 18% | \$325 | 50% | 1% |
| \$244 | Albany, NY | Chicago, IL | AA | 8,450 | 40% | \$230 | \$75 | 9% | \$575 | 8% | 31% |
| | | | UA | 9,860 | 46% | \$253 | \$100 | 18% | \$575 | 11% | 31% |
| \$243 | Cincinnati, OH | Detroit, MI | DL | 5,490 | 39% | \$250 | \$125 | 6% | \$300 | 48% | 0% |
| | | | NW | 4,520 | 32% | \$235 | \$75 | 5% | \$300 | 45% | 68% |
| | | | XJ | 3,770 | 27% | \$238 | \$100 | 7% | \$300 | 50% | 3% |
| \$243 | Minneapolis/St. Paul, MN | Nashville, TN | NW | 14,190 | 84% | \$245 | \$150 | 38% | \$475 | 21% | 23% |
| \$242 | Pittsburgh, PA | St. Louis, MO | TW | 8,500 | 62% | \$247 | \$125 | 12% | \$375 | 20% | 4% |
| | | | US | 4,400 | 32% | \$217 | \$75 | 6% | \$400 | 20% | 36% |
| \$242 | Hartford, CT | Philadelphia, PA | US | 24,350 | 98% | \$243 | \$200 | 16% | \$300 | 49% | 0% |
| \$241 | Charlotte, NC | St. Louis, MO | TW | 8,250 | 45% | \$237 | \$125 | 20% | \$450 | 6% | 20% |
| | | | US | 9,210 | 50% | \$238 | \$75 | 5% | \$475 | 8% | 38% |
| \$241 | Boston, MA (Metropolitan Area) | Charlotte, NC | US | 46,970 | 90% | \$241 | \$75 | 9% | \$450 | 5% | 43% |
| \$239 | Charlotte, NC | Pittsburgh, PA | US | 16,960 | 96% | \$241 | \$75 | 8% | \$400 | 23% | 48% |
| \$239 | Chicago, IL | Harrisburg, PA | AA | 5,260 | 25% | \$231 | \$75 | 9% | \$500 | 6% | 39% |
| | | | UA | 11,930 | 57% | \$251 | \$100 | 8% | \$500 | 10% | 36% |
| | | | US | 2,330 | 11% | \$175 | \$100 | 7% | \$175 | 16% | 13% |
| \$238 | Chicago, IL | Des Moines, IA | AA | 2,840 | 11% | \$231 | \$75 | 18% | \$425 | 8% | 49% |
| | | | TZ | 3,220 | 12% | \$190 | \$125 | 7% | \$225 | 44% | 0% |
| | | | UA | 19,060 | 73% | \$246 | \$75 | 11% | \$425 | 15% | 53% |
| \$238 | Atlanta, GA (Metropolitan Area) | Greensboro/High Point, NC | DL | 25,570 | 92% | \$240 | \$75 | 7% | \$375 | 28% | 59% |
| \$235 | Charlotte, NC | Detroit, MI | NW | 13,830 | 53% | \$234 | \$75 | 9% | \$450 | 23% | 42% |
| | | | US | 10,560 | 40% | \$234 | \$75 | 5% | \$450 | 22% | 40% |
| \$235 | Atlanta, GA (Metropolitan Area) | Richmond, VA | DL | 37,080 | 95% | \$235 | \$100 | 16% | \$450 | 10% | 42% |

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

Fourth Quarter 1997

Table 5

| Average Mkt Fare | City Pair Market | | Market Average | | | | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum |
|------------------------|--------------------------------------|--|----------------|---------|-------|-------|-------------------------------|--------|-------------------------------|--------|---|
| | | | Carrier | Psgs | Share | Fare | Fare | %Psgrs | Fare | %Psgrs | |
| \$235 | Grand Rapids, MI | New York City, NY (Metropolitan Area) | NW | 9,720 | 47% | \$236 | \$125 | 25% | \$450 | 14% | 24% |
| | | | UA | 2,490 | 12% | \$210 | \$75 | 11% | \$425 | 7% | 33% |
| | | | US | 2,500 | 12% | \$251 | \$125 | 26% | \$450 | 14% | 33% |
| \$235 | Minneapolis/St. Paul, MN | Omaha, NE | NW | 17,010 | 92% | \$234 | \$125 | 19% | \$325 | 47% | 2% |
| \$234 | Raleigh/Durham, NC | St. Louis, MO | TW | 10,050 | 73% | \$235 | \$125 | 14% | \$400 | 10% | 24% |
| \$234 | Cincinnati, OH | Washington, DC (Metropolitan Area) | DL | 39,020 | 91% | \$235 | \$100 | 7% | \$400 | 19% | 34% |
| \$234 | Pittsburgh, PA | Washington, DC (Metropolitan Area) | US | 38,990 | 98% | \$234 | \$75 | 5% | \$325 | 41% | 62% |
| \$233 | Chicago, IL | Syracuse, NY | AA | 8,500 | 42% | \$214 | \$75 | 9% | \$550 | 9% | 28% |
| | | | UA | 9,480 | 46% | \$247 | \$75 | 6% | \$550 | 13% | 33% |
| \$233 | Minneapolis/St. Paul, MN | St. Louis, MO | NW | 20,590 | 48% | \$238 | \$125 | 16% | \$375 | 37% | 2% |
| | | | TW | 19,780 | 46% | \$228 | \$100 | 6% | \$350 | 23% | 28% |
| \$233 | Charlotte, NC | Nashville, TN | US | 20,230 | 95% | \$232 | \$100 | 10% | \$350 | 37% | 47% |
| \$233 | Detroit, MI | Memphis, TN | NW | 14,640 | 82% | \$244 | \$75 | 10% | \$450 | 19% | 39% |
| \$231 | Cleveland, OH (Metropolitan Area) | Hartford, CT | CO | 14,650 | 78% | \$231 | \$100 | 6% | \$425 | 27% | 35% |
| \$231 | Minneapolis/St. Paul, MN | Pittsburgh, PA | NW | 9,820 | 54% | \$226 | \$100 | 5% | \$425 | 25% | 33% |
| | | | US | 7,100 | 39% | \$214 | \$100 | 9% | \$425 | 19% | 29% |
| \$229 | Dallas/Fort Worth, TX | Omaha, NE | AA | 16,110 | 78% | \$234 | \$75 | 9% | \$500 | 12% | 36% |
| \$229 | Chicago, IL | Pittsburgh, PA | UA | 24,140 | 37% | \$230 | \$100 | 14% | \$375 | 24% | 45% |
| | | | US | 37,370 | 57% | \$231 | \$75 | 6% | \$375 | 29% | 51% |
| \$228 | Detroit, MI | Philadelphia, PA | NW | 37,840 | 59% | \$218 | \$100 | 24% | \$425 | 24% | 36% |
| | | | US | 24,300 | 38% | \$240 | \$100 | 17% | \$425 | 20% | 36% |
| \$227 | Atlanta, GA (Metropolitan Area) | Pittsburgh, PA | DL | 23,420 | 51% | \$225 | \$100 | 7% | \$450 | 16% | 29% |
| | | | US | 21,000 | 46% | \$224 | \$100 | 7% | \$450 | 18% | 31% |
| \$227 | Louisville, KY | New York City, NY (Metropolitan Area) | CO | 5,160 | 15% | \$242 | \$125 | 18% | \$450 | 16% | 26% |
| | | | DL | 5,570 | 16% | \$239 | \$125 | 10% | \$450 | 15% | 27% |
| | | | US | 14,970 | 44% | \$228 | \$125 | 19% | \$450 | 16% | 29% |
| \$225 | Chicago, IL | Norfolk, VA (Metropolitan Area) | UA | 14,640 | 62% | \$237 | \$150 | 16% | \$500 | 12% | 14% |
| | | | US | 3,280 | 14% | \$201 | \$100 | 5% | \$200 | 7% | 18% |
| \$225 | Knoxville, TN | New York City, NY (Metropolitan Area) | DL | 7,440 | 46% | \$238 | \$150 | 30% | \$450 | 7% | 7% |
| | | | US | 4,640 | 29% | \$225 | \$100 | 5% | \$450 | 8% | 28% |
| \$224 | Boston, MA (Metropolitan Area) | Pittsburgh, PA | US | 68,280 | 93% | \$226 | \$75 | 7% | \$400 | 25% | 42% |
| \$223 | Cleveland, OH (Metropolitan Area) | New York City, NY (Metropolitan Area) | CO | 103,810 | 78% | \$228 | \$75 | 12% | \$425 | 27% | 40% |
| \$222 | Greenville/Spartanburg, SC | Washington, DC (Metropolitan Area) | DL | 2,890 | 23% | \$240 | \$125 | 13% | \$375 | 6% | 10% |
| | | | US | 9,340 | 74% | \$218 | \$75 | 6% | \$375 | 8% | 43% |

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

Table 5 **Fourth Quarter 1997**

| Average Mkt Fare | City Pair Market | | Carrier | Psgs | Market Share | Average Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgs Paying Over 3x the Minimum |
|------------------------|---------------------------|---------------------------------------|---------|--------|-----------------|-----------------|-------------------------------|-------|-------------------------------|-------|--|
| | | | | | | | Fare | %Psgs | Fare | %Psgs | |
| \$222 | Greensboro/High Point, NC | Philadelphia, PA | US | 14,910 | 96% | \$223 | \$75 | 6% | \$400 | 24% | 45% |
| \$222 | Greensboro/High Point, NC | Washington, DC (Metropolitan Area) | US | 14,970 | 95% | \$222 | \$100 | 6% | \$375 | 14% | 20% |
| \$220 | Chicago, IL | Memphis, TN | NW | 13,960 | 36% | \$221 | \$100 | 7% | \$375 | 26% | 40% |
| | | | UA | 20,470 | 53% | \$226 | \$100 | 6% | \$375 | 26% | 42% |

