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AIRLINE DEREGULATION

Changes in Airfares, Service Quality, and Barriers to Entry

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The Honorable John McCain
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate

The Honorable Slade Gorton
Chairman, Subcommittee on Aviation
Committee on Commerce, Science,
and Transportation
United States Senate

The Honorable William O. Lipinski
Ranking Minority Member,
Subcommittee on Aviation
Committee on Transportation and Infrastructure
House of Representatives

The Honorable Peter A. DeFazio
House of Representatives

Over two decades have passed since the Congress deregulated the airline industry. The Airline Deregulation Act of 1978 phased out the federal government's control over fares and service and allowed market forces to determine the price, quantity, and quality of domestic air service. Since 1990, we have reported that, overall, fares have declined and service has improved since deregulation but that deregulation's benefits have not been evenly distributed throughout U.S. air service markets.[1] We have also reported that some operating and marketing practices have created barriers to entry for new airlines wishing to begin service and for established airlines seeking to enter new markets. We said that these barriers, which contribute directly to higher fares in several key markets, had begun to restrict entry to an extent not fully anticipated by the Congress when it deregulated the industry.

Concerned about these findings, you asked us to update our work on fares and service and to reexamine the effect that certain barriers have had on these measures of competition. Specifically, you asked us to determine (1) how airfares have changed since 1990 for travel to and from 171 airports serving various U.S. communities, (2) how the quality of air

[1]See the list of related products at the end of this report.

service has changed since 1978 for travel to and from these airports, and (3) the extent to which certain barriers to entry—restrictive gate-leasing arrangements, controls on the number of allowable takeoffs and landings at some airports, and the limits on the distance that flights from some airports can be—influence competition at affected airports.

To determine how fares have changed at each of the 171 airports, we analyzed data on airfares to and from those airports provided by the airlines to the Department of Transportation (DOT). To determine how the quality of service at these airports has changed since 1978, we examined several measures of quality–both quantitative indicators of the amount of service available (i.e., the number of scheduled departures and available seats) and qualitative indicators of the type of service available (i.e., jet or turboprop, and nonstop or connecting flights). Finally, to determine whether certain airport limitations that we had previously identified continued to restrict competition, we spoke with airport and airline representatives and analyzed fare information for those airports relative to others. Additional detailed information on our scope and methodology can be found in appendix I.

Results in Brief

Overall, average airfares declined about 21 percent in constant dollars from 1990 to the second quarter of 1998.[2] However, not all airports realized similar decreases in airfares. In general, airports serving medium-large communities had the greatest average decrease in fares, and airports serving small communities had the least average decline.[3] Average airfares declined at 168 of the 171 airports we examined, often with the introduction of competing service from a low-fare carrier. On the other hand, since 1994, average airfares increased for passengers traveling from 39 airports and generally for passengers making short trips to or from airports serving medium-large and large communities. In addition, for passengers flying to or from airports in communities of similar size on trips of similar distances in 1998, one passenger traveling from one airport may have paid almost 3 times as much as a passenger traveling from a different airport. While we identified such differences in fares, we should

[2]We measured changes in airfares using data reported by the airlines on revenue yields per fared passenger mile. Thus, we excluded from our calculations passengers flying on free tickets. Throughout this report, we use the term airfare instead of yield.

[3]We examined changes in airfares and the quality of service across airports serving different sizes of communities. Small communities were those with populations in a metropolitan statistical area of 300,000 or less, medium-sized communities were in an area of 300,001 to 600,000, medium-large communities were in an area of 600,001 to 1.5 million, and large communities were in an area of more than 1.5 million.

note that in developing this report, we were unable to account for all factors that may have contributed to them, such as the presence of low-cost competition on particular routes or the extent to which travel on routes tended to reflect generally lower-fare leisure travel or more costly business traffic.

The overall quality of air service—measured by both quantitative and qualitative factors—has improved for airports serving large and medium-large communities, but indicators are mixed for airports in small and medium-sized communities. In general, the quantity of the air service available, as measured by the number of departures and available seats, has increased for most of the 171 airports we reviewed. Airports in large and medium-large communities have experienced a substantial increase in the amount of air service. However, some airports—particularly those serving small and medium-sized communities in the upper Midwest and South—have less air service today than they did in 1978, when the industry was deregulated. Other indicators of the quality of air service, including those that measure the number of destinations served by nonstop flights and the type of aircraft used, generally show that quality has improved substantially for airports serving large and medium-large communities. For airports serving small and medium-sized communities, on the other hand, the results are mixed.

At the 10 airports that, in 1996, we reported had restrained competition either because of restrictive gate-leasing arrangements ("gate-constrained") or limits on the number of available takeoff and landing times ("slot-constrained"), competition has changed little. The six airports that we earlier characterized as being gate-constrained—Charlotte, Cincinnati, Detroit, Minneapolis, Newark, and Pittsburgh—continue to be served predominantly by one airline. At the four slot-constrained airports—Chicago O'Hare, New York LaGuardia, New York Kennedy, and Reagan Washington National—established airlines have expanded their slot holdings, while the share held by airlines started after deregulation remains low. Airfares at these 10 airports continue to be consistently higher than airports of comparable size without constraints. Additionally, the federal perimeter rule continues to prevent certain airlines from gaining competitive entry into or access to Reagan Washington National Airport.

Background

Before 1978, the former Civil Aeronautics Board regulated airlines, controlling the fares they could charge and the routes they could fly.

Concerned that these practices caused economic inefficiencies and inhibited the growth of domestic air transportation, the Congress deregulated the industry in 1978. Deregulation was expected to result in fares that more accurately reflected airlines' costs and, overall, more vigorous competition throughout the nation.

Since deregulation, numerous new airlines have started operations, while established airlines have expanded into new markets. Many new airlines that began operations shortly after deregulation have failed, as have some long-established carriers, such as Eastern and Pan Am. Nevertheless, a few airlines that were formed in the wake of deregulation still operate, including America West and Midwest Express. In the early 1990s, over a decade after the industry was deregulated, a second wave of new airlines emerged. Airlines such as Vanguard, Spirit, AirTran, and Frontier now compete with established carriers in selected markets throughout the United States. These new entrants' cost structures tend to be lower than those of their established competitors, permitting them to charge lower fares to a variety of destinations. In recent years, we have reported that these airlines' ability to enter and compete in selected domestic markets has resulted in lower fares and better service in these markets. However, we also found that many other communities have not yet experienced vigorous competition and have not realized these fare and service-quality benefits.

In 1990, we reported that from 1979—the earliest year for which reliable data on fares were available—through 1988, the average fare per passenger mile, adjusted for inflation, declined by 9 percent at airports serving small communities, 10 percent at airports serving medium-sized communities, and 5 percent at airports serving large communities.[4] In 1996, we reported that the average fare per passenger mile, adjusted for inflation, continued to fall across all sizes of communities but that regional variations were evident.[5] The largest decreases in fares since deregulation occurred at airports located in the West and Southwest, and increases in fares were noted at airports located in the Southeast and in the Appalachian region. The quantity of service, as measured by the number of both departures and available seats, had increased for all airport groups. The quality of service, as measured by factors such as the number of destinations served

[4]Airline Deregulation: Trends in Airfares at Airports in Small and Medium-Sized Communities (GAO/RCED-91-13, Nov. 8, 1990).

[5]Airline Deregulation: Changes in Airfares, Service, and Safety at Small, Medium-Sized, and Large Communities (GAO/RCED-96-79, Apr. 19, 1996).

nonstop and the type of aircraft used, showed mixed results, especially for airports serving small and medium-sized communities.

In 1996, we also reported that three types of "operating barriers" discouraged entry by airlines at several major U.S. airports.[6] First, from 1990 through 1996 a few established airlines had markedly increased their combined control of takeoff and landing times (slots) at airports in Chicago, New York, and Washington. As a result, little new entry had occurred at these airports during this period. Second, long-term, exclusive-use gate leases at six other major airports prevented airlines that did not serve those airports from securing the necessary facilities to begin service and compete on equal terms with incumbent airlines. Third, the federal perimeter rule barring nonstop flights exceeding 1,250 miles exacerbated the impact of slots by preventing airlines from gaining entry into Reagan Washington National Airport.

Airfares Have Fallen for Most Communities Since 1990, but Many Have Experienced Recent Fare Increases

For all sizes of communities, average airfares have continued the decline noted in our 1996 report. Average airfares (expressed in constant dollars and in cents per mile) fell about 21 percent in constant dollars from 1990 through the second quarter of 1998.[7] On average, airports serving medium-large communities had the greatest decrease in fares, and airports serving small communities, the smallest decline. However, such averages conceal large variations within the sizes of communities. For example, for passengers flying to or from airports in communities of similar size on trips of similar distances in 1998, one passenger traveling from one airport may have paid almost 3 times as much as a passenger traveling from a different airport.

Our review of changes in airfares from 1990 through the second quarter of 1998 indicates that the trends of moderately decreasing average airfares identified in our earlier reports continued at airports serving most communities. Of the 171 airports we examined over the period, average airfares declined at 168. At some airports, the decrease was especially large. For example, at 22 airports, average fares declined by 30 percent or more in constant dollars. At many airports, the decline coincided with the

[6]Airline Deregulation: Barriers to Entry Continue to Limit Competition in Several Key Domestic Markets (GAO/RCED-97-4, Oct. 18, 1996).

[7]Data from the second quarter 1998 were the most current available at the time of our work. Throughout the remainder of this report, references to 1998 fares should be interpreted as relating to the latest four quarters of fare data available, beginning with the third quarter of 1997 and ending with the second quarter of 1998. Additionally, all data in the report have been deflated into dollars reflecting those last four quarters.

introduction of competing service, often from a low-fare carrier, which, in most cases, was Southwest Airlines. Figure 1 shows the cities in which airfares have declined by the greatest percentage since 1990.

Figure 1: Airports in Cities With Greatest Decrease in Average Airfares Since 1990

Source: GAO's analysis of data from Data Base Products, Inc.

At 3 of the 171 airports we examined, average airfares have increased since 1990. These airports serve Duluth, Minnesota (+2.3 percent); Fargo, North Dakota (+0.8 percent); and Dallas, Texas (Love Field, +7.4 percent). At each of these airports, generally only a single airline provided service.

Northwest Airlines dominates Duluth and Fargo, and Southwest dominates Dallas Love Field.[8]

We were not able to examine in detail each market to determine what factors may have contributed to the decrease in average fares. For example, we were unable to account for differences at airports where competition—and thus airfares—on individual routes may vary widely. On routes out of St. Louis where low-cost airlines offer competing service, fares may be considerably lower than on other routes from the same airport where no such competition exists. Whether the overall average airfare for the airport may have increased or decreased over time depends on the number of passengers flown on all of those routes and the fares they paid. Similarly, we were not able to examine differences in the extent to which certain destinations (such as Las Vegas or Orlando) tend to be more heavily dominated by leisure travel than by business travel. Leisure travel tends to be more price-sensitive, and average airfares in those markets thus tend to be lower than those where there is more business travel.

Because some significant changes can occur over the span of nearly 9 years, we examined fare changes from 1990 through 1993 and then from 1994 through the second quarter of 1998. Table 1 summarizes the change in average airfares over the period for airports serving each size of community, according to the length of the passengers' trips. Although average airfares decreased for most communities throughout the period, since 1994 average airfares increased for certain segments of the traveling public—mostly for passengers making short trips to or from medium-large and large communities.[9]

[8]At Duluth, Northwest's share of 1997 passengers was 97.5 percent. Its share of Fargo's 1997 passengers was 92.5 percent. Southwest carried 100 percent of Dallas Love Field's 1997 passengers. Nearly all passengers at Dallas Love Field made short-haul trips. While the average fares for Love Field may have risen over time, they remain below the averages for short trips from all large airports and are significantly lower than the average fares associated with short trips from either Duluth or Fargo. These passenger shares do not include passengers carried by small commuter airlines, which DOT does not require to survey and report their passengers' itineraries and fares. Those small commuter airlines are usually not affiliated with larger airlines through code-sharing.

[9]For the purpose of this report, we defined short-haul trips as being equal to or less than 750 miles, medium-haul trips as being between 751 and 2,000 miles, and long-haul trips as being 2,001 miles or greater. Trips identified with a given airport may either originate or end there.

Table 1: Percent Change in Average Airfares by Community Size and Length of Trip, 1990-98

		Percent change in average airfares		
Community	**Length of trip**	**1990-1998**	**1990-1993**	**1994-1998**
Small	Short	–22.9	–12.0	–1.2
	Medium	–19.4	–5.7	–12.2
	Long	–11.3	–4.7	–9.2
	Average	–19.5	–8.2	–7.1
Medium	Short	–27.3	–11.8	–8.6
	Medium	–19.5	–0.2	–14.4
	Long	–11.2	–0.5	–8.1
	Average	–22.0	–5.2	–11.7
Medium-large	Short	–24.4	–9.8	1.9
	Medium	–22.5	0.2	–15.1
	Long	–17.4	–0.6	–14.5
	Average	–22.2	–3.8	–8.7
Large	Short	–28.2	–15.8	3.4
	Medium	–20.4	–4.1	–9.0
	Long	–11.2	–3.9	–4.1
	Average	–21.0	–8.0	–4.0

Source: GAO's analysis of data from Data Base Products, Inc.

For the 171 airports we examined, from 1994 through 1998 average airfares decreased at 132 airports, suggesting that most communities—small, medium-sized, medium-large, and large—and travelers from those communities have benefited from deregulation.[10] Average fares for passengers making certain trips to or from several airports dropped by more than 50 percent over the period. Average fares for short-and long-haul trips from St. Petersburg, Florida; medium-haul trips from Dallas Love Field; and long-haul trips from Mission, Texas, and Grand Junction, Colorado, decreased from 52 to 77 percent. Fares in some of those markets appear to have been influenced by the introduction of additional competition, especially from low-cost airlines.

During the same period, however, average fares increased at 39 airports—13 serving small communities, 4 serving medium-sized ones, 9 serving medium-large ones, and 13 serving large ones. In most cases, the control of a large percentage of the airports' passengers by a single airline contributed to the increase in fares.

[10]DOT has pointed out that, even if an airport's "average" fares decreased during the period, not all fares to all markets may have declined. In particular, where little or no competition exists on a given route (especially from a low-cost airline), fares may have increased.

- Of the 13 airports serving small communities, 12 were served by an individual airline that controlled at least 40 percent of the traffic.
- Of the four airports serving medium-sized communities, three were dominated by an individual airline that carried more than 40 percent of the traffic.
- Of the nine airports serving medium-large communities, seven were dominated by an individual airline that carried more than 40 percent of the traffic.
- Of the 13 airports serving large communities, seven are hub facilities for major airlines.

For example, the average fares for passengers making short trips to or from Greensboro, North Carolina; Roanoke and Norfolk, Virginia; Charleston, South Carolina; and Buffalo, New York, all increased by 30 percent or more from 1994 through 1998. Low-cost airlines, such as AirTran, American Trans Air, or Southwest, served none of the 17 airports at small or medium-sized communities in 1998. For the 22 airports serving medium-large and large communities where average airfares increased since 1994, individual low-cost airlines had market shares in 1998 that exceeded 10 percent at only four–Houston Hobby Field, Dallas Love Field, Cleveland Hopkins International Airport, and Midland/Odessa, Texas.[11] At each of those airports, the low-cost airline was Southwest. Figure 2 shows the location of these 39 airports, most of which are in the East and Southeast.

[11]On the other hand, single established airlines—such as Delta, United, and Northwest—also had more than 40 percent of the market in 18 out of 46 airports where average fares decreased between 20.0 and 29.9 percent from 1990 through 1998. Thus, the presence of a single carrier with a large market share does not always mean that average airfares will increase over time.

Figure 2: Airports Where Average Airfares Increased—in Constant Dollars—Since 1994

Source: GAO's analysis of data from Data Base Products, Inc.

For passengers flying to or from airports serving communities of similar sizes on trips of similar distances, the fare at one airport can cost almost 3 times as much per mile flown as the fare at a different airport. For example, passengers flying to or from Las Vegas in 1998 paid, on average, 9 cents per mile, while passengers flying to or from Charlotte paid 28 cents per mile. Moreover, passengers flying to or from airports serving small and medium-sized communities in 1998 paid, on average, over 12 percent more than the national average airfare. Similarly, passengers flying to or from airports serving large communities in 1998 paid, on average, over 8 percent

more than the national average.[12] Appendix II summarizes the changes in average airfares for each of the cities we examined during this review.

Large and Medium-Large Communities Have More and Better Air Service, but the Trends for Small and Medium-Sized Communities Are Mixed

Our review of air service quality factors for scheduled airline departures from May 1978 though May 1998 indicates that the overall quality at most communities served by the airports we reviewed has improved since deregulation. However, the extent to which the overall quality of air service has improved for the 171 airports that we reviewed varies by the size of the community served. In general, airports serving larger communities have benefited from a greater increase in the overall quality of air service—the number of departures and seats, jet departures, and destinations served by nonstops—than those serving smaller communities. For example, 90 percent of airports serving large and medium-large communities had an increase in both departures and available seats compared with 45 percent of the airports serving small and medium-sized communities.

Assessing the trends in the overall quality of air service is difficult because many factors contribute to the quality of service. This assessment requires, among other things, a subjective weighting of the relative importance of each measure that is generally considered a dimension of quality. In assessing the overall quality of air service received by each sized community included in our study, we used four commonly accepted measures, including the number of (1) departures, (2) available seats, (3) destinations served by nonstop and one-stop flights, and (4) jet departures compared with the number of turboprop departures. (We used these same measures in our earlier reports.) Nonstop service is generally considered to be preferable to flights requiring a stop, and jet aircraft are preferred over turboprop aircraft.

Most communities served by the airports we reviewed had more commercial departures in 1998 than they did in May 1978. During this period, departures increased at 139 of the 171 airports we reviewed. Increases were most likely to occur at airports serving larger communities. All airports at large communities, with the exception of Reagan Washington National Airport (where the number of takeoff and landings is restricted by federal law), and most airports serving medium-large

[12]DOT's Domestic Airline Fares Consumer Report, First Quarter 1998 Passenger and Fare Information, Oct. 1998, provides more detailed information on the dispersion of airfares for particular airports, by airline. For example, in the first quarter of 1998, American Airlines flew 12,700 passengers between Chicago and White Plains, New York, at an average fare of $317. Eight percent of those passengers paid between $51 and $75 dollars each way, while 14 percent paid between $526 and $550 each way.

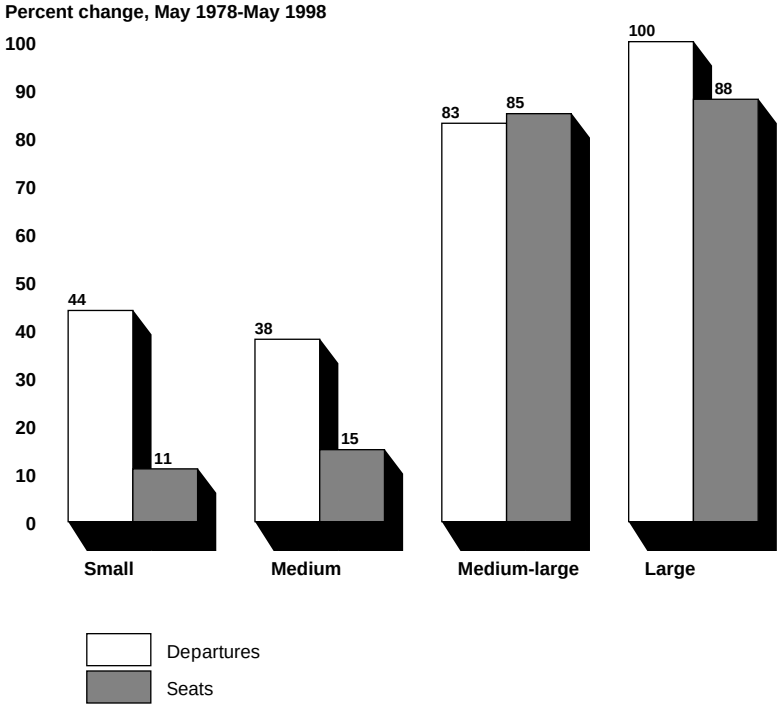
communities had an increase in departures. In comparison, 56 of the 84 airports in small and medium-sized communities had an increase in departures.