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

Fourth Quarter 1997

Table 5

| Average Mkt Fare | City Pair Market | | Carrier | Psgs | Market Share | Average Fare | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgs Paying Over 3x the Minimum |
|--|--|----------------------------------|---------|---------|-----------------|-----------------|-------------------------------|-------|-------------------------------|-------|--|
| | | | | | | | Fare | %Psgs | Fare | %Psgs | |
| <i>City-Pair Markets Under 750 Miles with Average Fares Under \$80</i> | | | | | | | | | | | |
| \$80 | Austin, TX | Midland/Odessa, TX | WN | 17,660 | 98% | \$79 | \$75 | 58% | \$100 | 42% | 0% |
| \$79 | Columbus, OH | St. Louis, MO | TW | 11,540 | 43% | \$97 | \$75 | 28% | \$125 | 12% | 5% |
| | | | WN | 14,800 | 55% | \$61 | \$75 | 80% | \$100 | 20% | 0% |
| \$79 | New Orleans, LA | Orlando, FL | WN | 40,000 | 88% | \$75 | \$75 | 68% | \$100 | 33% | 0% |
| \$79 | Las Vegas, NV | Reno, NV | QQ | 24,420 | 46% | \$80 | \$75 | 49% | \$125 | 9% | 1% |
| | | | WN | 26,560 | 51% | \$78 | \$100 | 100% | \$100 | 100% | 0% |
| \$79 | Reno, NV | Seattle, WA | AS | 26,600 | 41% | \$78 | \$75 | 71% | \$125 | 11% | 0% |
| | | | QQ | 19,790 | 31% | \$90 | \$75 | 53% | \$125 | 18% | 1% |
| | | | WN | 16,310 | 25% | \$63 | \$75 | 78% | \$100 | 22% | 0% |
| \$79 | Portland, OR | Reno, NV | AS | 5,420 | 21% | \$69 | \$75 | 75% | \$125 | 12% | 0% |
| | | | QQ | 13,000 | 52% | \$89 | \$75 | 53% | \$125 | 23% | 1% |
| | | | WN | 5,910 | 23% | \$61 | \$75 | 100% | \$75 | 100% | 0% |
| \$79 | Los Angeles, CA (Metropolitan Area) | Tucson, AZ | HP | 14,040 | 22% | \$95 | \$75 | 45% | \$125 | 6% | 5% |
| | | | QQ | 15,200 | 23% | \$72 | \$75 | 60% | \$125 | 6% | 1% |
| | | | UA | 8,590 | 13% | \$80 | \$75 | 53% | \$100 | 36% | 1% |
| | | | WN | 21,830 | 34% | \$71 | \$75 | 94% | \$100 | 6% | 0% |
| \$78 | Austin, TX | Dallas/Fort Worth, TX | AA | 33,090 | 19% | \$87 | \$75 | 48% | \$150 | 6% | 1% |
| | | | WN | 124,940 | 73% | \$76 | \$75 | 31% | \$100 | 69% | 0% |
| \$78 | Oklahoma City, OK | St. Louis, MO | TW | 13,240 | 47% | \$86 | \$75 | 48% | \$125 | 11% | 3% |
| | | | WN | 14,850 | 53% | \$70 | \$75 | 65% | \$100 | 35% | 0% |
| \$78 | Austin, TX | Houston, TX | CO | 15,670 | 19% | \$91 | \$75 | 22% | \$100 | 67% | 1% |
| | | | WN | 67,880 | 81% | \$75 | \$75 | 34% | \$100 | 66% | 0% |
| \$78 | Boise, ID | Spokane, WA | QX | 6,980 | 49% | \$82 | \$75 | 42% | \$100 | 51% | 1% |
| | | | WN | 7,250 | 51% | \$73 | \$75 | 98% | \$75 | 98% | 0% |
| \$77 | Birmingham, AL | New Orleans, LA | WN | 22,580 | 96% | \$74 | \$75 | 44% | \$100 | 56% | 0% |
| \$77 | Jacksonville, FL | Miami, FL (Metropolitan Area) | AA | 11,750 | 25% | \$102 | \$75 | 27% | \$125 | 17% | 4% |
| | | | WN | 31,080 | 67% | \$65 | \$75 | 100% | \$75 | 100% | 0% |
| \$77 | Las Vegas, NV | Tucson, AZ | HP | 2,860 | 13% | \$93 | \$75 | 46% | \$125 | 6% | 1% |
| | | | QQ | 12,960 | 59% | \$74 | \$75 | 61% | \$125 | 6% | 1% |
| | | | WN | 5,990 | 27% | \$75 | \$75 | 49% | \$100 | 51% | 0% |
| \$77 | Las Vegas, NV | Phoenix, AZ | HP | 26,390 | 28% | \$74 | \$75 | 86% | \$100 | 9% | 0% |
| | | | WN | 68,330 | 72% | \$78 | \$100 | 100% | \$100 | 100% | 0% |
| \$77 | Jacksonville, FL | Tampa, FL (Metropolitan Area) | US | 10,310 | 59% | \$86 | \$75 | 56% | \$125 | 15% | 2% |
| | | | WN | 6,960 | 40% | \$63 | \$75 | 100% | \$75 | 100% | 0% |
| \$77 | Los Angeles, CA (Metropolitan Area) | Phoenix, AZ | HP | 97,840 | 32% | \$81 | \$75 | 64% | \$125 | 8% | 1% |
| | | | UA | 32,770 | 11% | \$79 | \$75 | 45% | \$100 | 48% | 1% |
| | | | WN | 167,960 | 55% | \$73 | \$75 | 65% | \$100 | 35% | 0% |
| \$76 | Kansas City, MO | Louisville, KY | TW | 1,490 | 12% | \$102 | \$75 | 29% | \$150 | 7% | 6% |
| | | | WN | 8,730 | 69% | \$68 | \$75 | 65% | \$100 | 35% | 0% |

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

Fourth Quarter 1997

Table 5

| Average Mkt Fare | City Pair Market | | Market Average | | | | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum |
|------------------------|--|--|----------------|---------|-------|------|-------------------------------|--------|-------------------------------|--------|---|
| | | | Carrier | Psgs | Share | Fare | Fare | %Psgrs | Fare | %Psgrs | |
| \$76 | Las Vegas, NV | Sacramento, CA | WN | 78,070 | 95% | \$75 | \$75 | 69% | \$125 | 16% | 0% |
| \$76 | Reno, NV | San Diego, CA | QQ | 25,010 | 62% | \$79 | \$75 | 53% | \$125 | 15% | 0% |
| | | | WN | 12,170 | 30% | \$69 | \$75 | 68% | \$100 | 32% | 0% |
| \$76 | Los Angeles, CA (Metropolitan Area) | Reno, NV | QQ | 86,610 | 56% | \$78 | \$75 | 56% | \$125 | 17% | 0% |
| | | | WN | 57,670 | 38% | \$70 | \$75 | 66% | \$100 | 33% | 0% |
| \$74 | Cleveland, OH (Metropolitan Area) | Nashville, TN | CO | 8,000 | 19% | \$78 | \$75 | 60% | \$100 | 29% | 2% |
| | | | WN | 28,700 | 69% | \$66 | \$75 | 60% | \$100 | 40% | 0% |
| \$74 | Phoenix, AZ | San Diego, CA | HP | 15,910 | 21% | \$76 | \$75 | 79% | \$125 | 6% | 1% |
| | | | WN | 58,480 | 77% | \$74 | \$75 | 100% | \$75 | 100% | 0% |
| \$74 | Portland, OR | Spokane, WA | AS | 7,300 | 27% | \$75 | \$75 | 84% | \$100 | 9% | 0% |
| | | | QX | 8,940 | 33% | \$77 | \$75 | 77% | \$125 | 7% | 0% |
| | | | WN | 10,690 | 39% | \$70 | \$75 | 100% | \$75 | 100% | 0% |
| \$74 | Dallas/Fort Worth, TX | Houston, TX | AA | 67,640 | 14% | \$71 | \$75 | 67% | \$125 | 5% | 0% |
| | | | WN | 353,050 | 73% | \$73 | \$75 | 31% | \$100 | 69% | 0% |
| \$73 | San Diego, CA | Tucson, AZ | HP | 2,070 | 11% | \$78 | \$75 | 76% | \$125 | 10% | 0% |
| | | | WN | 14,830 | 79% | \$72 | \$75 | 100% | \$75 | 100% | 0% |
| \$73 | Los Angeles, CA (Metropolitan Area) | San Diego, CA | 9N | 3,110 | 18% | \$66 | \$75 | 86% | \$100 | 7% | 0% |
| | | | AA | 7,910 | 45% | \$81 | \$75 | 81% | \$100 | 8% | 4% |
| | | | UA | 4,880 | 28% | \$65 | \$75 | 90% | \$75 | 90% | 0% |
| | | | | | | | | | | | |
| \$72 | Seattle, WA | Spokane, WA | AS | 32,180 | 39% | \$73 | \$75 | 88% | \$100 | 7% | 0% |
| | | | QX | 30,980 | 38% | \$74 | \$75 | 84% | \$125 | 6% | 0% |
| | | | WN | 19,180 | 23% | \$69 | \$75 | 100% | \$75 | 100% | 0% |
| \$72 | Dallas/Fort Worth, TX | San Antonio, TX | AA | 32,010 | 17% | \$84 | \$75 | 47% | \$150 | 5% | 1% |
| | | | WN | 141,410 | 74% | \$68 | \$75 | 41% | \$100 | 59% | 0% |
| \$72 | St. Louis, MO | Tulsa, OK | TW | 5,440 | 24% | \$97 | \$75 | 16% | \$125 | 9% | 3% |
| | | | WN | 17,270 | 76% | \$62 | \$75 | 58% | \$100 | 42% | 0% |
| \$71 | Kansas City, MO | Nashville, TN | WN | 27,700 | 88% | \$64 | \$75 | 63% | \$100 | 37% | 0% |
| \$71 | Las Vegas, NV | Los Angeles, CA (Metropolitan Area) | HP | 63,430 | 12% | \$77 | \$75 | 74% | \$100 | 18% | 1% |
| | | | UA | 54,400 | 10% | \$76 | \$75 | 58% | \$100 | 34% | 0% |
| | | | WN | 376,570 | 71% | \$69 | \$75 | 35% | \$100 | 65% | 0% |
| \$71 | Albuquerque, NM | El Paso, TX | WN | 20,120 | 86% | \$71 | \$75 | 44% | \$100 | 56% | 0% |
| \$70 | Kansas City, MO | St. Louis, MO | TW | 31,770 | 59% | \$73 | \$75 | 81% | \$100 | 12% | 1% |
| | | | WN | 22,070 | 41% | \$65 | \$75 | 100% | \$75 | 100% | 0% |
| \$70 | Reno, NV | San Francisco, CA (Metropolitan Area) | QQ | 11,770 | 16% | \$69 | \$75 | 89% | \$125 | 6% | 0% |
| | | | UA | 18,460 | 26% | \$81 | \$75 | 32% | \$100 | 63% | 0% |
| | | | WN | 41,470 | 57% | \$66 | \$75 | 100% | \$75 | 100% | 0% |
| \$70 | Reno, NV | Spokane, WA | WN | 13,430 | 80% | \$68 | \$75 | 77% | \$100 | 23% | 0% |
| \$70 | Nashville, TN | New Orleans, LA | WN | 33,900 | 87% | \$65 | \$75 | 63% | \$100 | 37% | 0% |

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

Fourth Quarter 1997

Table 5

| Average Mkt Fare | City Pair Market | | Market Average | | | | Minimum \$25 Fare Interval | | Maximum \$25 Fare Interval | | % Psgrs Paying Over 3x the Minimum |
|------------------------|-------------------------------|-----------------------------------|----------------|---------|-------|------|-------------------------------|--------|-------------------------------|--------|---|
| | | | Carrier | Psgs | Share | Fare | Fare | %Psgrs | Fare | %Psgrs | |
| \$70 | Dallas/Fort Worth, TX | Midland/Odessa, TX | AA | 7,330 | 11% | \$81 | \$75 | 58% | \$150 | 6% | 1% |
| | | | WN | 59,810 | 89% | \$68 | \$75 | 46% | \$100 | 54% | 0% |
| \$69 | Dallas/Fort Worth, TX | Little Rock, AR | AA | 16,250 | 18% | \$76 | \$75 | 59% | \$125 | 6% | 0% |
| | | | WN | 65,590 | 73% | \$66 | \$75 | 53% | \$100 | 47% | 0% |
| \$69 | Miami, FL (Metropolitan Area) | Tampa, FL (Metropolitan Area) | AA | 19,460 | 16% | \$82 | \$75 | 74% | \$100 | 9% | 3% |
| | | | US | 30,230 | 25% | \$72 | \$75 | 75% | \$100 | 18% | 1% |
| | | | WN | 63,480 | 53% | \$63 | \$75 | 100% | \$75 | 100% | 0% |
| \$68 | El Paso, TX | Phoenix, AZ | WN | 46,680 | 92% | \$66 | \$75 | 56% | \$100 | 44% | 0% |
| \$68 | Amarillo, TX | Dallas/Fort Worth, TX | AA | 14,730 | 21% | \$76 | \$75 | 71% | \$100 | 17% | 2% |
| | | | WN | 54,280 | 76% | \$65 | \$75 | 51% | \$100 | 49% | 0% |
| \$68 | Las Vegas, NV | Salt Lake City, UT | DL | 28,320 | 33% | \$73 | \$75 | 72% | \$100 | 21% | 2% |
| | | | WN | 57,430 | 66% | \$64 | \$75 | 64% | \$100 | 36% | 0% |
| \$68 | Dallas/Fort Worth, TX | Lubbock, TX | AA | 12,730 | 14% | \$76 | \$75 | 63% | \$150 | 5% | 0% |
| | | | WN | 76,880 | 84% | \$66 | \$75 | 52% | \$100 | 48% | 0% |
| \$68 | Albuquerque, NM | Phoenix, AZ | HP | 14,330 | 11% | \$80 | \$75 | 41% | \$125 | 7% | 1% |
| | | | WN | 111,980 | 88% | \$66 | \$75 | 58% | \$100 | 42% | 0% |
| \$67 | Kansas City, MO | Oklahoma City, OK | WN | 34,240 | 99% | \$66 | \$75 | 57% | \$100 | 43% | 0% |
| \$67 | Las Vegas, NV | San Diego, CA | WN | 128,080 | 86% | \$65 | \$75 | 61% | \$100 | 39% | 0% |
| \$66 | Austin, TX | Harlingen/San Benito, TX | WN | 17,420 | 97% | \$66 | \$75 | 66% | \$100 | 34% | 0% |
| \$66 | Reno, NV | Salt Lake City, UT | DL | 9,910 | 45% | \$74 | \$75 | 66% | \$100 | 24% | 1% |
| | | | WN | 12,010 | 54% | \$58 | \$75 | 69% | \$100 | 31% | 0% |
| \$64 | Atlantic City, NJ | Boston, MA (Metropolitan Area) | NK | 14,050 | 92% | \$54 | \$75 | 99% | \$75 | 99% | 0% |
| \$64 | Boise, ID | Reno, NV | WN | 12,680 | 97% | \$62 | \$75 | 64% | \$100 | 36% | 0% |
| \$58 | Atlantic City, NJ | Detroit, MI | NK | 14,910 | 98% | \$55 | \$75 | 97% | \$75 | 97% | 0% |
| \$56 | Atlantic City, NJ | Cleveland, OH (Metropolitan Area) | NK | 14,780 | 96% | \$54 | \$75 | 100% | \$75 | 100% | 0% |

Fourth Quarter 1997 Average Fare Premiums (Discounts)