From 1978 through 1998, 118 of the 171 airports we reviewed had an increase in the number of available seats, especially those airports serving larger communities. Overall, for airports in large and medium-large communities, the number of available seats increased by about 87 percent. Every airport serving large communities and all but 7 of the 42 airports in medium-large communities experienced an increase. For almost one-quarter of the airports serving large communities, such as Phoenix's Sky Harbor Airport and Houston's Hobby Airport, this increase exceeded 200 percent. In contrast, slightly less than half of the airports at small and medium-sized communities in our review had an increase in seats, although about 67 percent had an increase in departures. To some extent this difference can be attributed to the substitution of more frequent service from smaller turboprops for fewer departures of larger jets. Since 1978, the airport serving Champaign, Illinois, for example, had a 66-percent increase in the number of departures and a 34-percent decrease in the number of seats. During this same time period, jet service from this airport was eliminated and replaced entirely with propeller aircraft.

In addition, 27 of the 84 airports serving small and medium-sized communities experienced a decline in both scheduled departures and available seats. These 27 airports were largely concentrated in the upper Midwest—including Lincoln, Nebraska; Rochester, Minnesota; and Bismarck, North Dakota—and the South—including Daytona Beach, Florida; Montgomery, Alabama; and Shreveport, Louisiana. Figure 3 summarizes the percent change in the number of scheduled departures and number of available seats for each category of community.[13] Appendix III contains the information on the number of departures and available seats for each of the 171 airports that we reviewed for May 1978 and May 1998.

[13]All statistics referring to departures in this report are based on the number of scheduled nonstop flights from each airport.

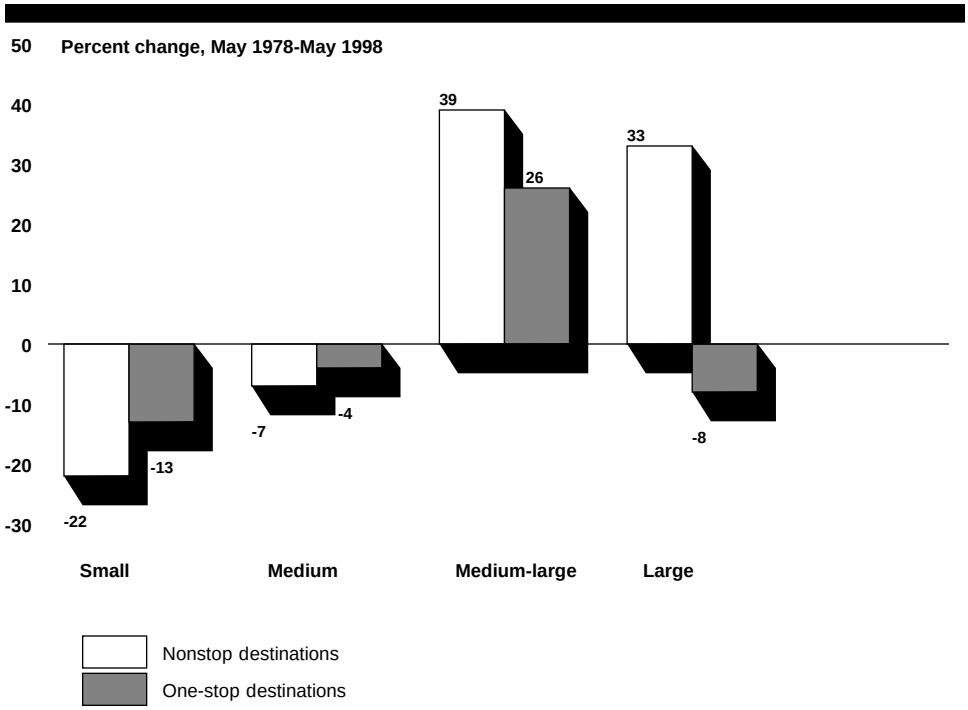
Figure 3: Comparison of Percent Change in Number of Scheduled Departures and Available Seats at Airports Serving Small, Medium-Sized, Medium-Large, and Large Communities, May 1978 Through May 1998



Source: GAO's analysis of airlines' schedule information provided by DOT.

Airports serving large and medium-large communities have been the primary beneficiaries of increased nonstop flights. Nonstop flights increased for 71 percent of the airports serving large and medium-large communities but only for 25 percent of the airports serving small and medium-sized communities. Of the 84 airports at small and medium-sized communities that we reviewed, 37 experienced a decline in both nonstop and one-stop service. Only airports serving medium-large communities experienced an increase in one-stop flights. Figure 4 summarizes the percent change in the total number of destinations served by nonstop and one-stop flights by category of community. Appendix IV provides detailed information for each community on the number of destinations served by nonstop and one-stop flights for May 1978 through May 1998.

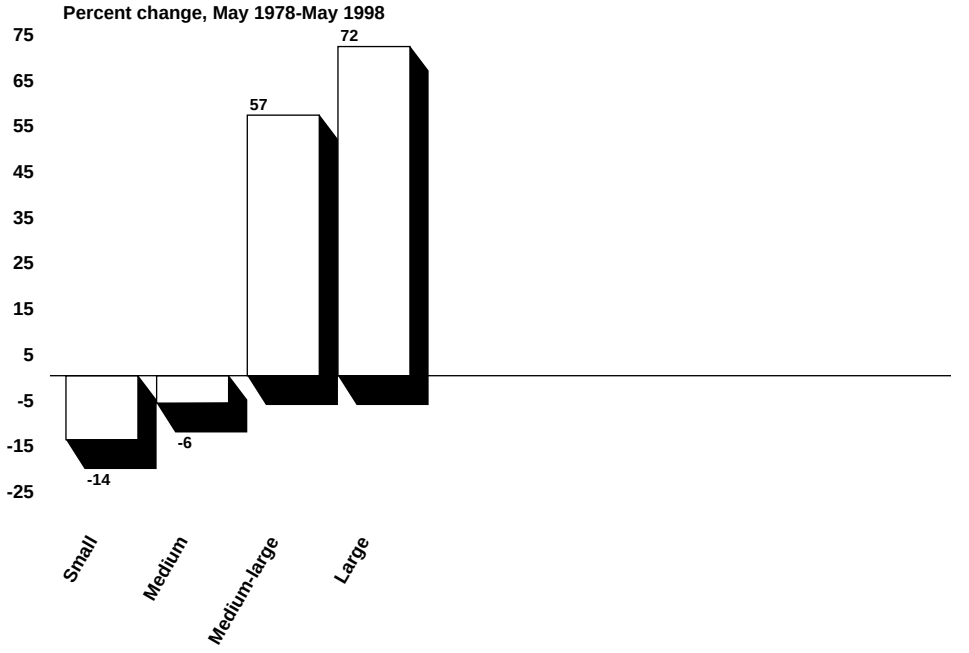
Figure 4: Percent Change in the Number of Destinations Served by Nonstop and One-Stop Flights From Airports Serving Small, Medium-Sized, Medium-Large, and Large Communities, May 1978 Through May 1998



Source: GAO's analysis of airlines' schedule information provided by DOT.

Overall, all sizes of communities experienced an increase in the number of turboprop departures, but primarily airports serving large and medium-large communities benefited from an increase in the number of jet departures. Of these airports, 75 percent had an increase in jet departures compared with 24 percent of the airports in small and medium-sized communities. Overall, the actual number of jet departures increased by 72 percent at airports serving large communities and by 57 percent at airports serving medium-large communities but declined by 6 percent at airports serving medium-sized communities and by 14 percent at airports serving small communities. Figure 5 summarizes the percent change in the number of jet departures by size of community. Appendix V provides detailed information for each airport for May 1978 through May 1998.

Figure 5: Percent Change in the Number of Jet and Turboprop Departures at Airports Serving Small, Medium-Sized, Medium-Large, and Large Communities, May 1978 Through May 1998



Source: GAO's analysis of airlines' schedule information provided by DOT.

Competition in Certain Key Airports Continues to Be Inhibited by Lack of Access to Facilities, Slot Controls, and Federal Perimeter Rule

In 1997, over 143 million passengers (23 percent of the total U.S. domestic enplanements that year) traveled through 10 key airports in the east and upper Midwest. In the past, we reported that competition is constrained at these airports because of long-term gate leases or limits on the number of available takeoff and landing slots.[14] During our review, we found that the six airports we had previously described as gate-constrained—Charlotte, Cincinnati, Detroit, Minneapolis, Newark, and Pittsburgh—continue to be predominantly served by one airline. Airport officials and airline representatives said that gates are available to airlines that do not currently serve those airports. However, few of those airlines expressed interest in serving those markets because access to facilities remains difficult and other factors, generally relating to the size of the incumbent carrier and its associated market strength, prevent them from entering at these airports. At the four slot-constrained airports—Chicago O'Hare, New York's LaGuardia and Kennedy, and Reagan Washington National—established airlines hold the majority of slots, while the share of

[14]Domestic Aviation: Service Problems and Limited Competition Continue in Some Markets (GAO/T-RCED-98-176, Apr. 23, 1998). A gate includes the holding room, jetway, and apron.

slots held by airlines started after deregulation remains low. Finally, the federal perimeter rule, which prohibits flights longer than 1,250 miles from Reagan Washington National Airport, continues to deprive certain airlines from serving that airport from some of their hub operations, preventing millions of passengers in western states from gaining nonstop access to the airport.

Long-Term, Exclusive-Use Gate Leases Predominate at Six Constrained Airports, but Other Factors Also Inhibit New Competition

Restrictive gate leases are a barrier to establishing new or expanded service at some airports. These leases permit an airline to hold exclusive rights to use most of an airport's gates over a long period of time, commonly 20 years. Previously, we reported that such leases made it more difficult for nonincumbents to secure necessary airport facilities on equal terms with incumbent airlines. Airlines established after deregulation, especially new entrant airlines, said access to facilities at some airports—Charlotte, Cincinnati, Detroit, Minneapolis, Newark, and Pittsburgh—was difficult. Airport officials and one airline told us that other marketing factors—not gate-leasing arrangements—acted as barriers to entry.

As table 2 shows, the vast majority of gates at each of these airports continue to be leased to one established airline. Airport officials at Charlotte, Cincinnati, and Minneapolis said that it is in the best interest of the airports to lease gates over a long term to maintain a stable stream of revenue. For example, Cincinnati airport officials said they depend on signatory airlines to pay their debt obligations.[15] Delta Air Lines—which dominates the Cincinnati airport and holds 50 of the airport's total 68 jet gates—financed the construction of 43 of those gates.

[15]Signatory airlines have an agreement with an airport to help pay debt obligations.

Table 2: Airports Where Postderegulation Airlines Reported Difficulty Gaining Competitive Access to Gates and the Leasing Arrangements at Those Airports

Airport	Total number of jet gates	Gates under exclusive-use leases	Major lease holders, number of gates operated, and date lease expires
Charlotte	46	44	37 gates leased to US Airways until 2016
Cincinnati	68	68	50 gates leased to Delta; 8 of the leases expire in 2015 and 42 expire in 2023
Detroit	81	56	56 gates leased to Northwest until 2001[a]
Minneapolis	70	70	54 gates leased to Northwest; 22 of the leases expire in 2015 and 32 convert to preferential use leases beginning in 1999
Newark	94	79	42 gates leased to Continental until 2018
Pittsburgh	75	65	50 gates leased to US Airways until 2015

[a]Northwest also leases an additional six nonexclusive gates.

Source: GAO's presentation of the airports' data.

Officials at each of the airports we visited said they have spoken with or actively recruited nonincumbent airlines to provide new service. Airport officials and one airline official told us that other factors, rather than restrictive gate leases, prevented nonincumbents from providing service at their airports. These factors included the size of the incumbent carriers (coupled with those airlines' marketing strengths, such as their frequent flyer programs, corporate discounts, and arrangements with local travel agents), the fear of perceived predatory conduct by the major incumbent carrier, and a lack of adequate capitalization. A Charlotte airport official said that the term "gate-constrained" no longer applied, given their flexibility in making some gates available for lease and the airport's willingness to discuss new service with interested airlines.

A limited number of gates are available for new service at three of the airports we visited, although they may not be available at the times or days that new airlines might prefer. Airport officials at Detroit, Minneapolis, and Newark said there are no gates available now. For the three airports that have available gates, however, incumbent airlines tended to use them. For example, Pittsburgh airport officials said that they have a total of seven jet gates available, but US Airways is the only airline that uses them at this time. In addition, Cincinnati airport officials said there are three

gates leased by US Airways that are not being used as fully as they could be.

Officials from airlines that started after deregulation told us that access to facilities was difficult at some airports, including Newark. These airline officials cited a lack of cooperation by airport officials in identifying available gates and the reluctance of both the airports and incumbent airlines in offering leases or subleases longer than on a short-term basis.[16]

Established Airlines Continue to Expand Their Slot Holdings at Slot-Constrained Airports

Major established airlines have expanded their holdings of domestic air carrier takeoff and landing slots at three of the four slot-constrained airports—Reagan Washington National, New York Kennedy, and New York LaGuardia. Only at Chicago O'Hare did the level of slot concentration held by major established airlines decrease slightly from 1996 to 1999. By contrast, the share held by airlines that started after deregulation remains low. (See table 3.) Our October 1996 report recommended that DOT redistribute some slots to increase competition, taking into account the investments made by those airlines at each of the slot-controlled airports. DOT subsequently began to use the authority that the Congress gave it in 1994 to allow additional slots at O'Hare, LaGuardia, and Kennedy.[17] Through January 1999, DOT granted 62 slot exemptions at O'Hare, 30 at LaGuardia, and 6 at Kennedy. DOT has also granted a total of 48 exemptions for Essential Air Service[18] and 19 for seasonal international service.

[16]In 1998, DOT established a task force to study airports' practices that may inhibit competition. Its report is expected in April 1999. In accordance with the Omnibus Consolidated and Emergency Supplemental Appropriations Act of 1999 (P.L. 105-277, division C, title I, section 110(g)), the National Academy of Sciences is studying DOT's proposed competition guidelines, which would refine the definition of anticompetitive behavior by airlines. Its report is due in March 1999.

[17]The Federal Aviation Reauthorization Act of 1994 (49 U.S.C. sec. 41714) created an exemption provision to allow additional slots for new entrants at O'Hare, LaGuardia, and Kennedy when DOT "finds it to be in the public interest and the circumstances to be exceptional." The number of flights at Reagan Washington National Airport is further limited by federal law to address local concerns about noise. As a result of these additional limits, the Congress chose not to extend DOT's exemption authority to include Reagan Washington National.

[18]The Essential Air Service program ensures that small communities having air service when the Airline Deregulation Act was passed will continue to have a minimum level of service and provides that the federal government subsidizes the airlines providing that service, if necessary.

Table 3: Percentage of Domestic Air Carrier Slots Held by Selected Groups

Airport	Holding entity	1986	1991	1996	1999
O'Hare	American and United	66	83	87	84
	Other established airlines	28	13	9	10
	Financial institutions	0	3	2	3
	Postderegulation airlines	6	1	1	3
Kennedy	Shawmut Bank, American, and Delta[a]	43	60	75	84
	Other established airlines	49	18	13	14
	Other financial institutions	0	19	6	1
	Postderegulation airlines	9	3	7	1
LaGuardia	American, Delta, and US Airways	27	43	64	70
	Other established airlines	58	39	14	14
	Financial institutions	0	7	20	10
	Postderegulation airlines	15	12	2	6
Reagan Washington National	American, Delta, and US Airways	25	43	59	65
	Other established airlines	58	42	20	18
	Financial institutions	0	7	19	14
	Post deregulation airlines	17	8	3	3

Note: Numbers may not add to 100 percent because of rounding. Some airlines that held slots have gone bankrupt, and, as a result, financial institutions have acquired slots.

[a]In 1999, First Security National Bank replaced Shawmut Bank. First Security National Bank holds those slots pursuant to a trust as security for a loan to TWA, which uses some and leases others.

Source: GAO's analysis of data from the Federal Aviation Administration.

Special Rules at Laguardia and Reagan Washington National and Emerging Capacity Constraints Elsewhere Exacerbate Barriers' Impacts

The ability of certain nonincumbent airlines to begin service at New York LaGuardia and Reagan Washington National airports is further limited by rules that prohibit incoming and outgoing flights that exceed a certain distance (commonly known as perimeter rules). At LaGuardia, under a rule established by the Port Authority of New York and New Jersey, nonstop flights exceeding 1,500 miles are prohibited. At Reagan Washington National, federal law limits the number of hourly operations and prohibits nonstop flights exceeding 1,250 miles.[19]

The perimeter rules were originally designed to promote Kennedy and Dulles airports as the designated long-haul airports for the New York and Washington metropolitan areas, respectively, and to alleviate air traffic

[19]The Metropolitan Washington Airports Act of 1986 (49 U.S.C. sec. 49109). The rule is also included in federal regulations (14 C.F.R. sec. 93.253).

congestion in those areas. The practical effect, however, has been to limit entry and exacerbate the impact of slots. Specifically, because of their proximity to Reagan Washington National, each of the seven largest established carriers is able to serve the airport from its principal hub. By contrast, the rules prevent the second largest airline started after deregulation—America West—from serving LaGuardia and Reagan Washington National from its hub in Phoenix and restrict other airlines with hub operations in the West from serving either airport on a nonstop basis. Thus, for example, the 92 million passengers that flew out of Los Angeles, Phoenix, Portland, Salt Lake City, San Francisco, and Seattle airports in 1997 could not fly nonstop into Reagan Washington National. Officials with Delta Air Lines told us that they would expand service from Salt Lake City to Reagan Washington National if the perimeter rule was relaxed or abolished.

We recognize that the communities where the airports are located will be concerned with any proposals to grant additional slots because of potential congestion, noise, and safety problems. These are sensitive issues, and, ultimately, any final decisions about them can be best resolved through congressional deliberations.

Airfares at Constrained Airports Higher Than Those at Comparably Sized Community Airports

Airfares at the six gate-constrained and four slot-constrained airports were consistently higher than airfares at nonconstrained airports that serve similar-sized communities, especially in short- and medium-haul markets. In other words, passengers pay a premium to fly to and from these airports. In 1998, overall weighted average fares ranged from being 4 percent higher at Kennedy Airport to 83 percent higher at Pittsburgh International Airport compared with fares at nonconstrained airports serving communities of comparable size. The greatest differences in airfares in 1998 were in short-haul markets.

The average airfares of short-haul markets in 1998 ranged from 29 percent higher in Kennedy to 120 percent higher at Pittsburgh. In medium-haul markets, airfares ranged from 15 percent lower at Detroit to 63 percent higher at Charlotte. In long-haul markets, airfares ranged from 6 percent lower at Reagan Washington National to 42 percent higher at Charlotte. Table 4 summarizes the differences in average airfares between the 10 constrained airports and other airports serving communities of comparable size for 1998.

Table 4: Differences in Average Fares in Cents Per Passenger Mile for Constrained Airports Relative to Fares at Other Airports Serving Communities of Comparable Size, 1998

Community airport	Length of trip	1998 average fares	Average fares for nonconstrained airports	Percent difference[a]
Charlotte	Short	39.1	24.7	58
	Medium	19.6	12.0	63
	Long	12.9	9.1	42
	Overall	28.0	14.5	58
Cincinnati	Short	41.0	21.6	90
	Medium	17.3	13.8	26
	Long	13.8	11.3	23
	Overall	25.6	14.7	65
Detroit-Wayne County	Short	31.4	21.6	46
	Medium	11.7	13.8	–15
	Long	12.0	11.3	7
	Overall	17.4	14.7	20
Minneapolis	Short	36.2	21.6	68
	Medium	18.8	13.8	37
	Long	N/A	11.3	N/A
	Overall	22.3	14.7	49
Newark	Short	29.9	21.6	39
	Medium	14.9	13.8	8
	Long	11.6	11.3	3
	Overall	16.6	14.7	20
Pittsburgh	Short	47.4	21.6	120
	Medium	16.9	13.8	23
	Long	12.9	11.3	15
	Overall	25.8	14.7	83
Chicago O'Hare	Short	30.7	21.6	42
	Medium	15.9	13.8	15
	Long	N/A	11.3	N/A
	Overall	20.4	14.7	29
New York LaGuardia	Short	38.3	21.6	78
	Medium	17.2	13.8	25
	Long	12.5	11.3	11
	Overall	21.4	14.7	50
New York Kennedy	Short	27.8	21.6	29
	Medium	12.0	13.8	–13
	Long	11.9	11.3	5
	Overall	12.5	14.7	4
Reagan Washington National	Short	39.3	21.6	83
	Medium	15.8	13.8	15
	Long	10.6	11.3	–6
	Overall	21.9	14.7	55

[a]Overall percent differences represent weighted averages reflecting passenger distributions at the nonconstrained airports.

Source: GAO's analysis of data from Data Base Products, Inc.