Sorted by Fare Premium

| Table 7 | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|---------------------------------------|---------|---|-----------|------------------------|--------------|----------------|--|-----------|------------------------|--------------|----------------|---|-----------|------------------------|--------------|----------------|
| City Markets | Airport | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium |
| New York City, NY (Metropolitan Area) | HPN | 153 | 217,110 | 0% | \$285 | 1 | 57 | 82,820 | 0% | \$235 | 1 | 96 | 134,290 | 0% | \$316 | 1 |
| Cincinnati, OH | CVG | 78 | 843,110 | 4% | \$248 | 1 | 42 | 425,420 | 0% | \$247 | 1 | 36 | 417,690 | 8% | \$248 | 0 |
| Rochester, MN | RST | 23 | 31,710 | 0% | \$266 | 1 | 2 | 7,830 | 0% | \$177 | 1 | 21 | 23,880 | 0% | \$295 | 0 |
| Ashland, WV | HTS | 7 | 4,040 | 0% | \$229 | 1 | 7 | 4,040 | 0% | \$229 | 1 | | | | | |
| New York City, NY (Metropolitan Area) | LGA | 175 | 4,097,980 | 1% | \$208 | 0 | 62 | 1,717,320 | 1% | \$160 | 1 | 113 | 2,380,660 | 2% | \$243 | 0 |
| Charlotte, NC | CLT | 99 | 1,113,110 | 0% | \$231 | 0 | 66 | 845,300 | 0% | \$217 | 1 | 33 | 267,810 | 0% | \$276 | 0 |
| Pittsburgh, PA | PIT | 107 | 1,252,280 | 1% | \$222 | 0 | 65 | 781,920 | 1% | \$212 | 1 | 42 | 470,360 | 0% | \$240 | 0 |
| Minneapolis/St. Paul, MN | MSP | 132 | 2,431,590 | 11% | \$237 | 0 | 49 | 937,410 | 12% | \$199 | 0 | 83 | 1,494,180 | 10% | \$260 | 0 |
| Washington, DC (Metropolitan Area) | DCA | 178 | 2,773,440 | 0% | \$196 | 0 | 87 | 1,689,700 | 0% | \$178 | 1 | 91 | 1,083,740 | 0% | \$224 | 0 |
| Richmond, VA | RIC | 66 | 430,910 | 5% | \$238 | 0 | 39 | 294,770 | 8% | \$224 | 0 | 27 | 136,140 | 0% | \$267 | 0 |
| Rochester, NY | ROC | 63 | 422,840 | 7% | \$205 | 0 | 33 | 247,250 | 0% | \$189 | 1 | 30 | 175,590 | 18% | \$228 | 0 |
| Chicago, IL | ORD | 175 | 6,105,790 | 0% | \$206 | 0 | 88 | 2,395,610 | 0% | \$173 | 0 | 87 | 3,710,180 | 0% | \$228 | 0 |
| Philipsburg/State College, PA | SCE | 11 | 10,660 | 0% | \$244 | 0 | 6 | 6,680 | 0% | \$237 | 1 | 5 | 3,980 | 0% | \$258 | 0 |
| Huntsville, AL | HSV | 44 | 142,890 | 0% | \$235 | 0 | 19 | 86,020 | 0% | \$202 | 0 | 25 | 56,870 | 0% | \$284 | 0 |
| Des Moines, IA | DSM | 57 | 244,450 | 7% | \$229 | 0 | 15 | 98,910 | 0% | \$236 | 1 | 42 | 145,540 | 12% | \$224 | 0 |
| Greensboro/High Point, NC | GSO | 64 | 411,860 | 6% | \$225 | 0 | 42 | 322,350 | 8% | \$208 | 0 | 22 | 89,510 | 0% | \$286 | 0 |
| Philadelphia, PA | PHL | 139 | 2,633,730 | 0% | \$224 | 0 | 70 | 1,266,640 | 0% | \$199 | 1 | 69 | 1,367,090 | 0% | \$247 | 0 |
| Aspen, CO | ASE | 24 | 46,110 | 0% | \$235 | 0 | 7 | 19,170 | 0% | \$185 | 0 | 17 | 26,940 | 0% | \$272 | 0 |
| Dallas/Fort Worth, TX | DFW | 167 | 4,338,970 | 0% | \$215 | 0 | 61 | 1,473,690 | 0% | \$128 | 0 | 106 | 2,865,280 | 0% | \$260 | 0 |
| Evansville, IN | EVV | 29 | 46,360 | 0% | \$214 | 0 | 13 | 27,770 | 0% | \$227 | 1 | 16 | 18,590 | 0% | \$195 | 0 |
| Greenville/Spartanburg, SC | GSP | 52 | 222,200 | 7% | \$228 | 0 | 33 | 165,570 | 10% | \$204 | 0 | 19 | 56,630 | 0% | \$296 | 0 |
| Eagle, CO | EGE | 15 | 22,100 | 0% | \$256 | 0 | 5 | 6,750 | 0% | \$209 | 0 | 10 | 15,350 | 0% | \$277 | 0 |
| Kalamazoo, MI | AZO | 32 | 62,470 | 0% | \$231 | 0 | 18 | 32,390 | 0% | \$240 | 1 | 14 | 30,080 | 0% | \$220 | 0 |
| Roanoke, VA | ROA | 37 | 74,240 | 0% | \$230 | 0 | 22 | 52,390 | 0% | \$217 | 0 | 15 | 21,850 | 0% | \$261 | 0 |
| New York City, NY (Metropolitan Area) | EWR | 176 | 4,377,820 | 0% | \$220 | 0 | 63 | 1,093,430 | 0% | \$181 | 1 | 113 | 3,284,390 | 0% | \$233 | 0 |

Fourth Quarter 1997 Average Fare Premiums (Discounts)

Sorted by Fare Premium

| Table 7 | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|---------------------------------------|---------|---|-----------|-----------------------|--------------|----------------|--|-----------|-----------------------|--------------|----------------|---|-----------|-----------------------|--------------|----------------|
| City Markets | Airport | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium |
| Washington, DC (Metropolitan Area) | WAS | 66 | 10,300 | 0% | \$171 | 0 | 26 | 8,110 | 0% | \$149 | 0 | 40 | 2,190 | 0% | \$253 | 0 |
| Hartford, CT | BDL | 88 | 1,043,060 | 0% | \$220 | 0 | 35 | 315,050 | 0% | \$207 | 0 | 53 | 728,010 | 0% | \$226 | 0 |
| New York City, NY (Metropolitan Area) | NYC | 55 | 1,800 | 0% | \$288 | 0 | 19 | 480 | 0% | \$202 | 0 | 36 | 1,320 | 0% | \$320 | 0 |
| Hilton Head, SC | HHH | 13 | 15,540 | 0% | \$199 | 0 | 9 | 10,870 | 0% | \$203 | 0 | 4 | 4,670 | 0% | \$188 | 0 |
| Memphis, TN | MEM | 94 | 751,860 | 0% | \$201 | 0 | 51 | 463,020 | 0% | \$180 | 0 | 43 | 288,840 | 0% | \$235 | 0 |
| Springfield, IL | SPI | 9 | 4,470 | 0% | \$235 | 0 | 4 | 2,310 | 0% | \$250 | 0 | 5 | 2,160 | 0% | \$218 | 0 |
| Houston, TX | IAH | 134 | 2,206,190 | 9% | \$205 | 0 | 38 | 648,500 | 27% | \$111 | 0 | 96 | 1,557,690 | 1% | \$244 | 0 |
| Allentown/Bethlehem/Easton, PA | ABE | 40 | 152,940 | 28% | \$217 | 0 | 16 | 63,240 | 17% | \$233 | 1 | 24 | 89,700 | 35% | \$206 | 0 |
| Cedar Rapids/Iowa City, IA | CID | 41 | 116,770 | 0% | \$239 | 0 | 10 | 47,960 | 0% | \$222 | 0 | 31 | 68,810 | 0% | \$250 | 0 |
| Raleigh/Durham, NC | RDU | 94 | 1,163,100 | 0% | \$198 | 0 | 57 | 847,730 | 0% | \$172 | 0 | 37 | 315,370 | 0% | \$268 | 0 |
| Fayetteville, AR | FYV | 32 | 58,760 | 0% | \$224 | 0 | 8 | 30,500 | 0% | \$179 | 0 | 24 | 28,260 | 0% | \$272 | 0 |
| Washington, DC (Metropolitan Area) | IAD | 177 | 1,414,980 | 0% | \$227 | 0 | 87 | 501,320 | 0% | \$143 | 0 | 90 | 913,660 | 0% | \$273 | 0 |
| Charleston/Dunbar, WV | CRW | 33 | 61,310 | 0% | \$228 | 0 | 20 | 41,030 | 0% | \$228 | 0 | 13 | 20,280 | 0% | \$227 | 0 |
| Grand Rapids, MI | GRR | 58 | 267,040 | 0% | \$207 | 0 | 31 | 129,460 | 0% | \$217 | 0 | 27 | 137,580 | 0% | \$198 | 0 |
| Knoxville, TN | TYS | 53 | 208,110 | 14% | \$224 | 0 | 31 | 149,530 | 20% | \$200 | 0 | 22 | 58,580 | 0% | \$286 | 0 |
| Boston, MA (Metropolitan Area) | MHT | 144 | 228,480 | 0% | \$214 | 0 | 43 | 90,770 | 0% | \$185 | 0 | 101 | 137,710 | 0% | \$232 | 0 |
| Boston, MA (Metropolitan Area) | BOS | 152 | 4,104,870 | 3% | \$213 | 0 | 47 | 1,610,720 | 2% | \$160 | 0 | 105 | 2,494,150 | 4% | \$247 | 0 |
| Albany, NY | ALB | 58 | 339,630 | 10% | \$216 | 0 | 25 | 141,220 | 0% | \$216 | 0 | 33 | 198,410 | 17% | \$215 | 0 |
| Burlington, VT | BTV | 35 | 108,650 | 0% | \$219 | 0 | 15 | 48,170 | 0% | \$180 | 0 | 20 | 60,480 | 0% | \$250 | 0 |
| Buffalo, NY | BUF | 68 | 534,440 | 8% | \$185 | 0 | 38 | 327,030 | 0% | \$183 | 0 | 30 | 207,410 | 19% | \$188 | 0 |
| Atlanta, GA (Metropolitan Area) | ATL | 157 | 5,272,480 | 0% | \$178 | 0 | 101 | 3,494,870 | 0% | \$148 | 0 | 56 | 1,777,610 | 0% | \$236 | 0 |
| Wichita, KS | ICT | 52 | 210,170 | 0% | \$209 | 0 | 15 | 85,340 | 0% | \$191 | 0 | 37 | 124,830 | 0% | \$221 | 0 |
| Syracuse, NY | SYR | 64 | 353,580 | 10% | \$201 | 0 | 31 | 166,560 | 0% | \$195 | 0 | 33 | 187,020 | 19% | \$206 | 0 |
| Columbia, SC | CAE | 49 | 169,270 | 0% | \$215 | 0 | 30 | 126,040 | 0% | \$191 | 0 | 19 | 43,230 | 0% | \$285 | 0 |
| Green Bay, WI | GRB | 34 | 82,380 | 0% | \$202 | 0 | 7 | 23,110 | 0% | \$216 | 1 | 27 | 59,270 | 0% | \$197 | 0 |

Fourth Quarter 1997 Average Fare Premiums (Discounts)

Sorted by Fare Premium

| Table 7 | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|--|---------|---|-----------|-----------------------|--------------|----------------|--|-----------|-----------------------|--------------|----------------|---|-----------|-----------------------|--------------|----------------|
| City Markets | Airport | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium |
| Ithaca/Cortland, NY | ITH | 11 | 17,240 | 0% | \$194 | 0 | 7 | 13,170 | 0% | \$174 | 0 | 4 | 4,070 | 0% | \$257 | 0 |
| Quad Cities, IL (Metropolitan Area) | MLI | 36 | 81,080 | 14% | \$204 | 0 | 10 | 27,940 | 0% | \$209 | 0 | 26 | 53,140 | 21% | \$201 | 0 |
| Charleston, SC | CHS | 58 | 260,330 | 0% | \$202 | 0 | 34 | 176,850 | 0% | \$180 | 0 | 24 | 83,480 | 0% | \$246 | 0 |
| Appleton, WI | ATW | 28 | 47,610 | 0% | \$220 | 0 | 7 | 12,470 | 0% | \$231 | 0 | 21 | 35,140 | 0% | \$216 | 0 |
| Bristol/Johnson City/Kingsport, TN | TRI | 28 | 41,010 | 0% | \$223 | 0 | 22 | 34,140 | 0% | \$210 | 0 | 6 | 6,870 | 0% | \$286 | 0 |
| Madison, WI | MSN | 52 | 203,230 | 0% | \$203 | 0 | 16 | 58,890 | 0% | \$208 | 0 | 36 | 144,340 | 0% | \$201 | 0 |
| Fort Wayne, IN | FWA | 38 | 78,550 | 0% | \$212 | 0 | 20 | 42,550 | 0% | \$213 | 0 | 18 | 36,000 | 0% | \$210 | 0 |
| Gainesville, FL | GNV | 15 | 28,550 | 0% | \$189 | 0 | 5 | 11,990 | 0% | \$188 | 0 | 10 | 16,560 | 0% | \$190 | 0 |
| Portland, ME | PWM | 50 | 172,430 | 0% | \$220 | 0 | 17 | 61,980 | 0% | \$189 | 0 | 33 | 110,450 | 0% | \$237 | 0 |
| Milwaukee, WI | MKE | 85 | 937,120 | 0% | \$188 | 0 | 37 | 332,320 | 0% | \$199 | 0 | 48 | 604,800 | 0% | \$182 | 0 |
| Killeen, TX | ILE | 10 | 6,570 | 0% | \$220 | 0 | | | | | | 10 | 6,570 | 0% | \$220 | 0 |
| Cleveland, OH (Metropolitan Area) | CLE | 113 | 1,652,230 | 42% | \$173 | 0 | 60 | 958,610 | 35% | \$158 | 0 | 53 | 693,620 | 52% | \$195 | 0 |
| Houston, TX | EFD | 85 | 21,070 | 0% | \$190 | 0 | 30 | 4,240 | 0% | \$122 | 0 | 55 | 16,830 | 0% | \$207 | 0 |
| Bismarck/Mandan, ND | BIS | 7 | 13,740 | 0% | \$205 | 0 | 3 | 8,970 | 0% | \$193 | 0 | 4 | 4,770 | 0% | \$228 | 0 |
| St. Louis, MO | STL | 119 | 2,045,570 | 61% | \$168 | 0 | 66 | 1,134,220 | 54% | \$140 | 0 | 53 | 911,350 | 70% | \$204 | 0 |
| Dayton, OH | DAY | 64 | 335,850 | 6% | \$194 | 0 | 35 | 182,620 | 0% | \$205 | 0 | 29 | 153,230 | 14% | \$181 | 0 |
| Augusta, GA | AGS | 21 | 36,970 | 0% | \$214 | 0 | 14 | 29,650 | 0% | \$199 | 0 | 7 | 7,320 | 0% | \$274 | 0 |
| Champaign/Urbana, IL | CMI | 22 | 28,510 | 0% | \$198 | 0 | 6 | 9,990 | 0% | \$183 | 0 | 16 | 18,520 | 0% | \$207 | 0 |
| Detroit, MI | DTW | 130 | 2,976,700 | 36% | \$173 | 0 | 76 | 1,648,850 | 22% | \$162 | 0 | 54 | 1,327,850 | 54% | \$186 | 0 |
| Fargo, ND | FAR | 22 | 40,680 | 0% | \$219 | 0 | 4 | 18,330 | 0% | \$182 | 0 | 18 | 22,350 | 0% | \$250 | 0 |
| Harrisburg, PA | MDT | 49 | 232,250 | 0% | \$202 | 0 | 23 | 99,020 | 0% | \$221 | 0 | 26 | 133,230 | 0% | \$189 | 0 |
| Norfolk, VA (Metropolitan Area) | ORF | 84 | 519,850 | 4% | \$191 | 0 | 42 | 313,580 | 7% | \$169 | 0 | 42 | 206,270 | 0% | \$224 | 0 |
| Charlottesville, VA | CHO | 14 | 22,270 | 0% | \$191 | 0 | 12 | 20,140 | 0% | \$192 | 0 | 2 | 2,130 | 0% | \$188 | 0 |
| Chattanooga, TN | CHA | 30 | 62,720 | 0% | \$193 | 0 | 17 | 45,020 | 0% | \$168 | 0 | 13 | 17,700 | 0% | \$256 | 0 |
| New York City, NY (Metropolitan Area) | SWF | 158 | 165,300 | 14% | \$201 | 0 | 53 | 37,550 | 0% | \$181 | 0 | 105 | 127,750 | 19% | \$207 | 0 |
| Fayetteville, NC | FAY | 20 | 25,550 | 0% | \$199 | 0 | 15 | 18,810 | 0% | \$178 | 0 | 5 | 6,740 | 0% | \$256 | 0 |

Fourth Quarter 1997 Average Fare Premiums (Discounts)

Sorted by Fare Premium

| Table 7 | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|--|---------|---|-----------|-------------------|--------------|----------------|--|-----------|-------------------|--------------|----------------|---|-----------|-------------------|--------------|----------------|
| City Markets | Airport | Markets | Psgrs | Psgrs in Low-Fare | | | Markets | Psgrs | Psgrs in Low-Fare | | | Markets | Psgrs | Psgrs in Low-Fare | | |
| | | | | Mkts | Mkt Avg Fare | % Fare Premium | | | Mkts | Mkt Avg Fare | % Fare Premium | | | Mkts | Mkt Avg Fare | % Fare Premium |
| Jackson, WY | JAC | 15 | 13,580 | 0% | \$230 | 0 | 3 | 2,160 | 0% | \$204 | 0 | 12 | 11,420 | 0% | \$235 | 0 |
| San Francisco, CA (Metropolitan Area) | SFO | 159 | 4,305,660 | 22% | \$225 | 0 | 26 | 1,588,080 | 28% | \$95 | 0 | 133 | 2,717,580 | 18% | \$302 | 0 |
| Salinas/Monterey, CA | MRY | 25 | 41,120 | 0% | \$227 | 0 | 9 | 20,210 | 0% | \$108 | 0 | 16 | 20,910 | 0% | \$343 | 0 |
| Mobile, AL | MOB | 38 | 112,020 | 0% | \$172 | 0 | 13 | 58,070 | 0% | \$149 | 0 | 25 | 53,950 | 0% | \$196 | 0 |
| Great Falls, MT | GTF | 14 | 23,270 | 0% | \$186 | 0 | 4 | 10,390 | 0% | \$186 | 0 | 10 | 12,880 | 0% | \$186 | 0 |
| La Crosse, WI | LSE | 14 | 9,140 | 0% | \$224 | 0 | 2 | 2,250 | 0% | \$224 | 0 | 12 | 6,890 | 0% | \$224 | 0 |
| Monroe, LA | MLU | 12 | 16,580 | 0% | \$169 | 0 | 5 | 12,090 | 0% | \$159 | 0 | 7 | 4,490 | 0% | \$195 | 0 |
| Montgomery, AL | MGM | 22 | 42,120 | 0% | \$196 | 0 | 14 | 33,700 | 0% | \$179 | 0 | 8 | 8,420 | 0% | \$261 | 0 |
| Springfield, MO | SGF | 41 | 87,560 | 0% | \$206 | 0 | 9 | 33,050 | 0% | \$206 | 0 | 32 | 54,510 | 0% | \$206 | 0 |
| Los Angeles, CA (Metropolitan Area) | SNA | 182 | 1,447,920 | 27% | \$183 | 0 | 30 | 660,030 | 51% | \$84 | 0 | 152 | 787,890 | 8% | \$267 | 0 |
| Lexington, KY | LEX | 49 | 160,990 | 0% | \$179 | 0 | 27 | 99,750 | 0% | \$170 | 0 | 22 | 61,240 | 0% | \$195 | 0 |
| Bozeman, MT | BZN | 24 | 31,910 | 0% | \$204 | 0 | 2 | 6,670 | 0% | \$160 | 0 | 22 | 25,240 | 0% | \$215 | 0 |
| Panama City, FL | PFN | 15 | 17,740 | 0% | \$175 | 0 | 1 | 3,480 | 0% | \$168 | 0 | 14 | 14,260 | 0% | \$177 | 0 |
| Erie, PA | ERI | 23 | 29,920 | 0% | \$180 | 0 | 16 | 17,220 | 0% | \$202 | 0 | 7 | 12,700 | 0% | \$149 | 0 |
| New York City, NY (Metropolitan Area) | JFK | 169 | 1,674,050 | 1% | \$248 | 0 | 59 | 209,430 | 5% | \$115 | 0 | 110 | 1,464,620 | 0% | \$267 | 0 |
| Saginaw/Bay City/Midland, MI | MBS | 37 | 80,700 | 0% | \$191 | 0 | 19 | 37,650 | 0% | \$200 | 0 | 18 | 43,050 | 0% | \$182 | 0 |
| Santa Barbara, CA | SBA | 29 | 92,090 | 0% | \$180 | 0 | 7 | 41,240 | 0% | \$96 | 0 | 22 | 50,850 | 0% | \$248 | 0 |
| Tallahassee, FL | TLH | 30 | 99,860 | 0% | \$176 | 0 | 14 | 68,120 | 0% | \$152 | 0 | 16 | 31,740 | 0% | \$228 | 0 |
| Denver, CO | DEN | 138 | 3,617,330 | 34% | \$173 | 0 | 28 | 1,000,260 | 48% | \$127 | 0 | 110 | 2,617,070 | 29% | \$191 | 0 |
| Missoula, MT | MSO | 26 | 41,130 | 0% | \$199 | 0 | 5 | 18,140 | 0% | \$175 | 0 | 21 | 22,990 | 0% | \$218 | 0 |
| Key West, FL | EYW | 20 | 48,540 | 0% | \$166 | 0 | 3 | 10,390 | 0% | \$116 | 0 | 17 | 38,150 | 0% | \$180 | 0 |
| Kalispell, MT | FCA | 9 | 12,580 | 0% | \$167 | 0 | 1 | 4,130 | 0% | \$148 | 0 | 8 | 8,450 | 0% | \$177 | 0 |
| Peoria, IL | PIA | 36 | 58,500 | 0% | \$196 | 0 | 9 | 16,640 | 0% | \$220 | 0 | 27 | 41,860 | 0% | \$187 | 0 |
| Norfolk, VA (Metropolitan Area) | PHF | 78 | 61,400 | 0% | \$165 | 0 | 42 | 43,060 | 0% | \$150 | 0 | 36 | 18,340 | 0% | \$198 | 0 |
| Billings, MT | BIL | 28 | 72,860 | 0% | \$191 | 0 | 6 | 35,030 | 0% | \$185 | 0 | 22 | 37,830 | 0% | \$197 | 0 |