Conclusions

Airfares have continued to decline for all sizes of communities since deregulation, although average airfares have increased for certain segments of the traveling public, especially since 1994. Similarly, the overall quality of air service has improved except for that in some small and medium-sized communities. Since deregulation, a number of major airlines have dominated operations at 10 key airports leading to constrained competition and higher airfares. Slots and the federal perimeter rule continue to exacerbate the impacts of barriers by limiting the number of landings and takeoffs and prohibiting incoming and outgoing flights that exceed a certain distance at certain airports. Thus, while deregulation continues to benefit the majority of the nation's travelers, there remain some communities where those benefits have not been realized.

Agency Comments

We provided DOT with copies of a draft of this report for its review and comment. We spoke with DOT officials from the Office of the Secretary, including the Deputy Assistant Secretary for Aviation and International Affairs. DOT generally agreed with the information in the report and provided a number of comments to clarify issues addressed in the report; we incorporated these comments as appropriate.

As arranged with your offices, unless you publicly announce its contents earlier, we plan no further distribution of this report until 10 days after the date of this letter. At that time, we will send copies to the Secretary of Transportation; the Director, Office of Management and Budget; and other interested parties. We will send copies to others upon request. We conducted our work from November 1998 through February 1999 in accordance with generally accepted government auditing standards.

If you have any questions, please call me at (202) 512-2834. Major contributors to this report are listed in appendix VI of this report.

John H. Anderson, Jr.
Director, Transportation Issues

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Figures

Abbreviations

DOT	Department of Transportation
GAO	General Accounting Office

Scope and Methodology

To analyze changes in airfares since 1990, we reviewed data on fares covering the period 1990 through the second quarter of 1998 (the most current information available at the time of our work). To provide consistent, comparable information in updating our prior report on trends in airfares since deregulation at airports serving small, medium-sized, and large communities, we reviewed data on the same 112 airports that we examined in our two prior reports.[20] We selected those airports using the following criteria:

- All of the airports were in metropolitan statistical areas or (1) an area that included at least one city with 50,000 or more inhabitants and (2) an area with an urbanized area as defined by the Census Bureau (with at least 50,000 inhabitants) and a total metropolitan population of at least 100,000 (75,000 in New England). Small communities were those with populations in a metropolitan statistical area of 300,000 or less, medium-sized communities were those with populations of 300,001 to 600,000, and large communities were those with populations of 1.5 million or more. In our prior reports, we used 1984 U.S. Census data to provide information on community sizes midway between the years reviewed (1979, 1984, and 1988) for each airport location. While keeping the same sample of airports for this report, we reviewed U.S. Census data for 1996 to identify changes in communities' populations. We did this to ensure that, had some populations changed significantly since our previous report, we would compare those communities with others of similar size.
- Almost all of the airports were among those with the largest 175 enplanements in the nation, as determined by the number of passenger enplanements in 1997. This criterion was necessary because as an airport's rank falls, the number of tickets from that airport in the Department of Transportation's (DOT) "Passenger Origin-Destination Survey" declines. A smaller number of tickets per route increases the potential for sampling error and may result in calculations that are not representative of the airport's overall traffic.
- All of the airports were located within the 48 contiguous states because airports outside the contiguous states are often special cases. Travel from airports located in Alaska, Hawaii, Puerto Rico, and the Virgin Islands is often for very short distances (between islands) and very long distances (between Alaska or Hawaii and the contiguous states) or may take the place of ground transportation (between cities in Alaska).

[20]Airline Deregulation: Trends in Airfares at Airports in Small and Medium-Sized Communities (GAO/RCED-91-13, Nov. 8, 1990) and Airline Deregulation: Changes in Airfares, Service, and Safety at Small, Medium-Sized, and Large Communities (GAO/RCED-96-79, Apr. 19, 1996).

In addition, we added several airports in communities that had not been included in the previous reports. In general, these are airports that are also included within the largest 175 airports located in the continental United States serving medium-large communities with populations between 600,001 and 1.5 million. We excluded Orlando/Sanford airport because origin and destination data from 1991 to 1998 were lacking, and we excluded North Las Vegas Field because it had unusually high fares. We added four other cities—Albany, Huntington, Rochester, and Syracuse—following discussions with the staffs of Representative William O. Lipinski and Representative Peter A. DeFazio for further insight into fares and service for airlines serving small and rural communities.

We obtained the data on airfares from a private contractor, Data Base Products, Inc., which gets its original data from DOT. Data Base Products, Inc., makes a number of revisions to the data submitted to DOT by the airlines to correct for biases and obvious reporting errors. Data Base Products, Inc., also incorporates data from main airlines' regional commuter partners, thereby providing a more complete picture of passengers' true itineraries and costs. To enhance the comparability of the data, we converted the airfare information into constant 1998 dollars.[21] Because the number of passengers traveling on routes can change over time, examining fares at two different times could reflect differences in the number of travelers going to various destinations rather than fare changes. Therefore, as with our prior reports, we held the distribution of passengers across distance categories constant at the level found with the latest four quarters ending with the second quarter of 1998.

To add to the information that we published in our previous reports, we also calculated averages for travel of various distances to or from these airports. We believe that additional information provides a greater context than the basic average fare. We recognize that few if any passengers may actually have paid an "average fare" in any one market but believe that such averages provide insightful information for analyzing broad trends in airfares over time.

Because we analyzed data that were drawn from a statistical sampling of tickets purchased, each estimate developed from the sample has a measurable precision, or sampling error. The sampling error is the maximum amount by which the estimate obtained from a statistical

[21]Because the most current data available at the time of our review were for the second quarter of 1998, in recalculating fares into 1998 dollars, we actually used a deflator covering the four quarters from the third quarter of 1997 through the second quarter of 1998.

sample can be expected to differ from the true universe value. We did not calculate the sampling error for each airport's fare estimates during this update because the sampling errors calculated in the previous two reports were consistently small. We believe that the same approximate sampling errors would apply to the estimates developed for this review.

To analyze changes in the quality of air service for these same 171 airports, we obtained data on scheduled airline service from DOT's Bureau of Transportation Statistics. We used these data to analyze changes from 1978 through 1998 in four measures of the quality of service that we reported in the past. Those measures are (1) the total number of scheduled nonstop departures from each airport, (2) the total number of seats available on those flights, (3) the number of scheduled destinations served by nonstop and one-stop flights from each airport, and (4) the number of scheduled jet and turboprop departures at those airports.[22] To reduce "seasonality" associated with air travel (that is, to avoid having the data reflect higher amounts of travel associated with summer vacations or reduced winter travel), we used information from May 1978 and May 1998.

Finally, to determine whether certain airport limitations that we had previously identified continued to restrict competition, we visited those airports to update our work concerning markets restricted by gate, slot, or perimeter barriers to domestic airline markets. Specifically, we conducted interviews with representatives of Charlotte-Douglas International Airport, Cincinnati-Northern Kentucky International Airport, Detroit Wayne County Airport, Minneapolis-St. Paul International Airport, and Pittsburgh International Airport. We held a formal teleconference with officials representing Newark International Airport. We obtained additional information and perspectives on barriers to entry from officials representing Access Air, Continental Airlines, Delta Airlines, Eastwind Airlines, Legend Airlines, Northwest Airlines, US Airways, Spirit Airlines, and Vanguard Airlines. To discuss the effect that the perimeter rule may have on competition, we met with officials representing the Washington Metropolitan Airport Authority, which oversees both Reagan Washington National Airport and Washington Dulles International Airport. We also analyzed airfare data for these airports by comparing their average fares against those for communities of comparable size but excluding the other constrained airports. Because each airport has a different distribution of flight lengths, we made comparisons within each of the three distance categories. To get an overall comparison for each of the 10 constrained

[22]Other indicators of service quality might include information such as an airline's on-time performance. While such information is regularly reported by DOT, the DOT Inspector General has questioned the reliability and validity of those data.

airports, we then took a weighted average of the comparisons within each distance category. The resulting percent differences are therefore adjusted for distance as well as for particular passenger distributions at each airport.

Changes in Average Airfares Per Passenger Mile by Size of Community and by Length of Trip, 1990—98

	State	Length of trip	1990	1991
Small-community airports				
Amarillo	TX	Short	18.1	18.4
		Medium	17.6	17.0
		Long	N/A	N/A
		Avg.	17.8	17.7
Asheville	NC	Short	31.2	31.0
		Medium	19.0	17.9
		Long	12.2	12.3
		Avg.	24.1	23.7
Bangor	ME	Short	47.8	40.1
		Medium	18.0	16.2
		Long	10.0	9.4
		Avg.	19.5	17.4
Billings	MT	Short	34.0	29.6
		Medium	16.4	15.1
		Long	11.4	10.8
		Avg.	20.3	18.3
Binghamton	NY	Short	49.9	44.6
		Medium	20.8	19.6
		Long	14.7	13.4
		Avg.	23.1	21.9
Bismarck	ND	Short	35.8	34.2
		Medium	15.4	15.1
		Long	N/A	N/A
		Avg.	19.1	18.5
Burlington	VT	Short	42.6	37.8
		Medium	17.6	16.5
		Long	11.7	10.6
		Avg.	19.6	18.1
Cedar Rapids	IA	Short	44.8	39.3
		Medium	16.9	15.1
		Long	N/A	N/A
		Avg.	22.8	20.3
Champaign	IL	Short	35.6	31.7
		Medium	16.0	16.0
		Long	N/A	N/A

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
17.9	18.3	17.8	18.6	19.2	18.9	4.5	1.2	6.4
15.3	16.8	17.1	16.8	15.0	14.4	–18.4	–4.7	–16.0
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16.5	17.5	17.4	17.7	17.0	16.5	–7.3	–1.9	–5.1
28.5	31.6	21.1	28.8	30.1	26.9	–13.7	1.3	27.6
15.6	17.4	15.9	18.0	19.1	16.8	–11.4	–8.6	5.7
10.4	11.8	12.4	12.6	12.6	11.8	–3.1	–3.2	–5.0
21.6	24.0	18.2	23.0	23.9	21.5	–10.9	–0.6	18.1
37.2	36.4	33.6	34.9	36.8	29.9	–37.4	–23.9	–11.0
14.7	14.9	14.2	14.2	13.0	11.5	–36.2	–17.1	–19.1
8.3	8.9	9.3	9.3	9.2	8.2	–18.2	–11.2	–12.1
15.8	16.2	15.6	15.7	15.0	13.2	–32.3	–16.9	–15.2
26.9	28.0	26.6	25.8	28.3	27.0	–20.5	–17.6	1.5
12.8	14.2	14.8	14.8	14.9	14.3	–13.1	–13.9	–3.6
9.2	9.5	10.2	10.4	10.0	10.0	–12.3	–16.4	–2.4
16.0	17.3	17.5	17.2	17.9	17.2	–15.3	–14.8	–2.0
41.7	42.9	39.0	39.4	40.2	39.9	–20.1	–14.0	2.2
17.8	19.0	17.5	17.8	18.0	16.8	–19.1	–8.6	–4.1
11.9	13.1	12.3	12.8	14.2	14.0	–4.7	–11.1	13.8
20.0	21.1	20.2	20.2	21.1	20.7	–10.7	–8.7	2.3
31.9	30.9	28.4	28.0	29.6	29.3	–18.2	–13.7	3.3
12.9	13.6	14.3	14.2	14.5	15.0	–2.7	–12.0	4.8
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16.2	16.5	16.7	16.5	17.1	17.7	–7.3	–13.5	5.5
37.3	36.7	32.8	35.1	36.6	35.5	–16.8	–13.8	8.1
14.3	15.8	15.4	16.0	16.1	15.2	–13.6	–10.0	–1.5
9.3	10.7	11.4	11.5	12.0	12.1	3.7	–8.3	6.5
16.6	17.8	17.4	17.9	18.3	17.8	–9.0	–8.9	2.7
35.3	35.9	35.4	35.1	37.0	35.7	–20.4	–19.9	0.7
14.2	16.9	17.2	17.0	16.9	16.9	0.4	0.5	–1.8
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.7	21.4	21.5	21.2	21.6	21.5	–5.7	–6.2	0.1
33.2	34.0	34.0	34.4	34.6	30.2	–15.3	–4.5	–11.4
14.9	16.9	16.4	16.7	15.6	12.7	–20.5	5.8	–22.5
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

(continued)

	State	Length of trip	1990	1991
		Avg.	21.0	20.5
Charleston	WV	Short	43.4	40.6
		Medium	20.7	20.5
		Long	12.9	12.0
		Avg.	26.9	25.8
Duluth	MN	Short	45.4	44.4
		Medium	17.4	17.9
		Long	N/A	N/A
		Avg.	21.3	21.5
Elmira/Corning	NY	Short	48.9	46.2
		Medium	17.4	18.1
		Long	13.5	12.5
		Avg.	23.7	23.5
Erie	PA	Short	44.0	39.9
		Medium	17.7	16.5
		Long	13.2	12.1
		Avg.	23.3	21.7
Evansville	IN	Short	46.0	43.0
		Medium	19.1	18.7
		Long	N/A	N/A
		Avg.	29.1	28.2
Fargo	ND	Short	40.6	38.5
		Medium	14.8	15.2
		Long	N/A	N/A
		Avg.	19.6	19.7
Fayetteville	AR	Short	37.5	35.1
		Medium	20.7	20.5
		Long	N/A	N/A
		Avg.	25.9	25.4
Fayetteville	NC	Short	32.0	28.4
		Medium	20.0	18.3
		Long	11.0	11.1
		Avg.	22.0	20.2
Gainesville	FL	Short	32.2	35.4
		Medium	17.5	20.3
		Long	11.7	12.3
		Avg.	20.2	22.8

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
19.8	21.7	21.2	21.6	20.8	18.1	–13.8	3.3	–14.7
39.2	43.5	41.0	40.4	41.7	39.1	–9.8	0.4	–4.6
19.1	22.5	21.0	20.3	19.7	15.8	–24.0	8.6	–25.1
11.1	12.3	13.5	12.8	12.8	9.5	–26.0	–4.3	–29.6
24.5	27.9	27.0	26.1	26.5	23.4	–12.9	3.7	–13.3
34.5	37.6	38.0	37.9	42.1	43.8	–3.4	–17.2	15.5
14.7	16.4	17.4	16.7	18.0	17.6	0.9	–5.8	1.2
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
17.6	19.6	20.6	20.1	21.7	21.8	2.3	–7.8	5.5
45.4	52.4	48.5	44.0	47.9	43.9	–10.2	7.3	–9.5
17.0	18.2	17.3	17.1	16.7	15.5	–11.1	4.8	–10.4
11.8	12.0	12.7	12.8	13.7	13.2	–2.1	–11.1	4.1
22.6	24.7	24.3	23.5	24.6	23.0	–3.0	4.2	–5.6
37.4	45.6	41.5	43.2	46.5	38.2	–13.2	3.7	–8.0
15.2	17.6	15.8	15.8	14.8	12.7	–28.2	–0.4	–19.5
10.8	13.0	12.0	11.6	11.8	10.3	–22.1	–1.7	–14.2
20.2	24.1	22.2	22.6	23.0	19.6	–15.7	3.6	–11.5
39.0	40.6	39.3	40.2	37.1	35.5	–22.9	–11.9	–9.6
15.9	17.2	17.4	17.8	16.5	13.4	–30.2	–9.9	–23.0
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
25.0	26.7	26.5	26.5	24.4	22.6	–22.5	–8.5	–14.9
31.7	33.3	29.3	29.5	33.4	33.0	–18.5	–17.8	12.8
12.3	13.5	14.4	14.4	15.1	16.2	9.2	–9.1	12.3
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16.2	17.5	17.4	17.3	18.7	19.8	0.8	–10.7	13.7
31.8	34.6	34.4	32.1	32.7	28.5	–24.0	–7.6	–17.1
17.6	20.3	20.2	19.6	18.8	16.8	–18.5	–1.8	–16.6
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
22.3	25.3	25.0	23.8	23.4	21.0	–18.8	–2.3	–16.0
29.2	31.9	27.7	29.5	28.4	27.9	–12.8	–0.3	0.8
18.1	20.5	20.3	22.1	20.9	18.4	–8.2	2.5	–9.4
10.6	12.1	12.7	13.1	12.0	11.1	1.4	10.8	–12.8
20.3	22.7	21.1	22.6	21.5	20.3	–7.6	3.1	–3.8
34.2	36.5	30.4	35.0	36.2	29.4	–8.5	13.5	–3.3
18.9	20.9	17.3	19.4	20.4	16.1	–7.8	19.8	–6.8
11.6	13.2	12.8	13.2	13.4	11.4	–2.7	12.0	–10.8
21.7	23.8	20.2	22.3	23.1	18.9	–6.7	17.4	–6.6

(continued)

	State	Length of trip	1990	1991
Grand Junction	CO	Short	31.2	29.6
		Medium	17.6	15.9
		Long	13.4	10.8
		Avg.	22.5	20.8
Great Falls	MT	Short	36.7	33.5
		Medium	15.7	14.7
		Long	10.5	9.8
		Avg.	18.3	17.1
Green Bay	WI	Short	46.2	42.5
		Medium	16.0	16.5
		Long	N/A	N/A
		Avg.	21.4	21.0
Lincoln	NE	Short	40.3	35.6
		Medium	17.3	16.9
		Long	N/A	N/A
		Avg.	21.9	20.9
Lubbock	TX	Short	17.8	17.5
		Medium	16.0	15.4
		Long	N/A	N/A
		Avg.	16.8	16.4
Manchester	NH	Short	42.4	39.3
		Medium	17.3	17.2
		Long	12.1	11.6
		Avg.	19.8	19.2
Medford	OR	Short	40.4	34.6
		Medium	14.6	13.6
		Long	10.9	10.2
		Avg.	21.5	19.4
Midland/Odessa	TX	Short	19.1	19.0
		Medium	15.4	15.4
		Long	N/A	N/A
		Avg.	17.3	17.2
Missoula	MT	Short	36.2	32.1
		Medium	16.1	14.6
		Long	11.3	10.6
		Avg.	18.0	16.4

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
28.2	25.3	22.3	32.0	28.4	25.0	–20.0	–18.7	11.7
13.9	14.6	15.3	16.3	17.2	15.4	–12.6	–16.7	0.2
8.8	12.3	13.2	4.7	10.8	4.6	–66.1	–8.3	–65.4
19.0	18.7	18.4	21.4	21.2	18.9	–16.0	–16.6	2.7
29.3	31.4	28.9	28.3	29.2	27.7	–24.4	–14.4	–4.0
13.4	14.3	15.1	15.0	15.0	14.1	–9.8	–8.9	–6.4
7.9	8.7	9.9	10.0	9.3	8.8	–16.3	–17.0	–11.1
15.4	16.5	16.7	16.5	16.7	15.9	–13.2	–9.7	–4.7
38.3	41.8	41.5	38.1	39.7	40.3	–12.8	–9.6	–2.9
15.1	16.0	16.8	15.1	15.0	13.6	–14.9	0.2	–19.2
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19.2	20.6	21.3	19.4	19.7	18.8	–12.3	–3.7	–12.0
33.2	36.1	30.5	22.7	24.8	25.6	–36.4	–10.4	–16.0
15.1	17.2	15.5	13.6	14.1	13.4	–22.7	–0.8	–13.7
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.8	21.3	18.8	15.6	16.5	16.1	–26.3	–3.0	–14.1
17.7	18.2	18.0	18.3	18.2	18.2	2.5	2.6	1.1
14.7	16.0	15.8	15.1	13.6	12.4	–22.7	–0.1	–21.6
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16.1	17.1	16.9	16.7	15.8	15.2	–9.7	1.3	–9.8
37.3	39.6	34.1	37.3	36.9	34.3	–19.0	–6.4	0.7
17.2	19.3	16.3	17.3	15.6	14.8	–14.2	11.5	–9.2
10.5	12.7	12.9	11.8	12.8	11.0	–9.2	5.4	–15.0
18.6	20.7	18.7	19.4	18.8	17.4	–12.1	4.5	–6.7
30.9	34.5	33.7	28.5	28.3	23.6	–41.5	–14.5	–30.0
13.3	13.5	13.9	14.2	14.3	12.1	–16.9	–7.7	–12.6
9.8	10.2	9.6	9.8	10.0	9.6	–11.5	–6.5	0.0
18.2	19.4	19.1	17.5	17.6	15.4	–28.3	–10.0	–19.4
18.0	18.3	17.6	18.3	19.1	19.6	2.3	–4.4	11.5
14.5	15.2	14.3	13.7	13.2	12.3	–20.1	–1.4	–13.8
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16.3	16.8	15.9	16.0	16.2	16.0	–7.8	–3.2	0.2
31.3	31.4	30.9	28.5	30.5	26.4	–27.2	–13.4	–14.7
13.3	14.1	15.5	15.4	14.8	14.0	–12.9	–12.7	–9.6
9.7	10.4	11.5	11.3	11.2	10.1	–10.6	–8.3	–11.7
15.2	16.0	17.0	16.6	16.4	15.2	–15.7	–11.5	–10.7

(continued)

	State	Length of trip	1990	1991
Myrtle Beach	SC	Short	27.3	25.3
		Medium	19.9	19.4
		Long	11.5	11.2
		Avg.	23.7	22.2
Pasco	WA	Short	47.8	42.2
		Medium	19.7	19.4
		Long	16.3	15.5
		Avg.	22.8	21.9
Portland	ME	Short	41.7	37.7
		Medium	19.0	17.7
		Long	10.9	10.5
		Avg.	19.7	18.3
Rapid City	SD	Short	39.0	33.8
		Medium	17.4	15.7
		Long	N/A	N/A
		Avg.	20.7	18.5
Reno	NV	Short	27.1	18.8
		Medium	14.2	13.1
		Long	11.3	10.4
		Avg.	18.0	14.5
Roanoke	VA	Short	39.5	38.7
		Medium	19.3	19.7
		Long	12.1	12.8
		Avg.	25.8	25.8
Rochester	MN	Short	43.9	39.7
		Medium	20.5	21.3
		Long	N/A	N/A
		Avg.	24.8	24.8
Savannah	GA	Short	28.4	30.6
		Medium	19.0	19.7
		Long	12.2	13.0
		Avg.	21.9	23.1
Sioux City	IA	Short	40.3	36.4
		Medium	15.9	17.2
		Long	N/A	N/A
		Avg.	21.0	21.6

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
22.6	25.1	20.4	22.8	21.0	17.9	–34.6	–8.1	–12.5
17.4	18.9	16.7	18.4	18.1	15.6	–21.7	–5.2	–6.6
10.4	12.0	11.5	12.1	11.8	11.2	–2.4	4.0	–2.2
20.0	22.2	18.6	20.6	19.3	16.6	–29.8	–6.3	–10.5
39.3	38.0	30.4	29.7	28.3	24.5	–48.7	–20.6	–19.4
18.2	19.7	19.5	19.4	17.0	15.2	–23.1	–0.3	–22.2
14.6	16.6	16.6	16.4	15.0	14.1	–13.1	2.3	–14.7
20.7	21.8	20.7	20.4	18.5	16.7	–26.9	–4.5	–19.6
34.8	36.5	34.8	36.3	37.2	33.7	–19.1	–12.5	–3.1
15.3	16.7	16.5	16.5	15.8	14.8	–22.4	–12.5	–10.6
9.3	10.2	10.7	10.7	10.8	10.4	–5.1	–6.6	–2.6
16.3	17.5	17.5	17.6	17.4	16.4	–16.6	–10.9	–5.9
29.6	31.0	27.5	31.4	31.8	30.2	–22.6	–20.7	10.1
13.5	14.7	15.1	15.4	15.4	14.5	–16.4	–15.6	–3.8
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16.1	17.3	17.3	17.7	18.0	17.2	–16.8	–16.4	–0.4
18.2	17.1	14.7	14.8	13.2	13.7	–49.4	–36.9	–7.0
11.5	11.6	12.1	10.6	9.6	8.8	–38.1	–18.4	–27.4
9.4	9.7	10.3	9.6	9.9	8.7	–22.7	–13.7	–15.2
13.3	12.9	12.5	11.8	10.9	10.4	–42.3	–28.1	–17.3
34.8	37.5	27.9	35.9	37.8	37.4	–5.4	–5.1	33.8
17.1	18.3	16.3	18.0	18.2	18.3	–5.1	–4.8	11.9
11.4	12.8	12.5	12.2	12.8	13.0	7.6	5.6	4.0
23.1	24.8	20.5	24.2	25.3	25.4	–1.6	–3.9	23.8
34.3	36.4	37.6	36.9	41.6	35.8	–18.5	–17.1	–5.0
18.1	20.1	19.8	19.3	21.5	20.2	–1.6	–2.1	2.0
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
21.2	23.4	23.3	22.8	25.4	23.2	–6.2	–5.7	–0.4
28.5	29.8	22.7	26.7	23.7	22.2	–22.1	4.9	–2.4
18.3	19.6	17.2	18.4	17.7	15.2	–20.1	2.8	–11.3
11.5	13.2	13.1	13.5	12.6	11.5	–6.0	8.1	–12.6
21.5	22.9	18.9	21.1	19.4	17.5	–20.0	4.8	–7.1
31.8	34.7	31.2	28.0	28.0	26.8	–33.5	–14.0	–14.3
14.3	16.7	16.2	12.5	13.6	13.2	–16.7	5.2	–18.1
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.3	20.7	19.6	16.0	16.9	16.5	–21.6	–1.6	–15.9

(continued)

	State	Length of trip	1990	1991
Sioux Falls	SD	Short	40.5	36.9
		Medium	16.2	15.9
		Long	N/A	N/A
		Avg.	20.4	19.5
South Bend	IN	Short	36.4	34.2
		Medium	15.3	14.4
		Long	N/A	N/A
		Avg.	20.7	19.4
Springfield	MO	Short	40.8	36.9
		Medium	16.3	16.7
		Long	N/A	N/A
		Avg.	21.8	21.6
Tallahassee	FL	Short	39.4	38.3
		Medium	19.5	20.6
		Long	12.0	11.8
		Avg.	27.9	27.8
Valparaiso/Ft. Walton Beach	FL	Short	31.3	28.9
		Medium	19.8	19.3
		Long	13.6	13.1
		Avg.	23.0	21.9
Wilmington	NC	Short	34.4	30.1
		Medium	24.0	23.0
		Long	12.8	13.1
		Avg.	25.9	23.9
Medium-sized-community airports				
Appleton	WI	Short	50.4	46.0
		Medium	22.1	22.1
		Long	N/A	N/A
		Avg.	28.2	27.1
Atlantic City	NJ	Short	28.9	26.2
		Medium	15.2	16.0
		Long	11.4	11.3
		Avg.	17.9	17.9
Augusta	GA	Short	37.9	34.1
		Medium	25.4	22.8

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
30.7	32.8	30.4	28.2	28.4	27.7	–31.7	–19.1	–9.0
12.8	14.7	14.5	14.7	13.0	12.1	–25.4	–9.3	–16.8
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
15.9	17.9	17.4	17.0	15.7	15.0	–26.4	–12.4	–13.5
33.3	35.2	30.3	30.3	31.3	30.1	–17.2	–3.3	–0.5
14.2	15.6	14.2	14.2	12.9	11.4	–25.8	2.2	–20.1
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19.0	20.7	18.5	18.5	17.7	16.4	–20.5	0.3	–11.3
32.1	31.1	30.8	30.9	33.6	32.3	–20.7	–23.7	5.2
14.4	14.9	14.3	14.9	14.3	13.4	–17.9	–8.9	–6.2
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.6	19.0	18.3	18.7	19.0	18.4	–15.7	–12.8	0.5
36.7	39.0	32.5	33.7	36.3	33.7	–14.4	–0.8	3.7
18.6	20.4	18.5	19.4	20.4	18.6	–4.8	4.6	0.7
11.4	12.8	12.4	13.2	13.1	12.8	7.1	6.9	3.7
26.3	28.3	24.5	25.2	26.9	25.0	–10.5	1.5	2.1
27.2	30.1	28.4	28.1	26.8	23.1	–26.2	–3.7	–18.7
17.6	19.1	17.7	17.2	17.0	15.2	–23.4	–3.5	–14.1
11.9	13.4	13.5	12.4	12.3	11.7	–14.2	–1.0	–13.4
20.2	22.3	20.9	20.4	19.7	17.4	–24.3	–3.0	–16.7
26.9	28.0	22.9	26.4	26.9	25.3	–26.4	–18.6	10.2
19.1	21.2	19.0	21.1	22.4	19.1	–20.2	–11.5	0.5
11.8	13.6	13.2	13.3	13.1	11.8	–7.8	6.5	–10.8
21.2	22.9	19.7	22.0	22.6	20.7	–20.3	–11.8	5.0
41.5	42.4	39.9	35.9	36.5	36.2	–28.1	–15.9	–9.2
20.1	21.3	20.2	19.0	17.6	15.6	–29.5	–3.8	–23.1
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
24.5	25.7	24.6	22.9	21.9	20.3	–28.0	–8.7	–17.5
24.3	22.1	20.7	29.1	25.1	17.8	–38.2	–23.6	–14.0
16.2	13.3	12.0	11.5	10.9	9.1	–40.1	–12.7	–24.0
10.5	11.9	10.7	10.5	12.2	10.9	–4.2	4.7	1.7
17.7	15.4	14.3	16.1	14.8	11.6	–35.3	–14.1	–18.9
31.4	34.1	35.4	33.7	33.8	32.9	–13.2	–10.1	–7.0
20.7	22.7	23.7	24.4	24.9	23.0	–9.3	–10.6	–2.7

(continued)

	State	Length of trip	1990	1991
		Long	16.5	15.2
		Avg.	29.5	26.6
Baton Rouge	LA	Short	30.9	30.4
		Medium	18.9	18.0
		Long	15.3	13.2
		Avg.	22.5	21.7
Boise	ID	Short	36.4	33.5
		Medium	18.8	18.4
		Long	14.6	14.2
		Avg.	26.8	25.2
Bristol/Kingsport	TN	Short	37.8	36.2
		Medium	21.1	19.4
		Long	13.6	13.1
		Avg.	28.6	27.2
Charleston	SC	Short	29.8	30.2
		Medium	20.3	20.4
		Long	12.1	12.5
		Avg.	22.8	23.1
Chattanooga	TN	Short	39.8	36.9
		Medium	18.9	18.5
		Long	13.6	13.5
		Avg.	30.3	28.6
Colorado Springs	CO	Short	29.9	26.3
		Medium	18.2	16.5
		Long	N/A	N/A
		Avg.	20.5	18.5
Columbia	SC	Short	34.1	33.7
		Medium	20.5	20.3
		Long	12.5	12.7
		Avg.	25.5	25.3
Corpus Christi	TX	Short	24.0	21.6
		Medium	16.7	15.4
		Long	0.0	23.7
		Avg.	18.7	17.1
Daytona Beach	FL	Short	26.1	28.4
		Medium	14.0	16.1
		Long	10.4	10.4

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
13.5	16.2	15.3	16.6	17.2	14.5	–12.6	–2.3	–5.2
24.4	26.8	27.6	27.4	27.6	26.0	–12.0	–9.2	–5.8
28.2	29.2	26.2	28.7	26.3	23.4	–24.3	–5.5	–10.7
16.2	18.0	16.6	16.1	14.9	13.7	–27.5	–4.6	–17.5
11.0	13.0	12.6	11.9	10.9	8.9	–42.0	–15.4	–29.3
19.9	21.4	19.5	19.8	18.3	16.6	–26.2	–4.7	–14.7
32.5	27.0	20.6	18.6	16.6	16.8	–53.7	–25.7	–18.4
16.1	17.3	17.3	15.2	14.1	13.7	–27.0	–7.7	–20.8
12.6	13.5	13.4	12.8	12.3	11.6	–20.6	–7.8	–13.2
23.8	21.1	18.2	16.4	15.0	14.8	–44.7	–21.3	–18.8
31.5	36.0	35.3	34.0	35.1	32.7	–13.6	–4.7	–7.3
17.0	19.3	18.5	19.7	19.8	17.8	–15.7	–8.6	–4.1
12.1	13.3	12.7	13.8	12.9	13.4	–2.1	–2.4	5.2
23.9	27.2	26.6	26.4	26.8	25.0	–12.6	–4.9	–5.8
29.5	29.6	21.0	28.5	26.9	27.4	–8.2	–0.7	30.5
18.8	21.1	16.4	19.2	19.2	18.2	–10.2	3.7	11.5
11.8	13.2	12.9	12.2	12.7	12.6	4.4	9.3	–2.1
22.2	23.3	17.7	22.0	21.3	21.3	–6.5	2.3	20.3
32.3	35.5	35.8	35.7	33.7	26.6	–33.1	–10.9	–25.7
16.5	17.4	17.9	18.7	17.5	16.7	–11.7	–8.1	–6.5
12.3	13.9	12.9	14.2	11.9	13.0	–4.4	1.9	1.1
25.3	27.5	27.8	28.1	26.4	22.2	–26.5	–9.3	–20.0
23.0	22.2	22.0	16.2	14.1	17.7	–40.8	–25.8	–19.5
14.7	16.3	15.7	13.7	11.5	12.9	–28.8	–10.3	–17.7
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16.4	17.5	17.0	14.2	12.0	13.9	–32.0	–14.6	–18.2
32.9	35.5	25.8	31.0	28.8	30.8	–9.6	4.2	19.2
19.2	20.8	18.9	21.8	21.2	20.8	1.6	1.8	9.8
12.3	14.4	14.9	15.0	14.5	14.3	14.6	15.2	–4.0
24.6	26.8	21.7	24.9	23.6	24.6	–3.6	5.0	13.8
21.7	22.1	21.0	22.9	23.6	23.8	–1.1	–8.2	13.3
14.0	16.4	15.7	15.6	15.0	13.0	–22.5	–1.9	–17.7
12.0	11.5	9.5	11.8	N/A	12.0	N/A	N/A	26.7
16.1	18.0	17.2	17.6	17.5	16.1	–14.2	–4.0	–6.6
25.9	29.1	23.5	26.4	22.5	19.3	–25.8	11.5	–17.6
15.6	16.3	14.0	14.6	12.3	12.4	–11.9	16.0	–11.6
9.5	10.3	10.0	10.3	10.3	8.4	–19.5	–1.1	–16.4

(continued)

	State	Length of trip	1990	1991
		Avg.	15.6	17.3
Des Moines	IA	Short	43.9	37.4
		Medium	16.1	14.2
		Long	N/A	N/A
		Avg.	22.1	19.3
Eugene	OR	Short	36.6	33.2
		Medium	16.4	16.0
		Long	10.9	10.9
		Avg.	19.1	18.2
Flint	MI	Short	31.9	27.9
		Medium	13.0	13.3
		Long	12.6	11.1
		Avg.	18.1	17.3
Fort Myers	FL	Short	29.1	30.2
		Medium	13.3	14.3
		Long	9.8	10.0
		Avg.	13.8	14.8
Fort Wayne	IN	Short	43.3	39.9
		Medium	15.9	15.8
		Long	N/A	N/A
		Avg.	24.8	23.7
Gulfport	MS	Short	25.4	27.6
		Medium	15.1	16.1
		Long	10.7	11.0
		Avg.	19.6	21.1
Harlingen	TX	Short	18.1	18.1
		Medium	14.8	14.1
		Long	11.3	8.8
		Avg.	16.1	15.7
Huntington	WV	Short	38.7	36.8
		Medium	18.8	19.1
		Long	12.8	12.1
		Avg.	28.2	27.5
Huntsville	AL	Short	34.9	35.4
		Medium	21.3	20.8
		Long	15.7	15.4
		Avg.	26.7	26.7

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
16.4	17.6	15.2	16.1	13.9	13.0	–16.7	12.4	–14.0
36.1	38.8	37.7	35.3	31.3	38.7	–11.9	–11.7	2.6
13.7	16.7	17.2	16.2	15.1	15.7	–2.5	3.3	–8.6
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.6	21.5	21.7	20.1	18.4	20.8	–5.7	–2.5	–4.3
29.4	23.6	20.2	21.8	20.8	20.2	–44.9	–35.5	0.0
14.1	14.4	14.9	14.4	14.3	12.9	–21.3	–11.8	–13.7
9.4	10.2	10.4	10.2	10.9	10.6	–2.8	–6.6	1.6
16.4	14.9	14.7	14.8	14.8	14.0	–26.7	–22.1	–4.9
29.4	34.2	35.7	36.9	34.8	23.7	–25.8	7.2	–33.5
12.5	14.3	13.8	13.6	13.4	10.2	–21.5	10.0	–25.6
10.0	13.0	11.9	13.1	13.5	9.4	–26.0	3.2	–21.7
17.1	19.9	20.0	20.2	19.5	14.6	–19.5	10.1	–27.2
29.5	29.4	22.2	24.0	21.9	20.7	–29.0	1.1	–6.8
14.6	14.5	13.0	12.6	11.7	11.6	–12.9	8.8	–11.0
9.5	9.9	9.9	9.9	9.9	9.3	–5.5	1.3	–6.6
15.0	14.9	13.2	13.0	12.1	11.9	–14.1	8.0	–10.5
35.4	37.2	33.5	33.4	34.3	34.8	–19.7	–14.2	3.7
14.2	15.8	13.8	14.2	14.1	13.4	–15.7	–0.4	–2.8
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
21.1	22.9	20.5	20.5	20.8	20.7	–16.3	–7.6	0.9
28.1	29.4	25.8	25.2	26.8	18.7	–26.5	15.7	–27.7
16.6	17.7	16.3	15.2	14.5	14.3	–5.3	17.2	–12.6
10.8	11.7	11.8	11.4	9.6	9.2	–13.8	9.2	–22.2
21.6	22.7	20.5	19.6	19.9	15.9	–18.7	16.0	–22.2
18.4	18.2	17.3	18.4	19.1	19.6	8.6	0.5	13.6
13.7	15.2	14.2	13.7	13.3	11.6	–21.4	2.5	–18.1
9.0	7.1	16.1	17.2	10.0	10.9	–3.3	–37.2	–32.1
15.6	16.4	15.4	15.6	15.7	14.9	–7.8	1.4	–3.8
35.1	37.7	35.8	38.9	38.9	37.9	–1.9	–2.7	6.1
17.6	19.0	19.1	20.1	20.3	15.8	–15.9	1.2	–17.3
12.3	13.7	14.3	13.8	12.9	8.9	–30.2	7.5	–37.6
25.9	28.3	27.8	29.0	28.9	26.3	–6.8	0.5	–5.5
32.8	36.4	36.0	35.0	31.5	28.8	–17.5	4.3	–20.0
19.2	22.4	21.5	21.8	18.8	18.3	–14.1	5.3	–15.3
14.5	16.3	15.3	15.6	13.0	11.3	–27.8	4.2	–25.8
24.9	28.1	27.4	27.2	24.0	22.5	–15.7	5.3	–17.9

(continued)

	State	Length of trip	1990	1991
Jackson	MS	Short	37.2	35.2
		Medium	20.5	19.9
		Long	0.0	13.4
		Avg.	27.2	26.1
Kalamazoo County	MI	Short	41.0	37.6
		Medium	15.5	15.1
		Long	N/A	N/A
		Avg.	23.3	22.1
Lafayette	LA	Short	32.8	31.2
		Medium	15.4	14.9
		Long	14.7	12.9
		Avg.	19.9	19.3
Lansing	MI	Short	34.0	31.0
		Medium	13.6	13.4
		Long	12.6	12.0
		Avg.	18.3	17.4
Lexington	KY	Short	41.7	38.1
		Medium	19.5	18.4
		Long	15.3	14.5
		Avg.	28.8	26.8
Little Rock	AR	Short	25.3	23.4
		Medium	19.9	18.6
		Long	N/A	N/A
		Avg.	22.1	20.6
Madison	WI	Short	40.5	38.4
		Medium	15.3	16.1
		Long	N/A	N/A
		Avg.	19.5	19.8
McAllen/Mission	TX	Short	20.7	20.1
		Medium	15.3	15.6
		Long	14.8	11.2
		Avg.	16.3	16.5
Melbourne	FL	Short	28.5	31.2
		Medium	14.5	17.0
		Long	11.3	11.7
		Avg.	16.0	18.1