Fourth Quarter 1997 Average Fare Premiums (Discounts)

Sorted by Fare Premium

| Table 7 | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|---------------------------------------|---------|---|-----------|-----------------------|--------------|----------------|--|-----------|-----------------------|--------------|----------------|---|-----------|-----------------------|--------------|----------------|
| City Markets | Airport | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgs | Psgs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium |
| Cleveland, OH (Metropolitan Area) | CAK | 109 | 129,780 | 19% | \$157 | 0 | 60 | 57,570 | 0% | \$166 | 0 | 49 | 72,210 | 34% | \$149 | 0 |
| Asheville, NC | AVL | 32 | 68,500 | 0% | \$177 | 0 | 21 | 55,820 | 0% | \$162 | 0 | 11 | 12,680 | 0% | \$241 | 0 |
| Austin, TX | AUS | 96 | 1,261,130 | 67% | \$157 | 0 | 27 | 492,390 | 83% | \$96 | 0 | 69 | 768,740 | 57% | \$196 | 0 |
| Austin, TX | AUS | 96 | 1,261,130 | 67% | \$157 | 0 | 27 | 492,390 | 83% | \$96 | 0 | 69 | 768,740 | 57% | \$196 | 0 |
| Palm Springs, CA | PSP | 42 | 166,000 | 0% | \$195 | 0 | 8 | 39,420 | 0% | \$106 | 0 | 34 | 126,580 | 0% | \$223 | 0 |
| Pensacola, FL | PNS | 53 | 163,520 | 0% | \$177 | 0 | 19 | 59,860 | 0% | \$166 | 0 | 34 | 103,660 | 0% | \$183 | 0 |
| New York City, NY (Metropolitan Area) | ISP | 142 | 147,520 | 30% | \$166 | 0 | 56 | 31,660 | 0% | \$185 | 0 | 86 | 115,860 | 38% | \$160 | 0 |
| Columbus, OH | CMH | 93 | 1,170,560 | 36% | \$159 | 0 | 52 | 578,130 | 20% | \$161 | 0 | 41 | 592,430 | 51% | \$157 | 0 |
| Bloomington/Normal, IL | BMI | 19 | 36,230 | 73% | \$173 | 0 | 6 | 6,580 | 0% | \$254 | 1 | 13 | 29,650 | 89% | \$156 | 0 |
| Miami, FL (Metropolitan Area) | MIA | 141 | 1,946,950 | 0% | \$184 | 0 | 30 | 290,680 | 0% | \$147 | 0 | 111 | 1,656,270 | 0% | \$190 | 0 |
| San Francisco, CA (Metropolitan Area) | SJC | 154 | 1,743,810 | 74% | \$165 | 0 | 25 | 1,050,460 | 99% | \$85 | 0 | 129 | 693,350 | 37% | \$286 | 0 |
| Birmingham, AL | BHM | 71 | 482,220 | 62% | \$165 | 0 | 43 | 357,950 | 67% | \$139 | 0 | 28 | 124,270 | 47% | \$239 | 0 |
| South Bend, IN | SBN | 50 | 172,340 | 0% | \$173 | 0 | 22 | 69,660 | 0% | \$177 | 0 | 28 | 102,680 | 0% | \$171 | 0 |
| Jacksonville, FL | JAX | 85 | 820,820 | 30% | \$154 | 0 | 32 | 411,060 | 37% | \$124 | 0 | 53 | 409,760 | 24% | \$185 | 0 |
| Wilmington, NC | ILM | 25 | 52,570 | 0% | \$183 | 0 | 19 | 44,670 | 0% | \$171 | 0 | 6 | 7,900 | 0% | \$253 | 0 |
| Wausau/Mosinee/Stevens Point, WI | CWA | 14 | 19,540 | 0% | \$195 | 0 | 1 | 3,480 | 0% | \$195 | 0 | 13 | 16,060 | 0% | \$195 | 0 |
| Scranton/Wilkes-Barre, PA | AVP | 17 | 42,370 | 0% | \$194 | 0 | 4 | 11,790 | 0% | \$220 | 0 | 13 | 30,580 | 0% | \$184 | 0 |
| Savannah, GA | SAV | 52 | 221,930 | 0% | \$160 | 0 | 23 | 111,890 | 0% | \$136 | 0 | 29 | 110,040 | 0% | \$184 | 0 |
| Baton Rouge, LA | BTR | 48 | 142,710 | 0% | \$165 | 0 | 16 | 77,210 | 0% | \$136 | 0 | 32 | 65,500 | 0% | \$200 | 0 |
| Rapid City, SD | RAP | 13 | 27,040 | 0% | \$194 | 0 | 1 | 6,630 | 0% | \$225 | 0 | 12 | 20,410 | 0% | \$184 | 0 |
| Pasco/Kennewick/Richland, WA | PSC | 16 | 40,530 | 0% | \$174 | 0 | 6 | 24,910 | 0% | \$134 | 0 | 10 | 15,620 | 0% | \$237 | 0 |
| Toledo, OH | TOL | 37 | 93,800 | 15% | \$167 | 0 | 19 | 43,980 | 0% | \$178 | 0 | 18 | 49,820 | 27% | \$158 | 0 |
| Indianapolis, IN | IND | 100 | 1,381,400 | 33% | \$158 | 0 | 56 | 601,650 | 29% | \$168 | 0 | 44 | 779,750 | 37% | \$150 | 0 |
| Beaumont/Port Arthur, TX | BPT | 7 | 14,660 | 0% | \$129 | 0 | 2 | 12,520 | 0% | \$101 | 0 | 5 | 2,140 | 0% | \$294 | 0 |
| Omaha, NE | OMA | 73 | 631,020 | 62% | \$155 | 0 | 18 | 209,420 | 57% | \$138 | 0 | 55 | 421,600 | 65% | \$163 | 0 |

Fourth Quarter 1997 Average Fare Premiums (Discounts)