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
31.9	36.7	37.5	34.5	29.5	23.9	–35.8	–1.3	–36.2
17.7	19.9	21.2	21.0	16.9	13.6	–33.7	–2.9	–35.7
21.1	12.7	19.8	N/A	14.0	17.0	N/A	N/A	–14.4
23.5	26.8	27.8	26.4	22.0	17.8	–34.7	–1.5	–36.1
34.4	37.5	35.8	36.6	38.1	38.6	–5.9	–8.4	7.6
13.9	15.2	14.9	14.8	14.8	14.4	–7.5	–1.9	–3.8
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
20.2	22.3	22.0	21.6	22.1	22.4	–3.9	–4.4	1.7
27.8	27.0	24.8	26.5	27.8	23.7	–27.8	–17.6	–4.7
13.7	15.1	14.4	14.1	14.1	12.1	–21.4	–1.7	–16.4
9.7	12.8	12.3	13.0	10.7	10.3	–29.6	–12.7	–16.2
17.6	18.5	17.4	17.4	17.9	15.5	–22.1	–7.3	–10.9
30.0	31.7	30.0	29.6	31.1	29.0	–14.8	–6.7	–3.3
13.2	13.9	13.6	12.4	11.6	10.2	–25.4	2.5	–25.1
9.8	11.5	12.0	9.8	10.2	9.7	–23.0	–8.2	–19.5
16.7	17.9	17.4	16.2	16.0	14.6	–20.1	–2.3	–16.0
33.9	38.1	34.4	34.8	31.2	29.0	–30.3	–8.5	–15.7
16.5	18.4	18.5	17.7	15.9	13.5	–30.6	–5.2	–27.2
12.4	15.0	14.4	14.6	13.2	9.6	–36.9	–2.1	–33.2
23.8	26.9	25.5	24.9	22.5	20.2	–29.8	–6.5	–20.7
22.6	23.4	21.5	21.6	21.4	21.2	–16.3	–7.5	–1.7
16.3	17.5	16.4	15.7	14.0	13.3	–33.2	–12.0	–19.1
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19.0	20.0	18.6	18.2	17.1	16.6	–25.1	–9.7	–10.8
33.1	36.6	35.8	33.7	36.0	36.7	–9.4	–9.8	2.7
15.0	15.9	15.9	14.9	15.5	13.6	–11.5	3.6	–14.8
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.0	19.3	19.3	18.2	19.1	17.6	–9.9	–1.0	–9.1
22.5	23.5	21.0	20.4	21.6	21.3	2.8	13.4	1.5
14.9	17.5	16.0	15.3	15.0	13.8	–9.8	14.1	–13.5
8.3	12.6	18.7	10.6	13.1	9.0	–39.0	–15.1	–51.6
16.4	18.7	17.0	16.4	16.4	15.4	–5.6	14.3	–9.4
29.0	32.4	25.7	29.3	24.7	20.9	–26.7	13.7	–18.6
16.6	17.5	14.4	15.1	13.1	12.7	–11.9	21.0	–11.8
10.9	13.0	11.4	11.3	11.6	11.4	0.6	14.3	0.2
17.5	18.9	15.7	16.5	14.6	13.8	–13.9	18.2	–12.4

(continued)

	State	Length of trip	1990	1991
Mobile	AL	Short	33.8	34.4
		Medium	19.4	20.2
		Long	13.1	13.5
		Avg.	23.8	24.5
Moline	IL	Short	45.6	40.4
		Medium	16.0	14.4
		Long	N/A	N/A
		Avg.	21.6	19.4
Montgomery	AL	Short	37.1	33.3
		Medium	21.4	20.2
		Long	14.6	13.0
		Avg.	28.0	25.7
Newburgh	NY	Short	31.5	33.1
		Medium	16.0	16.5
		Long	11.8	10.7
		Avg.	17.1	16.8
Pensacola	FL	Short	32.4	29.2
		Medium	16.6	16.5
		Long	10.4	11.1
		Avg.	20.3	19.5
Peoria	IL	Short	41.1	35.4
		Medium	16.8	16.8
		Long	N/A	N/A
		Avg.	21.3	20.5
Saginaw/Midland	MI	Short	43.9	37.2
		Medium	16.2	15.9
		Long	15.0	14.3
		Avg.	23.1	21.0
Santa Barbara	CA	Short	47.3	41.4
		Medium	19.4	18.4
		Long	13.6	13.6
		Avg.	21.1	19.8
Sarasota	FL	Short	31.4	33.2
		Medium	13.4	14.9
		Long	10.0	9.9
		Avg.	14.1	15.5
Shreveport	LA	Short	36.3	34.2

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
33.2	38.0	35.6	39.0	29.6	26.8	–20.8	12.4	–24.8
19.0	22.0	19.5	21.8	17.5	16.1	–16.9	13.7	–17.2
11.8	13.2	13.4	15.4	13.3	12.1	–8.0	0.9	–9.7
23.4	26.8	24.6	27.2	21.3	19.4	–18.4	12.4	–20.9
36.5	39.0	38.0	37.1	37.3	36.2	–20.5	–14.4	–4.8
13.1	16.5	16.4	16.9	16.1	14.1	–11.7	3.6	–13.9
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
17.5	21.1	20.8	21.1	20.5	19.3	–10.7	–2.1	–7.3
30.7	32.9	33.9	34.0	30.6	26.8	–27.7	–11.4	–20.8
17.8	19.5	19.4	20.5	18.8	18.3	–14.6	–8.8	–5.8
12.1	13.0	12.6	13.2	11.2	11.1	–24.1	–10.5	–12.5
23.5	25.3	25.7	26.3	23.7	21.7	–22.7	–9.7	–15.8
31.7	34.6	28.1	31.4	32.5	29.4	–6.9	9.9	4.3
16.3	17.9	15.2	14.5	14.3	13.9	–13.7	11.5	–9.1
9.8	11.6	10.5	10.6	11.7	10.1	–14.9	–1.7	–4.4
16.2	18.0	15.6	15.6	16.0	14.9	–12.4	5.8	–4.1
29.6	33.0	27.2	31.1	28.8	26.2	–19.1	2.1	–3.8
15.8	17.3	16.0	16.2	14.8	14.0	–15.6	4.4	–12.4
9.7	11.0	11.5	10.6	10.3	9.9	–5.5	5.1	–14.1
19.1	21.0	18.7	19.7	18.2	17.1	–16.0	3.6	–8.9
36.1	36.3	37.3	37.0	38.8	34.4	–16.2	–11.6	–7.9
14.9	16.7	16.5	16.9	17.3	13.2	–21.4	–0.7	–20.4
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.7	20.5	20.2	20.6	21.1	17.8	–16.3	–3.5	–11.7
32.4	35.8	36.7	36.9	39.4	34.4	–21.6	–18.5	–6.2
13.7	14.3	14.3	14.7	14.2	12.0	–25.9	–11.6	–16.0
11.7	12.6	14.3	14.0	13.2	12.8	–14.4	–15.6	–10.0
18.2	19.6	20.1	20.3	20.6	18.0	–22.1	–14.9	–10.6
43.4	46.1	42.3	43.3	36.9	31.1	–34.2	–2.5	–26.3
16.3	18.5	15.4	15.1	13.9	13.2	–31.7	–4.8	–14.1
12.2	14.1	12.0	11.8	11.8	11.2	–18.0	3.4	–6.4
18.7	20.5	18.0	17.5	16.2	15.0	–28.9	–3.1	–16.5
30.9	33.3	26.5	30.9	28.4	26.1	–16.7	6.1	–1.2
15.4	15.2	13.0	13.3	11.9	11.5	–14.5	13.4	–11.8
9.3	10.0	10.0	10.1	9.9	8.0	–19.5	–0.2	–19.7
15.8	15.7	13.5	14.0	12.6	12.0	–14.8	11.5	–11.4
29.9	31.6	29.8	30.8	29.1	24.9	–31.3	–12.8	–16.5

(continued)

	State	Length of trip	1990	1991
		Medium	19.7	18.2
		Long	N/A	N/A
		Avg.	23.7	22.2
Spokane	WA	Short	43.5	40.6
		Medium	17.2	16.4
		Long	12.1	11.2
		Avg.	23.8	22.7
Wichita	KS	Short	42.2	38.2
		Medium	17.4	16.8
		Long	N/A	N/A
		Avg.	23.8	22.4
Medium-large-community airports				
Akron	OH	Short	40.0	38.9
		Medium	14.0	15.1
		Long	12.0	12.2
		Avg.	20.4	20.7
Albany	NY	Short	44.7	42.6
		Medium	15.3	16.5
		Long	11.5	10.6
		Avg.	18.8	19.2
Albuquerque	NM	Short	17.2	16.8
		Medium	15.6	14.6
		Long	12.6	11.9
		Avg.	16.1	15.3
Allentown	PA	Short	44.6	42.3
		Medium	17.7	18.2
		Long	12.5	11.8
		Avg.	21.6	21.2
Austin	TX	Short	24.9	24.6
		Medium	16.7	15.9
		Long	N/A	N/A
		Avg.	17.8	17.1
Bakersfield	CA	Short	45.4	40.3
		Medium	19.0	18.5
		Long	13.0	12.6
		Avg.	21.0	20.1

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
15.9	18.2	18.0	17.6	16.6	13.6	–31.0	–7.3	–24.5
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19.5	21.7	21.2	21.0	20.0	16.8	–29.2	–8.5	–20.8
35.5	23.7	19.2	17.0	16.5	15.6	–64.1	–45.4	–18.8
14.4	14.9	13.8	13.5	12.6	12.3	–28.4	–13.5	–11.0
10.1	11.3	11.8	11.1	12.0	11.3	–6.8	–6.5	–3.9
19.8	16.7	15.0	14.0	13.6	13.0	–45.1	–29.8	–13.0
32.6	30.6	32.6	29.3	25.0	32.1	–23.9	–27.3	–1.7
14.5	16.6	17.6	17.0	16.4	16.2	–6.9	–4.8	–7.9
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19.3	20.3	21.7	20.0	18.5	20.2	–15.2	–14.8	–6.9
36.2	40.2	32.8	40.1	40.2	29.5	–26.2	0.4	–9.9
15.2	17.2	14.9	15.9	13.2	11.3	–19.4	23.2	–24.4
11.3	12.9	11.6	11.3	11.2	10.3	–14.2	7.7	–11.2
19.9	22.3	19.1	21.3	20.0	16.5	–18.8	9.4	–13.5
40.4	41.9	34.0	38.2	41.0	40.4	–9.7	–6.2	18.7
15.5	16.9	15.1	15.3	15.3	14.3	–6.4	10.7	–5.2
9.6	11.1	10.6	10.7	11.0	10.7	–6.8	–3.7	0.5
18.0	19.5	17.4	18.2	18.8	18.2	–3.2	4.0	4.7
17.3	17.4	16.4	16.8	15.5	16.9	–1.7	1.3	3.0
13.0	14.4	13.6	12.8	11.7	11.2	–28.2	–7.4	–17.7
10.3	11.6	11.0	11.0	11.2	10.8	–14.2	–8.2	–1.2
14.4	15.4	14.5	14.1	13.0	13.0	–19.1	–4.4	–10.1
39.3	43.3	37.0	37.1	41.7	42.4	–4.8	–2.7	14.6
17.7	19.2	17.2	16.3	16.8	15.1	–15.1	7.9	–12.2
11.2	12.6	11.3	11.1	13.0	13.1	5.5	1.0	16.4
20.3	22.1	19.9	19.4	21.4	20.8	–3.8	2.4	4.6
25.1	24.9	24.1	24.1	24.6	25.0	0.4	–0.2	3.9
15.2	17.1	15.8	15.5	14.1	13.9	–16.2	2.8	–11.5
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16.6	18.2	16.9	16.7	15.7	15.6	–12.3	2.6	–7.9
41.0	46.3	39.2	41.9	39.7	32.7	–28.0	2.0	–16.6
16.2	19.5	17.0	18.0	17.4	14.5	–23.9	2.2	–15.1
11.5	13.5	12.2	12.4	13.1	11.3	–13.5	4.0	–7.5
18.6	21.3	19.1	19.3	18.9	16.1	–23.6	1.4	–15.8

(continued)

	State	Length of trip	1990	1991
Birmingham	AL	Short	28.7	28.6
		Medium	17.5	18.0
		Long	12.6	12.4
		Avg.	23.0	23.1
Buffalo	NY	Short	41.8	40.7
		Medium	13.2	14.7
		Long	11.6	11.1
		Avg.	20.4	20.8
Charlotte/ Douglas	NC	Short	42.1	42.5
		Medium	23.0	22.3
		Long	13.7	13.8
		Avg.	30.3	30.3
Columbus	OH	Short	43.6	40.1
		Medium	15.5	15.1
		Long	14.0	12.9
		Avg.	22.8	21.5
Dayton	OH	Short	47.5	42.8
		Medium	18.6	17.0
		Long	15.4	13.8
		Avg.	27.0	24.6
El Paso	TX	Short	15.5	15.3
		Medium	16.9	15.7
		Long	16.7	15.3
		Avg.	16.3	15.5
Fort Lauderdale	FL	Short	30.9	32.9
		Medium	13.9	15.3
		Long	9.9	9.8
		Avg.	15.0	16.3
Fresno	CA	Short	38.3	35.1
		Medium	16.2	15.6
		Long	12.2	11.7
		Avg.	19.6	18.7
Grand Rapids	MI	Short	39.7	35.9
		Medium	14.2	14.4
		Long	N/A	N/A
		Avg.	21.0	20.2

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
28.1	29.4	26.6	24.5	23.6	22.8	–20.6	2.4	–14.5
16.8	18.3	17.8	16.6	16.2	15.3	–12.6	4.6	–13.8
11.2	13.2	12.7	11.1	10.7	10.5	–16.1	4.9	–17.1
22.3	23.7	22.0	20.3	19.6	18.8	–18.0	3.3	–14.4
38.4	38.0	28.8	37.4	40.0	37.9	–9.3	–9.1	31.5
13.9	14.7	13.4	13.9	12.8	11.6	–12.3	11.6	–13.9
9.7	11.2	11.3	11.4	11.8	10.5	–9.5	–3.4	–7.0
19.6	20.2	17.2	19.9	20.2	18.8	–8.0	–1.1	9.3
41.1	42.1	31.4	40.7	40.7	39.1	–7.0	0.1	24.7
19.7	21.3	19.3	20.3	19.6	19.6	–14.7	–7.2	1.8
12.6	14.1	13.8	14.2	14.1	12.9	–5.8	2.7	–6.0
28.8	30.0	24.2	29.3	29.2	28.0	–7.7	–0.9	15.6
31.9	30.5	27.4	28.9	29.2	30.7	–29.5	–29.9	12.0
12.1	13.3	12.3	12.0	10.3	10.3	–33.7	–14.1	–16.3
9.1	10.5	9.8	9.7	8.1	8.0	–43.0	–25.5	–18.5
16.7	17.3	15.7	16.0	14.9	15.4	–32.5	–24.0	–2.3
37.3	40.5	29.9	36.5	39.2	36.4	–23.4	–14.9	21.6
13.5	14.9	13.1	13.7	14.2	12.3	–33.8	–20.0	–5.8
10.3	11.1	9.7	11.8	13.5	12.3	–20.0	–27.7	27.7
20.7	22.7	18.4	20.9	22.1	20.3	–24.8	–15.8	10.3
15.5	15.6	14.7	15.4	15.6	16.2	4.1	0.6	10.5
14.8	16.9	16.2	15.3	14.1	13.4	–20.8	0.2	–17.2
13.4	15.6	15.2	15.8	15.8	13.0	–22.5	–6.9	–14.6
15.1	16.3	15.5	15.4	14.8	14.6	–10.6	0.1	–5.9
31.9	29.2	20.0	25.6	20.6	19.6	–36.5	–5.4	–1.9
15.3	14.9	12.9	13.0	11.8	11.7	–15.3	7.5	–9.1
9.7	10.5	10.5	9.7	9.1	7.9	–20.3	6.8	–25.3
16.2	15.7	13.2	13.9	12.2	11.9	–20.6	4.8	–10.1
35.0	38.4	30.9	33.5	28.4	26.8	–30.1	0.1	–13.3
14.4	16.0	14.9	14.4	14.0	12.8	–20.8	–1.5	–14.0
10.7	12.2	11.6	10.7	11.2	10.4	–14.1	0.0	–10.1
17.9	18.6	17.1	17.0	16.1	15.1	–23.0	–5.5	–11.7
34.6	36.8	36.3	35.7	36.9	36.9	–7.1	–7.3	1.6
13.3	14.0	13.4	13.6	13.1	12.7	–10.8	–1.3	–5.1
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19.1	20.3	19.9	19.7	19.8	19.5	–7.1	–3.3	–1.6

(continued)

	State	Length of trip	1990	1991
Greensboro	NC	Short	38.2	37.9
		Medium	20.0	19.2
		Long	12.8	12.8
		Avg.	27.6	27.1
Greenville	SC	Short	34.1	35.3
		Medium	22.2	22.8
		Long	13.6	14.5
		Avg.	26.7	27.7
Harrisburg	PA	Short	45.5	43.1
		Medium	17.9	17.6
		Long	12.2	11.9
		Avg.	21.0	20.5
Hartford/Bradley	CT	Short	42.9	40.9
		Medium	18.2	18.5
		Long	12.4	11.4
		Avg.	19.2	19.0
Indianapolis	IN	Short	36.6	34.0
		Medium	15.4	14.3
		Long	N/A	N/A
		Avg.	20.5	19.2
Jacksonville	FL	Short	34.6	34.7
		Medium	19.3	20.4
		Long	11.8	12.3
		Avg.	22.7	23.4
Knoxville	TN	Short	38.3	37.4
		Medium	20.0	19.6
		Long	14.3	14.4
		Avg.	28.1	27.5
Las Vegas	NV	Short	27.2	23.2
		Medium	11.2	10.8
		Long	9.4	8.8
		Avg.	12.8	11.9
Louisville	KY	Short	37.5	34.5
		Medium	15.8	15.3
		Long	12.4	8.9
		Avg.	26.4	24.5
Memphis	TN	Short	44.8	40.8

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
34.6	34.1	22.3	33.3	36.3	33.6	–12.2	–10.7	50.5
17.1	18.9	17.0	17.2	18.3	17.0	–15.0	–5.4	0.2
11.6	13.3	12.4	12.0	13.0	12.8	–0.5	3.6	2.8
24.6	25.3	18.6	24.0	26.1	24.5	–11.2	–8.5	31.5
35.0	37.0	26.7	34.5	32.8	33.5	–1.8	8.5	25.2
21.0	22.7	19.1	22.1	21.9	22.1	–0.6	2.2	15.5
13.7	14.8	15.0	15.2	14.6	14.7	8.1	9.1	–2.3
26.8	28.5	22.3	27.2	26.1	26.5	–0.7	6.7	19.0
39.5	42.9	32.9	39.9	43.7	39.4	–13.5	–5.7	19.9
16.2	17.2	16.1	17.1	17.6	13.5	–24.7	–3.9	–16.3
10.9	11.9	11.7	11.8	12.4	9.1	–25.2	–2.0	–22.0
19.0	20.4	18.3	19.9	21.3	17.7	–16.0	–2.8	–3.4
38.4	41.3	39.8	37.1	39.1	38.5	–10.2	–3.6	–3.1
17.3	18.7	16.8	16.2	15.7	15.6	–13.9	3.2	–6.7
10.0	12.0	11.6	11.3	11.3	11.3	–9.3	–3.0	–3.0
17.5	19.4	18.0	17.3	17.3	17.2	–10.6	0.7	–4.6
33.3	34.2	28.1	29.4	30.9	30.4	–16.9	–6.5	8.1
13.8	14.3	12.4	11.7	10.5	10.1	–34.1	–6.8	–18.1
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.6	19.3	16.3	16.0	15.5	15.1	–26.3	–6.0	–7.6
32.5	33.4	24.0	28.0	25.7	21.6	–37.6	–3.4	–10.2
19.0	19.8	16.6	17.4	16.5	14.9	–22.9	3.0	–10.6
10.8	12.5	12.0	11.5	11.4	9.6	–18.9	6.0	–20.1
21.8	22.8	18.0	19.5	18.5	16.0	–29.5	0.2	–11.0
31.9	35.2	35.0	32.9	31.7	29.9	–21.9	–7.9	–14.8
17.2	18.5	19.1	18.3	17.3	16.7	–16.4	–7.2	–12.8
12.2	13.9	13.8	14.0	13.2	13.9	–3.3	–3.2	0.1
23.7	26.0	26.2	24.9	23.8	22.7	–18.9	–7.4	–13.1
22.2	20.3	18.8	18.2	17.5	18.9	–30.7	–25.4	0.4
10.3	11.2	10.8	9.9	8.6	8.8	–21.7	–0.1	–18.7
8.7	9.3	9.1	8.8	7.3	7.4	–20.9	–0.6	–18.1
11.5	11.9	11.4	10.8	9.6	9.9	–23.1	–7.5	–13.4
33.0	31.3	21.7	22.0	22.9	23.0	–38.7	–16.5	5.8
13.9	15.1	12.7	11.8	11.0	10.3	–35.3	–4.7	–19.0
12.3	13.3	13.7	8.6	11.1	11.6	–6.2	7.0	–15.5
23.1	22.7	17.0	16.6	16.6	16.3	–38.3	–14.1	–4.0
36.9	39.3	33.9	33.0	32.7	31.3	–30.0	–12.3	–7.5

(continued)

	State	Length of trip	1990	1991
		Medium	20.8	19.9
		Long	N/A	N/A
		Avg.	30.7	28.5
Nashville	TN	Short	32.7	33.2
		Medium	16.8	16.7
		Long	13.2	11.7
		Avg.	23.9	24.0
New Orleans	LA	Short	22.7	22.8
		Medium	15.6	16.0
		Long	12.4	12.1
		Avg.	17.5	17.8
Oklahoma City	OK	Short	22.1	21.4
		Medium	17.1	16.5
		Long	N/A	N/A
		Avg.	18.4	17.8
Omaha	NE	Short	42.4	35.8
		Medium	17.5	15.3
		Long	N/A	N/A
		Avg.	22.9	19.8
Orlando	FL	Short	31.6	32.7
		Medium	14.9	16.0
		Long	10.5	10.4
		Avg.	15.4	16.2
Providence	RI	Short	42.9	42.2
		Medium	15.4	16.9
		Long	11.2	10.5
		Avg.	17.5	18.2
Raleigh/Durham	NC	Short	39.8	39.7
		Medium	22.2	21.1
		Long	13.2	13.2
		Avg.	27.1	26.7
Richmond	VA	Short	42.5	42.2
		Medium	20.1	20.5
		Long	12.4	12.7
		Avg.	26.8	26.8
Rochester	NY	Short	46.1	45.1
		Medium	15.3	16.6

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
18.2	19.6	19.3	18.1	18.0	17.4	–16.3	–5.8	–9.5
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
26.0	28.0	25.5	24.4	24.3	23.3	–23.9	–8.8	–8.5
31.4	34.1	29.6	26.2	24.8	23.0	–29.5	4.5	–22.1
14.9	17.0	15.7	13.9	11.4	11.1	–34.2	1.3	–29.7
11.9	16.0	11.9	12.1	9.5	7.8	–41.0	21.5	–34.4
22.2	24.6	21.8	19.4	17.4	16.4	–31.2	3.2	–24.9
22.6	22.7	18.9	20.5	19.7	19.1	–15.9	0.2	0.8
14.7	15.7	14.1	13.8	13.3	12.5	–20.1	0.8	–11.7
10.5	11.6	11.4	10.5	9.7	8.3	–32.5	–6.0	–27.0
16.8	17.6	15.4	15.6	15.0	14.2	–19.0	0.3	–7.9
20.5	21.5	20.1	20.3	20.3	20.3	–8.1	–2.8	1.0
14.9	16.2	15.4	15.3	13.7	12.8	–25.0	–5.1	–17.0
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16.4	17.6	16.7	16.7	15.6	14.9	–18.7	–4.1	–10.4
34.4	37.7	31.4	23.3	23.1	22.7	–46.3	–11.1	–27.5
14.3	16.6	14.7	12.4	11.3	11.9	–32.2	–5.6	–18.8
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.8	21.2	18.3	14.8	13.8	14.2	–37.8	–7.4	–22.0
31.9	33.3	23.1	25.4	21.0	20.0	–36.8	5.5	–13.5
15.9	15.6	13.8	13.5	11.8	11.3	–24.6	4.6	–18.7
9.4	10.6	10.3	10.1	9.5	8.2	–22.2	0.8	–20.8
15.9	16.0	13.9	13.8	12.1	11.4	–25.7	4.2	–18.0
41.1	41.5	32.7	39.7	38.2	28.5	–33.5	–3.3	–12.6
16.5	17.8	15.6	16.2	14.0	11.2	–27.0	15.6	–28.1
9.6	11.4	10.8	11.0	10.5	7.1	–36.4	1.9	–34.0
17.4	18.9	16.4	17.8	16.3	12.3	–29.7	8.0	–25.3
36.7	39.7	30.7	29.8	29.7	30.7	–22.8	–0.3	0.2
18.7	21.4	19.8	19.5	18.6	17.5	–21.2	–3.5	–11.9
11.7	13.6	13.0	13.1	12.6	12.3	–6.4	3.4	–5.5
24.4	27.0	22.7	22.3	21.9	21.9	–19.1	–0.1	–3.5
39.1	41.9	32.6	41.3	41.8	38.7	–8.9	–1.4	18.8
18.5	19.8	18.1	19.3	20.1	17.2	–14.2	–1.3	–4.7
11.7	12.7	12.7	13.1	12.9	12.9	3.7	2.4	1.4
24.8	26.5	22.4	26.3	26.8	24.7	–8.0	–1.1	10.1
43.5	45.5	34.2	41.6	42.9	40.2	–12.8	–1.5	17.6
15.6	16.6	15.1	15.9	15.4	14.4	–5.9	8.2	–4.4

(continued)

	State	Length of trip	1990	1991
		Long	14.0	12.5
		Avg.	23.3	23.3
Salt Lake City	UT	Short	37.2	34.6
		Medium	17.9	17.0
		Long	13.9	13.1
		Avg.	24.5	22.9
San Antonio	TX	Short	20.7	20.1
		Medium	15.5	14.5
		Long	18.0	13.7
		Avg.	16.2	15.4
Syracuse	NY	Short	49.9	46.3
		Medium	17.5	17.3
		Long	12.2	11.0
		Avg.	21.6	20.7
Toledo	OH	Short	37.7	33.5
		Medium	14.4	14.5
		Long	13.2	12.5
		Avg.	20.8	19.6
Tucson	AZ	Short	25.1	24.7
		Medium	15.3	15.1
		Long	11.3	10.9
		Avg.	16.8	16.5
Tulsa	OK	Short	23.0	22.3
		Medium	17.3	16.9
		Long	N/A	N/A
		Avg.	19.3	18.8
West Palm Beach	FL	Short	32.1	33.7
		Medium	14.8	15.9
		Long	11.0	11.1
		Avg.	15.4	16.5
Wilkes-Barre/ Scranton	PA	Short	41.5	42.8
		Medium	15.3	16.9
		Long	11.2	11.1
		Avg.	18.5	19.2
Large-community airports				

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
12.0	13.3	12.5	13.0	13.6	13.2	–5.4	–5.1	5.9
22.3	23.7	20.0	22.4	22.7	21.5	–7.5	1.7	7.6
32.0	17.6	14.7	15.0	13.8	15.3	–58.9	–52.8	4.1
14.6	16.1	15.6	13.7	12.0	12.2	–32.2	–10.2	–22.1
11.9	13.0	13.1	12.8	11.8	10.7	–22.8	–6.3	–18.5
20.4	16.4	15.1	14.1	12.6	13.1	–46.3	–33.0	–13.0
20.3	21.0	20.6	20.6	20.3	21.6	4.5	1.7	4.8
13.9	15.7	14.6	14.6	12.7	12.8	–17.3	1.6	–12.4
13.4	13.3	12.5	12.3	12.8	13.5	–24.9	–26.2	8.3
14.8	16.5	15.5	15.5	13.9	14.2	–12.7	1.8	–8.6
45.0	46.3	41.8	42.3	43.2	42.0	–15.9	–7.2	0.6
15.5	16.5	16.4	15.7	15.3	14.0	–20.0	–5.5	–14.6
9.8	10.8	10.9	10.4	10.8	10.2	–17.0	–11.7	–6.4
19.3	20.5	19.8	19.4	19.6	18.5	–14.4	–5.3	–6.4
32.8	37.9	36.9	37.6	37.7	34.0	–10.0	0.4	–8.0
14.3	16.0	15.2	13.3	12.1	11.0	–23.4	11.5	–27.6
11.5	12.5	12.7	10.3	10.7	9.6	–27.2	–5.3	–24.0
19.2	22.0	21.5	19.9	19.3	17.7	–15.2	5.7	–17.6
25.6	23.7	16.1	15.1	14.8	13.7	–45.5	–5.4	–15.1
13.1	14.6	14.3	13.6	13.0	12.7	–17.3	–4.7	–11.5
10.3	11.4	11.2	10.9	11.3	11.6	2.7	1.2	3.2
15.5	16.1	14.2	13.4	13.1	12.7	–24.2	–4.0	–10.3
21.4	22.1	21.1	21.3	21.5	21.4	–7.0	–3.8	1.6
14.7	16.0	15.4	15.3	13.4	12.6	–27.4	–7.4	–18.1
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
17.1	18.2	17.4	17.4	16.3	15.7	–18.3	–5.5	–9.4
31.9	32.2	22.0	24.5	22.5	21.2	–33.9	0.3	–3.8
16.4	16.1	14.0	13.8	12.6	12.2	–17.2	8.9	–12.3
10.4	11.6	11.3	10.8	10.6	8.8	–20.1	5.6	–22.4
16.6	16.6	14.2	14.2	13.0	12.4	–19.5	7.5	–12.4
39.9	41.7	36.5	37.0	40.6	36.9	–11.2	0.5	1.1
16.5	17.4	16.3	16.2	14.7	14.4	–6.4	13.6	–11.7
10.5	10.9	11.4	11.1	11.4	10.6	–5.1	–2.4	–6.8
18.4	19.6	18.9	18.7	18.8	17.8	–3.8	5.9	–5.6

(continued)

	State	Length of trip	1990	1991
Atlanta	GA	Short	39.2	39.3
		Medium	21.2	20.5
		Long	15.1	14.6
		Avg.	29.2	29.0
Baltimore	MD	Short	44.1	41.3
		Medium	18.0	17.9
		Long	12.4	11.0
		Avg.	21.2	20.0
Boston	MA	Short	45.0	44.6
		Medium	18.0	17.9
		Long	12.1	10.7
		Avg.	19.1	18.5
Burbank	CA	Short	26.0	20.0
		Medium	20.9	18.8
		Long	13.0	12.7
		Avg.	23.0	19.0
Chicago Midway	IL	Short	27.7	25.5
		Medium	13.2	11.7
		Long	N/A	N/A
		Avg.	18.1	16.3
Chicago O'Hare	IL	Short	41.2	35.8
		Medium	18.4	17.1
		Long	N/A	N/A
		Avg.	25.0	22.5
Cincinnati	OH	Short	51.9	46.6
		Medium	21.3	19.8
		Long	16.7	15.8
		Avg.	31.4	28.7
Cleveland	OH	Short	46.7	43.3
		Medium	15.9	15.3
		Long	14.1	13.1
		Avg.	24.9	23.5
Dallas Love Field	TX	Short	20.7	20.7
		Medium	0.5	0.5
		Long	N/A	N/A
		Avg.	20.0	20.0
Dallas-Fort Worth	TX	Short	31.1	30.0

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
35.6	34.9	26.2	26.5	24.4	24.0	–38.7	–10.8	–8.5
17.6	19.2	17.7	18.2	16.1	16.2	–23.3	–9.1	–8.2
11.4	13.9	13.7	13.0	11.3	12.8	–15.4	–8.2	–7.1
25.5	26.3	21.4	21.6	19.5	19.6	–32.7	–10.0	–8.1
39.0	32.4	20.6	23.1	24.3	22.4	–49.2	–26.6	8.8
17.0	17.8	14.6	14.0	12.8	11.7	–35.1	–0.9	–19.9
9.6	11.0	9.9	9.2	8.9	7.7	–38.2	–11.3	–22.4
18.7	18.3	14.1	14.3	14.0	12.6	–40.4	–13.7	–10.8
42.8	40.8	36.0	37.5	38.9	37.5	–16.5	–9.3	4.4
17.4	18.7	16.4	17.0	16.1	15.5	–13.8	4.1	–5.1
9.7	11.0	11.3	11.1	11.1	11.4	–5.8	–8.7	1.0
17.6	18.6	17.1	17.5	17.3	17.0	–11.1	–2.2	–0.5
20.4	18.8	17.7	16.9	18.6	18.3	–29.5	–27.6	3.6
15.8	16.0	14.2	13.4	12.3	12.3	–41.0	–23.4	–13.3
11.1	13.5	12.5	11.9	12.5	11.2	–13.8	3.8	–10.0
17.9	17.3	16.0	15.2	15.7	15.5	–32.5	–24.8	–2.6
20.7	19.2	17.3	17.4	18.1	18.6	–32.8	–30.6	7.5
11.5	11.3	10.4	9.8	9.0	9.1	–31.0	–14.6	–12.4
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14.3	13.8	12.7	12.2	11.9	12.2	–32.6	–23.9	–3.9
33.7	34.7	26.4	27.2	30.0	30.7	–25.5	–15.7	16.4
16.0	18.9	16.4	16.5	15.8	15.9	–13.8	2.5	–3.1
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
21.1	23.6	19.4	19.8	20.1	20.4	–18.5	–5.8	4.9
42.1	45.8	39.3	41.9	39.8	41.0	–21.1	–11.9	4.3
17.6	19.8	18.3	19.5	16.8	17.3	–18.7	–7.4	–5.0
13.3	16.1	14.3	15.8	14.5	13.8	–17.2	–3.8	–3.3
25.6	28.3	25.7	27.0	24.4	25.6	–18.7	–10.0	–0.7
36.2	32.5	24.0	29.3	31.4	29.6	–36.6	–30.2	23.2
15.2	16.4	14.0	14.2	13.6	12.1	–23.9	3.7	–13.8
11.5	13.1	10.8	11.4	11.2	10.0	–28.9	–7.2	–7.1
20.8	20.6	16.3	18.2	18.4	17.0	–31.8	–17.1	3.8
19.9	19.3	19.1	20.2	21.4	22.1	6.9	–6.9	15.5
0.5	0.5	12.4	3.9	3.0	2.9	475.7	–6.3	–76.5
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19.2	18.7	18.9	19.6	20.8	21.5	7.4	–6.7	13.5
28.4	30.0	26.8	24.1	25.1	22.7	–27.0	–3.8	–15.2

(continued)

	State	Length of trip	1990	1991
		Medium	24.5	22.5
		Long	N/A	N/A
		Avg.	25.6	23.7
Denver	CO	Short	38.2	33.9
		Medium	19.5	18.0
		Long	N/A	N/A
		Avg.	22.2	20.3
Detroit Wayne County	MI	Short	37.5	35.5
		Medium	14.5	14.5
		Long	14.4	13.3
		Avg.	21.0	20.4
Houston Hobby	TX	Short	21.6	21.8
		Medium	17.1	16.4
		Long	N/A	N/A
		Avg.	18.8	18.4
Houston Intercontinental	TX	Short	27.4	27.3
		Medium	21.7	20.9
		Long	N/A	N/A
		Avg.	22.4	21.7
Islip	NY	Short	44.4	40.0
		Medium	15.1	15.6
		Long	10.8	10.1
		Avg.	17.1	17.2
Kansas City	MO	Short	26.3	24.7
		Medium	15.0	14.8
		Long	N/A	N/A
		Avg.	18.6	18.0
Long Beach	CA	Short	24.0	17.1
		Medium	18.3	17.0
		Long	13.2	12.4
		Avg.	18.6	16.7
Los Angeles	CA	Short	24.6	19.8
		Medium	15.9	15.1
		Long	12.9	11.9
		Avg.	15.4	14.0

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
19.9	23.8	22.4	21.9	21.7	20.0	–18.3	–3.0	–10.5
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
21.4	24.9	23.2	22.3	22.3	20.6	–19.8	–2.9	–11.3
29.9	30.2	23.8	21.0	22.1	20.8	–45.6	–20.8	–12.8
16.6	18.3	16.3	17.5	16.9	14.9	–23.3	–6.0	–8.2
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.6	20.1	17.5	18.0	17.7	15.9	–28.5	–9.6	–9.3
35.2	36.9	34.4	34.3	35.7	31.4	–16.1	–1.6	–8.5
14.3	15.6	14.7	13.5	12.9	11.7	–19.6	7.6	–20.3
12.1	14.2	14.0	14.5	14.1	12.0	–16.2	–1.2	–14.0
20.1	21.7	20.3	19.6	19.8	17.4	–16.9	3.6	–14.1
21.6	21.3	20.1	21.3	22.3	22.4	3.5	–1.5	11.4
14.6	15.7	13.7	14.0	12.9	12.4	–27.4	–8.4	–9.5
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
17.3	17.8	16.1	16.7	16.5	16.3	–13.6	–5.3	0.9
27.3	28.0	23.7	25.8	26.5	24.6	–10.3	2.2	3.7
18.7	21.3	18.8	18.5	18.5	17.0	–22.0	–2.3	–9.9
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19.8	22.1	19.5	19.5	19.6	18.0	–19.8	–1.4	–7.6
38.3	40.5	32.8	37.0	36.7	38.9	–12.4	–8.9	18.8
14.9	15.3	13.0	12.8	12.5	13.1	–13.3	1.5	0.5
9.2	10.8	10.4	10.0	11.3	10.3	–4.4	0.4	–1.0
16.4	17.1	14.8	14.8	14.7	15.2	–11.4	–0.3	3.0
23.3	23.0	20.7	19.4	20.7	18.8	–28.7	–12.8	–9.2
14.6	14.7	13.0	13.1	11.5	11.5	–22.8	–1.8	–11.4
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
17.3	17.3	15.5	15.1	14.4	13.9	–25.5	–6.8	–10.7
20.6	20.5	18.6	17.3	17.8	15.9	–34.0	–14.6	–15.0
14.7	15.5	13.8	13.2	13.7	10.3	–43.4	–15.1	–25.1
10.9	13.3	12.0	10.4	12.3	13.3	0.6	0.5	10.8
15.2	16.0	14.3	13.5	14.1	11.2	–39.8	–14.1	–21.9
21.1	19.7	17.3	17.2	17.3	18.0	–27.0	–19.8	3.8
13.4	15.0	13.7	13.4	12.1	12.0	–24.3	–5.8	–11.8
10.9	12.7	12.1	11.6	11.9	11.1	–14.2	–1.4	–8.2
13.0	14.4	13.3	12.9	12.6	12.2	–20.7	–6.7	–8.0

(continued)

	State	Length of trip	1990	1991
Miami	FL	Short	27.3	27.5
		Medium	14.1	15.2
		Long	9.6	9.8
		Avg.	13.9	14.7
Milwaukee	WI	Short	37.9	35.9
		Medium	14.9	15.1
		Long	N/A	N/A
		Avg.	20.7	20.3
Minneapolis	MN	Short	48.8	43.2
		Medium	20.3	19.1
		Long	N/A	N/A
		Avg.	25.7	23.7
Monterey	CA	Short	41.0	35.2
		Medium	17.6	16.2
		Long	13.8	12.5
		Avg.	19.7	17.8
New York Kennedy	NY	Short	41.8	36.3
		Medium	14.8	15.0
		Long	13.9	11.9
		Avg.	15.0	13.4
New York LaGuardia	NY	Short	42.6	40.2
		Medium	18.7	20.1
		Long	11.9	11.2
		Avg.	23.1	23.4
Newark	NJ	Short	42.6	40.2
		Medium	18.1	18.7
		Long	12.6	11.4
		Avg.	20.2	19.6
Norfolk	VA	Short	34.8	33.0
		Medium	18.5	18.3
		Long	11.0	10.9
		Avg.	20.5	19.9
Oakland	CA	Short	21.6	17.1
		Medium	16.6	15.2
		Long	13.0	12.8

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
29.8	30.0	24.8	25.0	23.9	26.2	–4.3	9.6	5.6
15.7	15.7	13.7	13.9	13.2	13.2	–7.0	11.3	–4.0
9.6	10.6	10.9	10.1	9.8	9.6	0.9	11.5	–11.3
15.2	15.5	13.8	13.8	13.1	13.2	–4.7	11.5	–4.1
32.0	32.6	27.6	31.1	33.2	33.6	–11.5	–14.0	21.6
13.4	14.1	12.7	12.2	12.1	11.8	–20.8	–5.6	–7.2
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18.1	18.7	16.6	17.0	17.3	17.3	–16.4	–9.6	4.1
38.9	40.8	39.0	34.9	37.6	36.2	–26.0	–16.5	–7.3
17.6	18.6	19.9	19.4	19.3	18.8	–7.1	–8.2	–5.2
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
21.8	23.0	23.7	22.4	22.9	22.3	–13.4	–10.5	–5.9
33.8	37.3	31.1	33.7	32.1	29.7	–27.7	–9.0	–4.6
15.2	16.1	15.5	15.6	14.6	14.0	–20.7	–8.4	–10.0
12.1	13.3	12.9	12.4	12.6	12.2	–11.6	–3.7	–5.1
17.0	18.2	17.0	17.0	16.6	15.8	–20.1	–7.5	–7.5
35.2	35.3	28.4	31.4	31.8	27.8	–33.5	–15.5	–2.3
15.0	14.7	12.8	12.8	11.9	12.0	–19.0	–0.8	–6.6
11.2	13.1	12.5	11.8	12.7	11.9	–14.6	–5.9	–5.2
12.8	14.2	13.2	12.8	13.3	12.5	–16.4	–5.4	–5.2
37.7	37.7	30.5	34.5	38.6	38.3	–10.2	–11.6	25.5
18.8	19.9	17.8	18.6	18.1	17.2	–8.3	6.1	–3.5
10.4	12.2	11.6	10.8	11.6	12.5	5.0	2.6	7.0
21.9	22.7	19.8	21.1	21.8	21.4	–7.6	–1.8	7.7
36.8	31.7	23.8	29.2	29.6	29.9	–29.8	–25.7	25.9
17.2	17.5	15.5	16.3	15.5	14.9	–18.1	–3.5	–3.8
10.1	12.1	11.3	11.1	11.6	11.6	–8.2	–4.6	2.8
17.9	18.0	15.4	16.8	16.8	16.6	–18.0	–11.0	7.4
32.7	32.3	22.6	30.9	29.2	29.5	–15.2	–7.2	30.7
16.4	18.0	16.4	17.2	16.3	15.1	–18.5	–2.7	–8.1
10.0	11.3	10.9	10.6	10.6	9.7	–12.1	2.7	–11.5
19.0	19.8	16.3	19.0	18.3	17.8	–13.6	–3.5	9.1
17.9	15.3	13.5	12.9	13.6	14.5	–32.9	–29.2	7.2
13.4	15.1	13.8	13.6	12.8	12.6	–23.9	–8.8	–8.7
10.8	12.3	12.0	11.5	10.4	10.1	–22.4	–5.4	–15.7