Sorted by Fare Premium

| Table 7 | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | | | | |
|-------------------------------------|---------|---|-----------|------------------|-------|--------------|--|-----------|-------|------------------|---|---|----------------|---------|-------|------------------|--|--------------|----------------|
| City Markets | Airport | | | Psgs in Low-Fare | | Mkt Avg Fare | % Fare Premium | | | Psgs in Low-Fare | | Mkt Avg Fare | % Fare Premium | | | Psgs in Low-Fare | | Mkt Avg Fare | % Fare Premium |
| | | Markets | Psgrs | Mkts | | | | Markets | Psgrs | Mkts | | | | Markets | Psgrs | Mkts | | | |
| Los Angeles, CA (Metropolitan Area) | LAX | 188 | 5,797,090 | 48% | \$196 | 0 | 31 | 1,683,680 | 78% | \$85 | 0 | 157 | 4,113,410 | 36% | \$242 | 0 | | | |
| Tucson, AZ | TUS | 69 | 526,300 | 47% | \$167 | 0 | 12 | 156,780 | 77% | \$93 | 0 | 57 | 369,520 | 34% | \$199 | 0 | | | |
| Grand Junction, CO | GJT | 8 | 7,280 | 0% | \$183 | 0 | 5 | 4,890 | 0% | \$188 | 0 | 3 | 2,390 | 0% | \$172 | 0 | | | |
| Colorado Springs, CO | COS | 69 | 500,230 | 0% | \$158 | 0 | 14 | 167,340 | 0% | \$114 | 0 | 55 | 332,890 | 0% | \$180 | 0 | | | |
| West Palm Beach/Palm Beach, FL | PBI | 82 | 1,180,410 | 0% | \$159 | 0 | 14 | 126,860 | 0% | \$133 | 0 | 68 | 1,053,550 | 0% | \$162 | 0 | | | |
| San Antonio, TX | SAT | 103 | 1,277,700 | 66% | \$151 | 0 | 26 | 463,750 | 79% | \$94 | 0 | 77 | 813,950 | 58% | \$183 | 0 | | | |
| Louisville, KY | SDF | 76 | 650,530 | 58% | \$147 | 0 | 45 | 451,370 | 53% | \$138 | 0 | 31 | 199,160 | 67% | \$167 | 0 | | | |
| Jackson/Vicksburg, MS | JAN | 55 | 209,340 | 52% | \$158 | 0 | 25 | 125,890 | 47% | \$141 | 0 | 30 | 83,450 | 61% | \$184 | 0 | | | |
| Nashville, TN | BNA | 106 | 1,400,870 | 59% | \$148 | 0 | 62 | 909,500 | 55% | \$132 | 0 | 44 | 491,370 | 65% | \$177 | 0 | | | |
| Melbourne, FL | MLB | 24 | 65,200 | 0% | \$167 | 0 | 1 | 12,150 | 0% | \$141 | 0 | 23 | 53,050 | 0% | \$173 | 0 | | | |
| Lincoln, NE | LNK | 36 | 81,330 | 0% | \$162 | 0 | 7 | 29,080 | 0% | \$147 | 0 | 29 | 52,250 | 0% | \$171 | 0 | | | |
| Columbus, GA | CSG | 15 | 13,620 | 0% | \$155 | 0 | 6 | 8,170 | 0% | \$135 | 0 | 9 | 5,450 | 0% | \$186 | 0 | | | |
| Traverse City, MI | TVC | 23 | 25,610 | 0% | \$174 | 0 | 15 | 14,820 | 0% | \$171 | 0 | 8 | 10,790 | 0% | \$178 | 0 | | | |
| Boston, MA (Metropolitan Area) | PVD | 145 | 883,960 | 56% | \$160 | 0 | 42 | 237,030 | 38% | \$157 | 0 | 103 | 646,930 | 63% | \$161 | 0 | | | |
| Seattle, WA | SEA | 140 | 3,180,870 | 53% | \$169 | 0 | 29 | 994,540 | 63% | \$94 | 0 | 111 | 2,186,330 | 49% | \$203 | 0 | | | |
| San Diego, CA | SAN | 123 | 2,268,790 | 61% | \$165 | 0 | 21 | 842,520 | 96% | \$81 | 0 | 102 | 1,426,270 | 41% | \$215 | 0 | | | |
| Houston, TX | HOU | 134 | 1,492,510 | 84% | \$117 | 0 | 38 | 1,003,760 | 91% | \$91 | 0 | 96 | 488,750 | 71% | \$170 | 0 | | | |
| Portland, OR | PDX | 106 | 1,842,510 | 58% | \$156 | 0 | 24 | 637,780 | 63% | \$92 | 0 | 82 | 1,204,730 | 56% | \$190 | 0 | | | |
| Fresno, CA | FAT | 34 | 90,680 | 0% | \$181 | 0 | 10 | 50,130 | 0% | \$110 | 0 | 24 | 40,550 | 0% | \$269 | 0 | | | |
| Shreveport, LA | SHV | 48 | 106,950 | 0% | \$169 | 0 | 16 | 50,220 | 0% | \$155 | 0 | 32 | 56,730 | 0% | \$182 | 0 | | | |
| Washington, DC (Metropolitan Area) | BWI | 178 | 2,626,500 | 59% | \$152 | 0 | 87 | 1,278,410 | 46% | \$126 | 0 | 91 | 1,348,090 | 71% | \$177 | 0 | | | |
| Lafayette, LA | LFT | 28 | 44,530 | 0% | \$167 | 0 | 7 | 24,350 | 0% | \$146 | 0 | 21 | 20,180 | 0% | \$191 | 0 | | | |
| Valparaiso, FL | VPS | 25 | 56,610 | 0% | \$167 | 0 | 7 | 27,070 | 0% | \$149 | 0 | 18 | 29,540 | 0% | \$184 | 0 | | | |
| Mission/McAllen/Edinburg, TX | MFE | 27 | 73,320 | 0% | \$159 | 0 | 5 | 36,460 | 0% | \$109 | 0 | 22 | 36,860 | 0% | \$209 | 0 | | | |
| Fort Smith, AR | FSM | 8 | 10,470 | 0% | \$185 | 0 | 3 | 8,110 | 0% | \$174 | 0 | 5 | 2,360 | 0% | \$223 | 0 | | | |
| Salt Lake City, UT | SLC | 95 | 1,737,540 | 68% | \$139 | 0 | 27 | 1,071,420 | 86% | \$92 | 0 | 68 | 666,120 | 38% | \$215 | 0 | | | |

Fourth Quarter 1997 Average Fare Premiums (Discounts)

Sorted by Fare Premium

| Table 7 | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | | | | |
|-------------------------------------|---------|---|-----------|------------------------|-------|--------------|--|-----------|------|------------------------|---|---|----------------|---------|-------|------------------------|--|--------------|----------------|
| City Markets | Airport | | | Psgrs in Low-Fare Mkts | | Mkt Avg Fare | % Fare Premium | | | Psgrs in Low-Fare Mkts | | Mkt Avg Fare | % Fare Premium | | | Psgrs in Low-Fare Mkts | | Mkt Avg Fare | % Fare Premium |
| | | Markets | Psgs | Mkts | | | | Markets | Psgs | Mkts | | | | Markets | Psgs | Mkts | | | |
| Tulsa, OK | TUL | 73 | 620,380 | 73% | \$141 | 0 | 30 | 361,010 | 69% | \$118 | 0 | 43 | 259,370 | 78% | \$174 | 0 | | | |
| Fort Myers, FL | RSW | 83 | 851,640 | 9% | \$156 | 0 | 8 | 61,280 | 0% | \$135 | 0 | 75 | 790,360 | 10% | \$158 | 0 | | | |
| Phoenix, AZ | PHX | 146 | 3,903,570 | 69% | \$151 | 0 | 24 | 1,490,230 | 94% | \$88 | 0 | 122 | 2,413,340 | 53% | \$190 | 0 | | | |
| Naples, FL | APF | 10 | 7,050 | 0% | \$164 | 0 | | | | | | 10 | 7,050 | 0% | \$164 | 0 | | | |
| Sacramento, CA | SMF | 73 | 1,070,170 | 76% | \$142 | 0 | 13 | 683,350 | 91% | \$84 | 0 | 60 | 386,820 | 49% | \$244 | 0 | | | |
| New Orleans, LA | MSY | 104 | 1,679,650 | 54% | \$143 | 0 | 38 | 840,730 | 65% | \$105 | 0 | 66 | 838,920 | 42% | \$181 | 0 | | | |
| Miami, FL (Metropolitan Area) | FLL | 138 | 2,165,730 | 30% | \$151 | 0 | 28 | 438,690 | 44% | \$113 | 0 | 110 | 1,727,040 | 26% | \$160 | 0 | | | |
| Tampa, FL (Metropolitan Area) | TPA | 131 | 2,484,000 | 32% | \$148 | 0 | 37 | 629,860 | 36% | \$114 | 0 | 94 | 1,854,140 | 31% | \$159 | 0 | | | |
| El Paso, TX | ELP | 69 | 630,320 | 84% | \$136 | 0 | 24 | 431,640 | 90% | \$104 | 0 | 45 | 198,680 | 68% | \$206 | 0 | | | |
| Sarasota/Bradenton, FL | SRQ | 49 | 274,280 | 0% | \$150 | 0 | 5 | 20,060 | 0% | \$160 | 0 | 44 | 254,220 | 0% | \$149 | 0 | | | |
| Sioux City, IA | SUX | 10 | 11,380 | 0% | \$181 | 0 | 3 | 6,890 | 0% | \$183 | 0 | 7 | 4,490 | 0% | \$177 | 0 | | | |
| Little Rock, AR | LIT | 69 | 454,580 | 66% | \$138 | 0 | 31 | 290,560 | 73% | \$108 | 0 | 38 | 164,020 | 53% | \$190 | 0 | | | |
| Bangor, ME | BGR | 12 | 30,830 | 0% | \$166 | 0 | 6 | 8,880 | 0% | \$175 | 0 | 6 | 21,950 | 0% | \$162 | 0 | | | |
| Sioux Falls, SD | FSD | 43 | 113,640 | 0% | \$169 | 0 | 9 | 33,920 | 0% | \$174 | 0 | 34 | 79,720 | 0% | \$167 | 0 | | | |
| Los Angeles, CA (Metropolitan Area) | ONT | 180 | 1,073,540 | 69% | \$141 | 0 | 28 | 496,000 | 88% | \$81 | 0 | 152 | 577,540 | 53% | \$192 | 0 | | | |
| Lansing, MI | LAN | 45 | 110,330 | 0% | \$160 | 0 | 21 | 46,070 | 0% | \$156 | 0 | 24 | 64,260 | 0% | \$162 | 0 | | | |
| Bellingham, WA | BLI | 9 | 13,490 | 0% | \$130 | 0 | 2 | 3,940 | 0% | \$102 | 0 | 7 | 9,550 | 0% | \$141 | 0 | | | |
| Idaho Falls, ID | IDA | 10 | 16,880 | 0% | \$153 | 0 | 10 | 16,880 | 0% | \$153 | 0 | | | | | | | | |
| Sun Valley/Hailey/Ketchum, ID | SUN | 7 | 8,580 | 0% | \$163 | 0 | 7 | 8,580 | 0% | \$163 | 0 | | | | | | | | |
| Oklahoma City, OK | OKC | 80 | 667,640 | 73% | \$142 | 0 | 31 | 334,550 | 77% | \$111 | 0 | 49 | 333,090 | 69% | \$174 | 0 | | | |
| Kansas City, MO | MCI | 109 | 1,930,460 | 52% | \$136 | 0 | 43 | 951,010 | 51% | \$109 | 0 | 66 | 979,450 | 54% | \$163 | 0 | | | |
| Eugene, OR | EUG | 27 | 103,490 | 0% | \$155 | 0 | 5 | 40,890 | 0% | \$127 | 0 | 22 | 62,600 | 0% | \$173 | 0 | | | |
| Boise, ID | BOI | 55 | 348,990 | 71% | \$142 | 0 | 22 | 270,730 | 78% | \$111 | 0 | 33 | 78,260 | 46% | \$249 | 0 | | | |
| Albuquerque, NM | ABQ | 82 | 1,176,210 | 79% | \$130 | 0 | 25 | 640,380 | 91% | \$98 | 0 | 57 | 535,830 | 65% | \$169 | 0 | | | |
| Spokane, WA | GEG | 57 | 425,980 | 79% | \$131 | 0 | 10 | 227,500 | 90% | \$80 | 0 | 47 | 198,480 | 66% | \$190 | 0 | | | |
| Binghamton, NY | BGM | 7 | 11,620 | 0% | \$164 | 0 | 3 | 2,110 | 0% | \$219 | 0 | 4 | 9,510 | 0% | \$152 | 0 | | | |