(continued)

	State	Length of trip	1990	1991
		Avg.	18.3	15.6
Ontario	CA	Short	20.5	17.1
		Medium	16.9	15.2
		Long	12.2	11.3
		Avg.	16.7	14.7
Palm Springs	CA	Short	34.9	33.3
		Medium	18.2	17.2
		Long	15.1	13.9
		Avg.	18.6	17.5
Philadelphia	PA	Short	39.7	40.7
		Medium	18.5	18.9
		Long	13.0	11.8
		Avg.	21.1	21.0
Phoenix	AZ	Short	18.1	16.3
		Medium	13.6	13.0
		Long	11.5	10.8
		Avg.	14.1	13.2
Pittsburgh	PA	Short	48.4	48.6
		Medium	17.5	17.8
		Long	13.5	13.0
		Avg.	26.0	26.1
Portland	OR	Short	41.7	38.2
		Medium	18.5	17.3
		Long	11.8	11.4
		Avg.	19.5	18.5
Sacramento	CA	Short	33.4	21.1
		Medium	16.7	15.4
		Long	12.6	11.5
		Avg.	21.2	16.1
San Diego	CA	Short	18.6	15.6
		Medium	15.9	14.9
		Long	12.8	11.7
		Avg.	15.2	13.8
San Francisco	CA	Short	26.7	20.4
		Medium	16.4	15.2
		Long	12.9	12.0
		Avg.	15.6	13.9

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
15.1	14.6	13.3	12.8	12.7	13.0	–28.9	–20.4	–1.8
17.6	17.2	15.9	15.2	15.7	16.4	–20.3	–16.3	2.7
13.3	14.2	13.3	12.7	11.7	11.5	–32.1	–15.9	–13.5
10.0	11.6	11.0	10.7	10.8	9.4	–22.8	–5.5	–14.4
13.5	14.3	13.4	12.8	12.5	12.2	–27.0	–14.4	–8.9
34.5	38.4	27.9	32.4	27.4	26.3	–24.5	10.0	–5.8
15.3	16.2	14.8	15.0	14.3	12.8	–29.7	–10.9	–13.4
12.6	13.6	12.7	12.2	12.2	12.1	–20.0	–10.3	–4.6
16.1	17.0	15.2	15.4	14.7	13.7	–26.4	–8.8	–10.0
41.1	41.1	31.9	33.6	36.4	36.5	–8.2	3.4	14.5
18.5	20.0	17.8	18.0	17.1	17.0	–8.3	8.1	–4.8
10.9	12.7	11.5	11.4	11.9	12.2	–6.0	–2.5	6.0
20.6	22.0	18.9	19.1	19.6	19.8	–6.3	4.2	4.9
16.9	16.5	15.1	15.4	15.6	15.7	–13.3	–9.0	3.8
12.4	13.5	12.9	12.0	10.9	11.1	–18.4	–1.0	–14.3
10.3	11.8	11.5	11.2	10.8	10.9	–5.5	2.4	–5.7
12.9	13.8	13.1	12.5	11.8	12.0	–14.9	–2.2	–8.8
48.4	49.2	45.3	45.9	46.1	47.4	–2.0	1.6	4.7
16.7	17.9	17.6	17.6	16.3	16.9	–3.1	2.6	–3.7
11.3	12.6	13.0	12.3	13.3	12.9	–3.9	–6.4	–0.2
25.2	26.4	25.4	25.3	25.2	25.8	–1.0	1.2	1.6
34.5	23.3	18.3	16.3	15.6	16.3	–60.8	–44.0	–10.6
14.3	14.7	14.2	13.0	11.9	11.9	–35.8	–20.4	–16.6
10.1	11.6	11.2	11.4	11.2	10.5	–10.4	–1.4	–5.8
16.0	15.0	13.9	13.0	12.3	12.2	–37.7	–23.2	–12.4
18.4	17.7	15.2	13.8	13.5	13.9	–58.2	–46.9	–8.6
12.9	14.3	13.8	13.1	12.5	12.6	–24.4	–14.2	–8.3
10.0	11.2	11.3	10.9	10.9	10.0	–20.1	–10.9	–10.9
13.9	14.5	13.5	12.7	12.3	12.2	–42.2	–31.7	–9.1
16.0	15.7	14.2	14.3	14.5	14.5	–21.9	–15.2	2.0
12.7	13.7	12.9	12.4	11.4	11.5	–27.7	–14.1	–10.5
10.2	11.7	11.5	10.9	11.3	10.6	–17.6	–8.3	–8.2
12.3	13.3	12.6	12.2	11.9	11.7	–23.0	–12.3	–7.1
23.3	21.9	17.9	17.0	17.2	17.4	–34.7	–17.9	–2.6
13.0	15.1	14.0	13.6	12.8	12.8	–21.5	–8.0	–8.1
10.7	12.8	12.3	12.0	13.1	12.7	–1.6	–1.2	3.4
12.9	14.5	13.5	13.1	13.5	13.4	–14.3	–6.7	–1.0

(continued)

	State	Length of trip	1990	1991
San Jose	CA	Short	29.8	26.2
		Medium	19.6	18.1
		Long	14.0	13.1
		Avg.	20.9	18.9
Santa Ana	CA	Short	32.3	23.6
		Medium	19.7	17.8
		Long	13.6	12.0
		Avg.	20.1	17.1
Seattle	WA	Short	35.9	32.8
		Medium	17.9	16.6
		Long	12.0	11.3
		Avg.	18.0	16.8
St. Louis	MO	Short	34.8	30.9
		Medium	20.8	19.0
		Long	N/A	N/A
		Avg.	25.6	23.2
St. Petersburg/ Clearwater	FL	Short	N/A	82.2
		Medium	N/A	12.2
		Long	N/A	3.0
		Avg.	13.3	12.8
Tampa	FL	Short	33.8	36.0
		Medium	15.1	16.5
		Long	10.7	11.0
		Avg.	16.7	18.0
Washington Dulles	VA	Short	43.4	41.6
		Medium	19.1	18.6
		Long	14.9	13.6
		Avg.	20.5	19.4
Washington Reagon National	DC	Short	41.4	40.1
		Medium	18.9	19.0
		Long	12.5	11.4
		Avg.	24.4	23.8

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
26.8	19.6	15.0	14.6	14.0	14.9	–49.9	–34.2	–0.5
15.0	17.8	16.0	16.1	15.0	15.1	–23.0	–9.2	–5.7
11.4	13.7	13.2	13.3	13.5	12.6	–10.2	–2.6	–4.9
17.5	16.9	14.7	14.6	14.2	14.1	–32.3	–18.9	–3.7
26.3	24.8	20.8	20.9	21.3	19.5	–39.6	–23.3	–6.1
15.2	16.7	15.7	15.6	15.6	15.3	–22.3	–15.3	–2.3
11.5	13.4	13.2	12.5	13.6	12.7	–6.7	–1.1	–3.6
16.2	17.3	15.9	15.7	16.1	15.3	–24.1	–14.2	–3.9
28.8	19.8	16.0	14.1	13.5	14.4	–59.9	–44.8	–10.1
13.7	14.1	13.2	12.3	11.2	11.5	–35.9	–21.5	–13.4
9.8	11.2	11.2	11.0	10.8	10.3	–14.6	–6.6	–8.1
14.3	13.8	12.9	12.1	11.4	11.4	–36.4	–23.4	–11.1
28.3	28.2	25.5	25.1	26.8	25.8	–25.9	–18.8	0.9
15.8	17.3	16.1	15.6	15.5	15.6	–24.8	–16.9	–3.1
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
20.1	21.1	19.4	18.9	19.4	19.2	–24.8	–17.5	–0.8
59.6	22.3	40.3	24.1	18.8	9.2	N/A	N/A	–77.1
13.6	12.3	10.6	10.8	9.8	10.5	N/A	N/A	–0.8
4.6	N/A	27.3	7.8	7.4	6.7	N/A	N/A	–75.6
14.1	12.5	12.2	11.1	9.9	10.3	–22.3	–5.8	–15.5
35.0	34.4	22.8	27.9	22.8	21.7	–35.8	1.7	–4.8
16.3	16.3	14.0	14.2	12.3	12.2	–19.4	7.6	–13.0
9.6	11.0	10.7	10.3	9.9	8.6	–20.1	2.4	–19.8
17.6	17.7	14.6	15.3	13.2	12.9	–23.1	5.7	–12.1
40.2	41.3	33.1	29.9	29.5	26.3	–39.3	–4.9	–20.4
17.2	18.4	17.0	16.0	16.3	14.8	–22.8	–3.7	–12.8
11.6	14.1	13.7	13.5	14.4	14.5	–2.6	–5.1	6.1
17.7	19.5	17.8	16.9	17.4	16.5	–19.8	–4.9	–7.6
38.3	39.8	35.0	38.0	40.1	39.3	–5.1	–4.0	12.3
18.1	19.4	18.0	17.3	16.9	15.8	–16.4	2.5	–12.2
10.1	11.5	11.3	10.7	10.8	10.6	–15.3	–8.0	–6.0
22.5	23.9	21.8	22.2	22.7	21.9	–10.3	–1.8	0.3

(continued)

	State	Length of trip	1990	1991
White Plains	NY	Short	49.3	43.2
		Medium	22.0	21.3
		Long	14.4	13.6
		Avg.	28.7	26.6

Cents per passenger mile (constant dollars)						Percent change		
1992	1993	1994	1995	1996	1997-98	1990-98	1990-93	1994-98
40.4	41.6	40.0	40.6	40.5	41.9	–14.9	–15.6	4.9
20.5	21.4	18.9	20.7	21.7	22.5	2.4	–2.6	19.0
11.5	13.5	13.4	12.5	14.0	15.3	5.9	–6.2	14.1
25.0	26.8	25.5	25.9	26.7	28.2	–1.8	–6.7	10.5

Number of Scheduled Departures and Available Seats at Airports Serving Small, Medium-Sized, Medium-Large, and Large Communities, May 1978 Through May 1998

	State	Total departures, May 1978	Total departures, May 1998	Total seats, May 1998	Total seats, May 1998	Percent change in departures	Percent change in seats
Small-community airports							
Amarillo	TX	705	720	72,113	61,305	2	–15
Asheville	NC	774	660	62,184	39,894	–15	–36
Bangor	ME	579	1,665	33,800	61,794	188	83
Billings	MT	836	843	78,386	54,790	1	–30
Binghamton	NY	1,051	806	29,527	25,275	–23	–14
Bismarck	ND	461	298	44,043	15,637	–35	–64
Burlington	VT	700	2,512	37,982	93,668	259	147
Cedar Rapids	IA	716	1,081	65,283	72,159	51	11
Champaign	IL	422	700	33,860	22,282	66	–34
Charleston	WV	871	1,163	68,712	53,563	34	–22
Duluth	MN	457	295	44,384	19,995	–35	–55
Elmira/Corning	NY	371	506	18,821	19,892	36	6
Erie	PA	321	445	28,393	21,102	39	–26
Evansville	IN	592	1,405	48,739	42,644	137	–13
Fargo	ND	514	343	54,488	25,138	–33	–54
Fayetteville	NC	488	477	51,051	25,456	–2	–50
Fayetteville	AR	711	1,252	24,209	42,988	76	78
Gainesville	FL	328	603	28,856	19,746	84	–32
Grand Junction	CO	360	547	24,166	18,641	52	–23
Great Falls	MT	395	434	43,004	39,965	10	–7
Green Bay	WI	987	772	86,360	48,244	–22	–44
Lincoln	NB	967	467	78,326	33,331	–52	–57
Lubbock	TX	1,082	1,041	107,235	90,853	–4	–15
Manchester	NH	619	1,342	19,146	92,876	117	385
Medford	OR	304	852	22,613	40,888	180	81
Midland/Odessa	TX	909	817	94,077	78,152	–10	–17
Missoula	MT	248	664	29,698	48,571	168	64
Myrtle Beach	SC	410	950	27,701	78,707	132	184
Pasco	WA	846	1,163	32,778	52,960	37	62
Portland	ME	861	2,838	52,248	136,851	230	162
Rapid City	SD	457	404	43,349	21,426	–12	–51
Reno	NV	1,681	3,792	160,709	499,716	126	211
Roanoke	VA	1,255	1,214	111,098	56,428	–3	–49
Rochester	MN	739	415	68,063	32,275	–44	–53
Savannah	GA	616	846	66,650	86,374	37	30

(continued)

	State	Total departures, May 1978	Total departures, May 1998	Total seats, May 1998	Total seats, May 1998	Percent change in departures	Percent change in seats
Sioux City	IA	616	475	47,304	17,370	–23	–63
Sioux Falls	SD	908	688	66,762	43,654	–24	–35
South Bend	IN	1,006	1,344	54,173	69,263	34	28
Springfield	MO	569	994	54,934	46,222	75	–16
Tallahassee	FL	653	1,422	56,840	63,942	118	12
Valparaiso/Ft. Walton Beach	FL	337	597	29,980	35,360	77	18
Wilmington	NC	391	685	31,711	35,873	75	13
Overall for small-community airports		28,113	40,537	2,233,756	2,485,270	44	11
Medium-sized-community airports							
Appleton	WI	482	883	9,158	44,954	83	391
Atlantic City	NJ	360	629	6,499	42,789	75	558
Augusta	GA	627	522	62,507	38,719	–17	–38
Baton Rouge	LA	711	1,035	67,079	70,507	46	5
Boise	ID	978	2,727	90,470	242,693	179	168
Bristol/Kingsport	TN	778	664	65,104	38,123	–15	–41
Charleston	SC	1,120	1,095	112,485	94,839	–2	–16
Chattanooga	TN	763	683	80,509	38,568	–10	–52
Colorado Springs	CO	1,065	1,766	73,277	186,536	66	155
Columbia	SC	1,558	781	106,355	76,512	–50	–28
Corpus Christi	TX	838	1,020	59,072	69,061	22	17
Daytona Beach	FL	635	277	76,357	37,195	–56	–51
Des Moines	IA	1,520	1,617	147,194	108,303	6	–26
Eugene	OR	587	1,363	41,245	67,468	132	64
Flint	MI	441	696	39,272	32,887	58	–16
Fort Myers	FL	507	1,960	48,429	190,784	287	294
Fort Wayne	IN	800	1,201	62,971	59,831	50	–5
Gulfport	MS	325	569	26,540	25,930	75	–2
Harlingen	TX	318	596	31,436	59,123	87	88
Huntington	WV	426	425	35,229	12,806	0	–64
Huntsville	AL	712	842	65,033	78,339	18	20
Jackson	MS	1,215	1,309	113,010	117,752	8	4
Kalamazoo County	MI	480	1,025	36,277	52,022	114	43
Lafayette	LA	610	891	29,136	33,362	46	15
Lansing	MI	728	1,153	66,351	49,300	58	–26
Lexington	KY	709	1,350	72,153	82,268	90	14

(continued)

	State	Total departures, May 1978	Total departures, May 1998	Total seats, May 1998	Total seats, May 1998	Percent change in departures	Percent change in seats
Little Rock	AR	1,466	2,121	132,555	177,085	45	34
Madison	WI	1,234	1,243	117,461	85,588	1	–27
McAllen/Mission	TX	178	286	16,020	31,655	61	98
Melbourne	FL	372	215	44,082	30,530	–42	–31
Mobile	AL	852	607	84,355	63,190	–29	–25
Moline	IL	983	827	88,926	59,580	–16	–33
Montgomery	AL	531	379	52,121	31,170	–29	–40
Newburgh	NY	0	857	0	54,773	N/A	N/A
Pensacola	FL	364	1,187	43,955	89,188	226	103
Peoria	IL	863	802	77,697	41,381	–7	–47
Saginaw/Midland	MI	503	662	49,878	43,059	32	–14
Santa Barbara	CA	782	2,446	36,912	88,500	213	140
Sarasota	FL	778	881	78,830	86,242	13	9
Shreveport	LA	1,399	1,174	135,214	63,210	–16	–53
Spokane	WA	1,687	2,860	148,598	300,224	70	102
Wichita	KS	1,347	1,517	131,413	96,118	13	–27
Overall for medium-sized-community airports		32,632	45,143	2,861,165	3,292,164	38	15
Medium-large-community airports							
Akron	OH	766	1,090	61,088	50,572	42	–17
Albany	NY	1,941	3,065	117,418	173,690	58	48
Albuquerque	NM	2,168	4,282	200,058	443,629	98	122
Allentown	PA	880	1,187	60,860	84,256	35	38
Austin	TX	1,512	3,461	146,326	414,032	129	183
Bakersfield	CA	398	1,370	30,571	43,047	244	41
Birmingham	AL	1,770	2,075	175,142	226,199	17	29
Buffalo	NY	3,086	2,744	299,482	224,757	–11	–25
Charlotte/Douglas	NC	3,540	15,178	308,204	1,436,896	329	366
Columbus	OH	2,334	4,696	248,703	520,759	101	109
Dayton	OH	2,179	2,359	235,098	159,943	8	–32
El Paso	TX	1,587	2,195	169,580	282,128	38	66
Fort Lauderdale	FL	2,689	5,004	353,887	578,505	86	63
Fresno	CA	1,114	3,444	93,867	106,258	209	13
Grand Rapids	MI	1,176	1,968	94,329	134,860	67	43
Greensboro	NC	1,340	2,213	135,975	201,463	65	48
Greenville	SC	724	1,265	69,483	103,822	75	49

(continued)

	State	Total departures, May 1978	Total departures, May 1998	Total seats, May 1998	Total seats, May 1998	Percent change in departures	Percent change in seats
Harrisburg	PA	1,217	1,643	56,397	106,016	35	88
Hartford/Bradley	CT	2,737	3,553	320,057	342,279	30	7
Indianapolis	IN	3,939	4,792	330,779	456,392	22	38
Jacksonville	FL	1,715	3,025	204,573	293,506	76	43
Knoxville	TN	999	1,528	100,017	124,945	53	25
Las Vegas	NV	4,781	13,500	504,280	1,826,692	182	262
Louisville	KY	2,828	2,668	272,373	275,718	–6	1
Memphis	TN	5,342	7,969	483,828	658,474	49	36
Nashville	TN	2,868	5,226	279,701	560,310	82	100
New Orleans	LA	4,631	5,076	516,729	593,731	10	15
Oklahoma City	OK	2,407	2,268	253,587	242,298	–6	–4
Omaha	NE	2,104	2,256	200,549	241,512	7	20
Orlando	FL	3,259	12,423	458,350	1,413,471	281	208
Providence	RI	1,842	3,140	98,512	257,246	70	161
Raleigh/Durham	NC	1,601	5,469	138,201	486,360	242	252
Richmond	VA	1,501	2,236	129,535	184,243	49	42
Rochester	NY	1,816	3,215	181,054	207,688	77	15
Salt Lake City	UT	3,492	10,303	314,987	1,210,458	195	284
San Antonio	TX	2,695	3,199	282,891	417,671	19	48
Syracuse	NY	1,700	3,021	145,968	175,230	78	20
Toledo	OH	647	916	68,924	49,839	42	–28
Tucson	AZ	1,630	2,054	167,022	261,957	26	57
Tulsa	OK	2,214	2,458	246,915	237,166	11	–4
West Palm Beach	FL	1,216	2,780	147,473	305,020	129	107
Wilkes-Barre/ Scranton	PA	637	653	39,811	31,841	3	–20
Overall for medium-large-community airports		89,022	162,967	8,742,584	16,144,879	83	85
Large-community airports							
Atlanta	GA	20,397	31,924	2,572,539	4,094,744	57	59
Baltimore	MD	4,168	8,777	322,465	884,812	111	174
Boston	MA	10,023	22,148	915,009	1,653,201	121	81
Burbank	CA	1,275	2,609	163,101	338,249	105	107
Chicago Midway	IL	85	6,324	7,480	741,974	7,340	9,819
Chicago O'Hare	IL	26,772	31,976	3,163,510	3,849,401	19	22
Cincinnati	OH	3,435	15,447	344,081	1,375,822	350	300