Fourth Quarter 1997 Average Fare Premiums (Discounts)

Sorted by Fare Premium

| Table 7 | | All Markets with More Than 20 Psgrs/Day | | | | | Short-haul Markets with More Than 20 Psgrs/Day | | | | | Long-haul Markets with More Than 20 Psgrs/Day | | | | |
|---------------------------------------|---------|---|-----------|------------------------|--------------|----------------|--|-----------|------------------------|--------------|----------------|---|-----------|------------------------|--------------|----------------|
| City Markets | Airport | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium | Markets | Psgrs | Psgrs in Low-Fare Mkts | Mkt Avg Fare | % Fare Premium |
| Los Angeles, CA (Metropolitan Area) | BUR | 142 | 894,880 | 79% | \$99 | 0 | 26 | 687,240 | 82% | \$78 | 0 | 116 | 207,640 | 70% | \$168 | 0 |
| Daytona Beach, FL | DAB | 33 | 96,140 | 0% | \$146 | 0 | 6 | 21,120 | 0% | \$135 | 0 | 27 | 75,020 | 0% | \$149 | 0 |
| Myrtle Beach, SC | MYR | 34 | 108,900 | 21% | \$138 | 0 | 23 | 77,950 | 30% | \$131 | 0 | 11 | 30,950 | 0% | \$154 | 0 |
| Medford, OR | MFR | 12 | 55,960 | 0% | \$134 | 0 | 11 | 51,880 | 0% | \$133 | 0 | 1 | 4,080 | 0% | \$139 | 0 |
| Yakima, WA | YKM | 8 | 14,430 | 0% | \$112 | 0 | 4 | 10,030 | 0% | \$92 | 0 | 4 | 4,400 | 0% | \$158 | 0 |
| Dallas/Fort Worth, TX | DAL | 42 | 1,232,180 | 100% | \$77 | 0 | 20 | 1,230,040 | 100% | \$77 | 0 | 22 | 2,140 | 100% | \$81 | -1 |
| Flint, MI | FNT | 28 | 59,500 | 0% | \$138 | 0 | 17 | 29,500 | 0% | \$128 | 0 | 11 | 30,000 | 0% | \$148 | 0 |
| Corpus Christi, TX | CRP | 50 | 157,850 | 69% | \$130 | 0 | 14 | 100,000 | 75% | \$98 | 0 | 36 | 57,850 | 58% | \$186 | 0 |
| Orlando, FL | MCO | 145 | 4,267,830 | 38% | \$139 | 0 | 33 | 685,580 | 47% | \$112 | 0 | 112 | 3,582,250 | 36% | \$144 | 0 |
| San Francisco, CA (Metropolitan Area) | OAK | 147 | 1,769,640 | 89% | \$109 | 0 | 25 | 1,376,800 | 99% | \$76 | 0 | 122 | 392,840 | 54% | \$225 | 0 |
| Los Angeles, CA (Metropolitan Area) | LGB | 88 | 129,410 | 0% | \$132 | 0 | 12 | 28,100 | 0% | \$87 | 0 | 76 | 101,310 | 0% | \$144 | 0 |
| Chicago, IL | MDW | 146 | 1,697,840 | 75% | \$111 | 0 | 72 | 877,250 | 73% | \$88 | 0 | 74 | 820,590 | 78% | \$135 | 0 |
| Amarillo, TX | AMA | 31 | 166,590 | 84% | \$101 | 0 | 9 | 129,360 | 87% | \$86 | 0 | 22 | 37,230 | 75% | \$157 | 0 |
| Wenatchee, WA | EAT | 9 | 11,740 | 0% | \$104 | 0 | 5 | 9,470 | 0% | \$90 | 0 | 4 | 2,270 | 0% | \$162 | 0 |
| Tampa, FL (Metropolitan Area) | PIE | 26 | 115,910 | 0% | \$116 | 0 | 2 | 4,060 | 0% | \$65 | -1 | 24 | 111,850 | 0% | \$118 | 0 |
| Las Vegas, NV | LAS | 139 | 4,054,740 | 63% | \$124 | 0 | 27 | 1,698,150 | 89% | \$80 | 0 | 112 | 2,356,590 | 44% | \$156 | 0 |
| Bend/Redmond, OR | RDM | 10 | 22,960 | 0% | \$123 | 0 | 5 | 15,180 | 0% | \$108 | 0 | 5 | 7,780 | 0% | \$154 | 0 |
| Reno, NV | RNO | 67 | 771,580 | 75% | \$109 | 0 | 19 | 520,160 | 94% | \$76 | 0 | 48 | 251,420 | 35% | \$176 | 0 |
| Gulfport/Biloxi, MS | GPT | 10 | 20,900 | 0% | \$115 | 0 | 6 | 17,060 | 0% | \$104 | 0 | 4 | 3,840 | 0% | \$163 | 0 |
| Lubbock, TX | LBB | 39 | 247,480 | 87% | \$95 | 0 | 17 | 200,420 | 91% | \$82 | 0 | 22 | 47,060 | 70% | \$151 | 0 |
| Harlingen/San Benito, TX | HRL | 28 | 128,300 | 88% | \$108 | 0 | 10 | 98,070 | 90% | \$92 | 0 | 18 | 30,230 | 82% | \$159 | 0 |
| Midland/Odessa, TX | MAF | 33 | 211,000 | 93% | \$95 | 0 | 15 | 176,770 | 94% | \$87 | 0 | 18 | 34,230 | 86% | \$134 | 0 |
| Atlantic City, NJ | ACY | 12 | 123,530 | 100% | \$69 | -1 | 7 | 57,100 | 100% | \$59 | -1 | 5 | 66,430 | 100% | \$78 | -1 |

Carrier Code Identifier and Footnotes

| <u>Code</u> | <u>Name</u> | | |
|-------------|-----------------------------|----|------------------------------|
| AA | American Airlines Inc. | QQ | Reno Air Inc. |
| AS | Alaska Airlines Inc. | QX | Horizon Air |
| CO | Continental Air Lines Inc. | RU | ExpressJet Airlines Inc. (1) |
| DL | Delta Air Lines Inc. | TB | USAir Shuttle |
| EV | ExpressJet Airlines Inc. | TW | Trans World Airways LLC |
| F9 | Frontier Airlines Inc. | TZ | ATA Airlines d/b/a ATA |
| FF | Tower Air Inc. | UA | United Air Lines Inc. |
| FL | AirTran Airways Corporation | US | US Airways Inc. |
| HP | America West Airlines Inc. | W7 | Western Pacific Airlines |
| J7 | Valujet Airlines Inc. | WN | Southwest Airlines Co. |
| JI | Midway Airlines Inc. | WV | Air South Inc. (1) |
| KP | Kiwi International | XJ | Mesaba Airlines |
| KW | Carnival Air Lines Inc. | YX | Midwest Airline, Inc. |
| NJ | Vanguard Airlines Inc. | ZW | Air Wisconsin Airlines Corp |
| NK | Spirit Air Lines | | |
| NW | Northwest Airlines Inc. | | |

Data Source:

Origin and Destination Survey of Airline Passengers submitted by certificated airlines. A ten-percent sample of passenger tickets. Information in this report extracted from DB1B, using directional components of domestic itineraries (fares passengers only).

1/ Limited to carriers with a 10 percent or greater share of the market. In markets where only a single carrier has a 10 percent or greater share we have shown the lowest fare for any carrier that accounts for one percent or more of total traffic.

2/ Airlines tend to offer a wide variety of fares in any given market. Carriers with higher average prices may offer some seats at prices as low as, or even lower, than carriers with much lower average prices.

3/ Average fare per mile computed by dividing the average fare by the average passenger trip length.