(continued)

	State	Total departures, May 1978	Total departures, May 1998	Total seats, May 1998	Total seats, May 1998	Percent change in departures	Percent change in seats
Cleveland	OH	5,253	10,332	562,089	767,565	97	37
Dallas	TX	15,117	31,701	1,628,184	3,323,882	110	104
Dallas Love Field	TX	1,862	3,915	166,948	513,735	110	208
Denver	CO	12,105	16,853	1,237,883	1,944,368	39	57
Detroit Wayne County	MI	7,088	17,750	848,386	1,916,902	150	126
Houston Hobby	TX	1,457	5,588	135,080	657,592	284	387
Houston Intercontinental	TX	7,772	14,877	819,662	1,561,581	91	91
Islip	NY	404	1,959	24,336	77,957	385	220
Kansas City	MO	5,976	7,662	531,124	736,827	28	39
Long Beach	CA	194	389	31,862	50,679	101	59
Los Angeles	CA	15,467	35,257	2,123,927	3,381,406	128	59
Miami	FL	6,620	10,358	851,673	1,030,243	56	21
Milwaukee	WI	3,400	5,471	320,652	404,198	61	26
Minneapolis	MN	5,944	16,780	690,937	1,799,370	182	160
Monterey	CA	405	1,892	41,343	59,847	367	45
New York Kennedy	NY	6,445	11,435	911,941	940,871	77	3
New York LaGuardia	NY	10,495	13,200	1,098,284	1,394,262	26	27
Newark	NJ	5,889	15,761	672,297	1,728,139	168	157
Norfolk	VA	1,622	2,626	168,755	198,858	62	18
Oakland	CA	2,344	5,372	244,169	704,633	129	189
Ontario	CA	1,611	3,830	120,454	453,183	138	276
Palm Springs	CA	604	2,214	45,483	95,196	267	109
Pheonix	AZ	4,217	20,370	470,034	2,546,605	383	442
Philadelphia	PA	9,782	16,263	810,920	1,428,831	66	76
Pittsburgh	PA	10,260	16,575	830,352	1,323,877	62	59
Portland	OR	4,106	11,807	449,211	1,124,122	188	150
Sacramento	CA	2,042	4,962	216,231	504,975	143	134
San Diego	CA	3,699	10,747	479,575	1,045,002	191	118
San Francisco	CA	10,804	17,392	1,423,889	2,158,729	61	52
San Jose	CA	2,471	5,879	278,682	748,220	138	168
Santa Ana	CA	2,087	4,207	154,840	543,495	102	251
Seattle	WA	5,931	21,324	641,926	2,259,434	260	252
St. Louis	MO	8,855	19,582	875,540	1,972,206	121	125
St. Petersburg/ Clearwater	FL	9	159	252	25,956	1,667	10,200

(continued)

	State	Total departures, May 1978	Total departures, May 1998	Total seats, May 1998	Total seats, May 1998	Percent change in departures	Percent change in seats
Tampa	FL	5,803	8,452	673,911	800,753	46	19
Washington Dulles	VA	2,281	11,283	302,089	772,834	395	156
Washington Reagan National	DC	10,524	10,489	989,939	1,109,516	0	12
White Plains	NY	571	1,858	17,686	81,125	225	359
Overall for large-community airports		267,671	535,776	29,378,731	55,125,177	100	88

Number of Destinations for Nonstop and One-Stop Flights at Airports Serving Small, Medium-Sized, Medium-Large, and Large Communities, May 1978 Through May 1998

	State	Nonstops, May 1978	Nonstops, May 1998	One-stops, May 1978	One-stops, May 1998
Small-community airports					
Amarillo	TX	10	5	10	9
Asheville	NC	13	5	10	6
Bangor	ME	6	5	9	3
Billings	MT	16	13	16	15
Binghamton	NY	14	11	6	7
Bismarck	ND	8	3	10	3
Burlington	VT	12	18	13	16
Cedar Rapids	IA	11	6	13	20
Champaign	IL	6	6	4	3
Charleston	WV	15	10	15	5
Duluth	MN	6	3	8	4
Elmira/Corning	NY	5	8	8	5
Erie	PA	6	5	5	7
Evansville	IN	10	10	9	2
Fargo	ND	6	2	7	4
Fayetteville	NC	9	2	5	3
Fayetteville	AR	6	5	7	4
Gainesville	FL	4	6	4	3
Grand Junction	CO	7	5	8	1
Great Falls	MT	5	8	8	5
Green Bay	WI	11	5	11	11
Lincoln	NB	12	6	13	12
Lubbock	TX	11	7	10	7
Manchester	NH	6	10	3	7
Medford	OR	7	3	7	3
Midland/Odessa	TX	9	8	9	11
Missoula	MT	6	8	6	5
Myrtle Beach	SC	7	12	6	11
Pasco	WA	12	7	10	3
Portland	ME	9	13	11	22
Rapid City	SD	8	4	8	5
Reno	NV	14	22	16	31
Roanoke	VA	19	12	15	8
Rochester	MN	8	4	10	8
Savannah	GA	6	5	10	13
Sioux City	IA	10	3	8	2

(continued)

	State	Nonstops, May 1978	Nonstops, May 1998	One-stops, May 1978	One-stops, May 1998
Sioux Falls	SD	16	7	14	12
South Bend	IN	11	8	9	9
Springfield	MO	9	8	8	10
Tallahassee	FL	9	8	11	7
Valparaiso/Ft. Walton Beach	FL	7	5	5	5
Wilmington	NC	7	4	6	6
Average for small-community airports		9.3	7.3	9.1	7.9
Medium-sized-community airports					
Appleton	WI	2	8	0	4
Atlantic City	NJ	3	12	2	0
Augusta	GA	6	3	7	3
Baton Rouge	LA	10	9	10	10
Boise	ID	16	14	15	21
Bristol/Kingsport	TN	15	5	13	1
Charleston	SC	10	9	16	19
Chattanooga	TN	9	4	10	2
Colorado Springs	CO	6	14	5	34
Columbia	SC	18	6	15	10
Corpus Christi	TX	6	4	10	3
Daytona Beach	FL	6	2	11	5
Des Moines	IA	14	14	17	24
Eugene	OR	8	5	8	5
Flint	MI	6	5	6	7
Fort Myers	FL	4	24	9	24
Fort Wayne	IN	8	10	7	3
Gulfport	MS	4	5	5	1
Harlingen	TX	5	5	3	2
Huntington	WV	7	4	6	1
Huntsville	AL	13	8	11	13
Jackson	MS	14	14	19	14
Kalamazoo County	MI	4	7	6	5
Lafayette	LA	7	4	5	2
Lansing	MI	7	8	10	11
Lexington	KY	11	11	10	6
Little Rock	AR	15	18	18	24
Madison	WI	14	9	15	19

(continued)

	State	Nonstops, May 1978	Nonstops, May 1998	One-stops, May 1978	One-stops, May 1998
McAllen/Mission	TX	3	2	3	8
Melbourne	FL	4	1	9	5
Mobile	AL	7	6	12	8
Moline	IL	15	7	13	3
Montgomery	AL	8	5	13	2
Newburgh	NY	0	10	0	8
Pensacola	FL	6	12	8	15
Peoria	IL	12	5	8	4
Saginaw/Midland	MI	8	5	6	13
Santa Barbara	CA	6	6	9	4
Sarasota	FL	7	13	11	8
Shreveport	LA	18	8	19	9
Spokane	WA	21	16	24	30
Wichita	KS	15	13	25	21
Average for medium-sized-community airports		9.0	8.3	10.2	9.8
Medium-large community airports					
Akron	OH	10	10	10	6
Albany	NY	20	29	18	26
Albuquerque	NM	24	35	23	45
Allentown	PA	10	13	11	13
Austin	TX	11	32	16	45
Bakersfield	CA	7	4	4	1
Birmingham	AL	21	22	20	23
Buffalo	NY	26	23	27	35
Charlotte/Douglas	NC	37	94	28	28
Columbus	OH	24	35	30	41
Dayton	OH	19	19	23	27
El Paso	TX	14	17	16	26
Fort Lauderdale	FL	21	35	32	41
Fresno	CA	12	11	9	8
Grand Rapids	MI	14	13	14	25
Greensboro	NC	16	20	22	32
Greenville	SC	11	12	10	13
Harrisburg	PA	11	15	3	10
Hartford/Bradley	CT	23	31	33	36
Indianapolis	IN	35	41	39	54

(continued)

	State	Nonstops, May 1978	Nonstops, May 1998	One-stops, May 1978	One-stops, May 1998
Jacksonville	FL	21	28	19	35
Knoxville	TN	18	13	15	15
Las Vegas	NV	42	62	40	48
Louisville	KY	31	25	30	38
Memphis	TN	47	74	54	30
Nashville	TN	29	43	34	45
New Orleans	LA	43	40	52	53
Oklahoma City	OK	23	16	33	29
Omaha	NE	19	21	31	35
Orlando	FL	27	75	30	50
Providence	RI	11	26	16	33
Raleigh/Durham	NC	23	39	23	37
Richmond	VA	20	19	21	26
Rochester	NY	15	25	19	27
Salt Lake City	UT	37	87	42	53
San Antonio	TX	21	21	29	42
Syracuse	NY	18	25	25	24
Toledo	OH	11	7	12	3
Tucson	AZ	11	13	25	31
Tulsa	OK	19	15	34	27
West Palm Beach	FL	14	24	19	32
Wilkes-Barre/Scranton	PA	7	8	7	6
Average for medium-large-community airports		20.8	29.0	23.8	29.9
Large-community airports					
Atlanta	GA	106	127	99	68
Baltimore	MD	37	59	35	47
Boston	MA	64	73	77	67
Burbank	CA	11	10	6	20
Chicago Midway	IL	1	40	2	34
Chicago O'Hare	IL	135	123	155	73
Cincinnati	OH	37	100	36	31
Cleveland	OH	49	69	49	47
Dallas	TX	83	116	88	71
Dallas Love Field	TX	10	13	4	4
Denver	CO	96	101	105	60
Detroit Wayne County	MI	59	98	73	62

(continued)

	State	Nonstops, May 1978	Nonstops, May 1998	One-stops, May 1978	One-stops, May 1998
Houston Hobby	TX	8	28	4	37
Houston Intercontinental	TX	48	86	53	42
Islip	NY	7	10	4	6
Kansas City	MO	46	49	58	56
Long Beach	CA	3	3	3	7
Los Angeles	CA	70	67	96	62
Miami	FL	43	47	61	32
Milwaukee	WI	30	45	38	46
Minneapolis	MN	54	108	68	94
Monterey	CA	3	2	6	4
New York Kennedy	NY	55	45	57	18
New York LaGuardia	NY	74	60	90	59
Newark	NJ	46	73	63	47
Norfolk	VA	22	22	19	23
Oakland	CA	22	20	17	31
Ontario	CA	14	18	20	36
Palm Springs	CA	10	9	9	8
Pheonix	AZ	32	76	48	63
Philadelphia	PA	62	87	59	58
Pittsburgh	PA	68	109	53	36
Portland	OR	38	43	47	55
Sacramento	CA	21	22	22	32
San Diego	CA	26	35	40	50
San Francisco	CA	68	59	77	46
San Jose	CA	23	24	22	43
Santa Ana	CA	14	24	8	37
Seattle	WA	38	68	54	69
St. Louis	MO	67	98	73	49
St. Petersburg/Clearwater	FL	1	4	0	2
Tampa	FL	41	49	38	42
Washington Dulles	VA	30	71	18	40
Washington Reagan National	DC	71	60	90	47
White Plains	NY	9	17	8	18
Average for large-community airports		41.2	54.8	45.6	41.8

Number of Scheduled Jet and Nonjet Departures at Airports Serving Small, Medium-Sized, Medium-Large, and Large Communities, May 1978 Through May 1998

	State	Jet departures, May 1978	Jet departures, May 1978	Nonjet departures, May 1978	Nonjet departures, May 1998
Small-community airports					
Amarillo	TX	643	412	62	308
Asheville	NC	461	352	313	308
Bangor	ME	240	93	339	1,572
Billings	MT	620	453	216	390
Binghamton	NY	93	87	958	719
Bismarck	ND	309	115	152	183
Burlington	VT	302	281	398	2,231
Cedar Rapids	IA	627	628	89	453
Champaign	IL	302	0	120	700
Charleston	WV	542	322	329	841
Duluth	MN	368	145	89	150
Elmira/Corning	NY	62	114	309	392
Erie	PA	275	118	46	327
Evansville	IN	519	82	73	1,323
Fargo	ND	398	204	116	139
Fayetteville	NC	426	121	62	356
Fayetteville	AR	0	0	711	1,252
Gainesville	FL	236	124	92	479
Grand Junction	CO	140	80	220	467
Great Falls	MT	372	368	23	66
Green Bay	WI	670	251	317	521
Lincoln	NB	600	236	367	231
Lubbock	TX	974	609	108	432
Manchester	NH	178	656	441	686
Medford	OR	217	123	87	729
Midland/Odessa	TX	836	540	73	277
Missoula	MT	248	432	0	232
Myrtle Beach	SC	155	774	255	176
Pasco	WA	248	156	598	1,007
Portland	ME	333	635	528	2,203
Rapid City	SD	372	211	85	193
Reno	NV	1619	3643	62	149
Roanoke	VA	732	363	523	851
Rochester	MN	561	265	178	150
Savannah	GA	461	722	155	124
Sioux City	IA	368	54	248	421

(continued)

	State	Jet departures, May 1978	Jet departures, May 1978	Nonjet departures, May 1978	Nonjet departures, May 1998
Sioux Falls	SD	393	320	515	368
South Bend	IN	403	347	603	997
Springfield	MO	538	205	31	789
Tallahassee	FL	607	398	46	1,024
Valparaiso/Ft. Walton Beach	FL	337	268	0	329
Wilmington	NC	182	183	209	502
Overall for small-community airports		17,967	15,490	10,146	25,047
Medium-sized-community airports					
Appleton	WI	0	372	482	511
Atlantic City	NJ	0	310	360	319
Augusta	GA	407	180	220	342
Baton Rouge	LA	596	394	115	641
Boise	ID	806	2,155	172	572
Bristol/Kingsport	TN	507	327	271	337
Charleston	SC	848	664	272	431
Chattanooga	TN	763	236	0	447
Colorado Springs	CO	453	1,390	612	376
Columbia	SC	744	604	814	177
Corpus Christi	TX	503	384	335	636
Daytona Beach	FL	635	277	0	0
Des Moines	IA	1,354	935	166	682
Eugene	OR	403	272	184	1,091
Flint	MI	310	200	131	496
Fort Myers	FL	341	1,253	166	707
Fort Wayne	IN	527	239	273	962
Gulfport	MS	325	182	0	387
Harlingen	TX	318	348	0	248
Huntington	WV	240	31	186	394
Huntsville	AL	712	643	0	199
Jackson	MS	1,038	828	177	481
Kalamazoo County	MI	217	265	263	760
Lafayette	LA	271	31	339	860
Lansing	MI	523	207	205	946
Lexington	KY	620	658	89	692
Little Rock	AR	1,084	1,275	382	846
Madison	WI	1,037	609	197	634
McAllen/Mission	TX	178	261	0	25

(continued)

	State	Jet departures, May 1978	Jet departures, May 1978	Nonjet departures, May 1978	Nonjet departures, May 1998
Melbourne	FL	372	215	0	0
Mobile	AL	852	457	0	150
Moline	IL	805	418	178	409
Montgomery	AL	531	153	0	226
Newburgh	NY	0	426	0	431
Pensacola	FL	364	552	0	635
Peoria	IL	770	62	93	740
Saginaw/Midland	MI	430	366	73	296
Santa Barbara	CA	275	268	507	2,178
Sarasota	FL	620	526	158	355
Shreveport	LA	1,185	329	214	845
Spokane	WA	1,240	2,498	447	362
Wichita	KS	1,015	895	332	622
Overall for medium-sized-community airports		24,219	22,695	8,413	22,448
Medium-large-community airports					
Akron	OH	620	235	146	855
Albany	NY	1,180	966	761	2,099
Albuquerque	NM	1,666	3,183	502	1,099
Allentown	PA	461	621	419	566
Austin	TX	1,323	3,113	189	348
Bakersfield	CA	279	30	119	1,340
Birmingham	AL	1,685	1,798	85	277
Buffalo	NY	2,832	1,581	254	1,163
Charlotte/Douglas	NC	2,545	10,649	995	4,529
Columbus	OH	2,272	3,720	62	976
Dayton	OH	2,148	1,223	31	1,136
El Paso	TX	1,367	2,195	220	0
Fort Lauderdale	FL	2,569	3,916	120	1,088
Fresno	CA	625	241	489	3,203
Grand Rapids	MI	701	846	475	1,122
Greensboro	NC	1,158	1,669	182	544
Greenville	SC	631	907	93	358
Harrisburg	PA	360	719	857	924
Hartford/Bradley	CT	2,532	2,406	205	1,147
Indianapolis	IN	3,050	3,354	889	1,438
Jacksonville	FL	1,715	2,145	0	880

(continued)

	State	Jet departures, May 1978	Jet departures, May 1978	Nonjet departures, May 1978	Nonjet departures, May 1998
Knoxville	TN	875	1,094	124	434
Las Vegas	NV	4,030	12,849	751	651
Louisville	KY	2,416	2,321	412	347
Memphis	TN	4,456	4,603	886	3,366
Nashville	TN	2,621	4,553	247	673
New Orleans	LA	4,022	4,439	609	637
Oklahoma City	OK	2,057	1,753	350	515
Omaha	NE	1,582	1,903	522	353
Orlando	FL	3,259	9,339	0	3,084
Providence	RI	925	1,743	917	1,397
Raleigh/Durham	NC	1,081	4,138	520	1,331
Richmond	VA	937	1,362	564	874
Rochester	NY	1,816	1,319	0	1,896
Salt Lake City	UT	2,871	8,473	621	1,830
San Antonio	TX	2,273	3,168	422	31
Syracuse	NY	1,360	990	340	2,031
Toledo	OH	647	269	0	647
Tucson	AZ	1,453	2,054	177	0
Tulsa	OK	2,025	1,648	189	810
West Palm Beach	FL	1,216	1,911	0	869
Wilkes-Barre/Scranton	PA	279	271	358	382
Overall for medium-large-community airports		73,920	115,717	15,102	47,250
Large-community airports					
Atlanta	GA	19,209	26,576	1,188	5,348
Baltimore	MD	2,713	5,756	1,455	3,021
Boston	MA	6,600	9,185	3,423	12,963
Burbank	CA	1,190	2,609	85	0
Chicago Midway	IL	85	5,505	0	819
Chicago O'Hare	IL	22,204	25,282	4,568	6,694
Cincinnati	OH	2,957	12,677	478	2,770
Cleveland	OH	4,891	6,062	362	4,270
Dallas	TX	12,274	20,987	2,843	10,714
Dallas Love Field	TX	1,619	3,915	243	0
Denver	CO	8,951	12,980	3,154	3,873
Detroit Wayne County	MI	5,843	13,969	1,245	3,781
Houston Hobby	TX	1,345	4,910	112	678

(continued)

	State	Jet departures, May 1978	Jet departures, May 1978	Nonjet departures, May 1978	Nonjet departures, May 1998
Houston Intercontinental	TX	5,992	11,438	1,780	3,439
Islip	NY	278	248	126	1,711
Kansas City	MO	4,069	5,653	1,907	2,009
Long Beach	CA	194	389	0	0
Los Angeles	CA	12,607	18,697	2,860	16,560
Miami	FL	6,198	5,618	422	4,740
Milwaukee	WI	2,538	3,236	862	2,235
Minneapolis	MN	5,014	12,891	930	3,889
Monterey	CA	405	61	0	1,831
New York Kennedy	NY	5,302	3,952	1,143	7,483
New York LaGuardia	NY	9,114	9,502	1,381	3,698
Newark	NJ	4,712	11,700	1,177	4,061
Norfolk	VA	1,440	1,323	182	1,303
Oakland	CA	1,794	5,310	550	62
Ontario	CA	953	3,339	658	491
Palm Springs	CA	341	342	263	1,872
Pheonix	AZ	3,754	18,592	463	1,778
Philadelphia	PA	5,585	10,170	4,197	6,093
Pittsburgh	PA	7,408	9,458	2,852	7,117
Portland	OR	3,265	7,145	841	4,662
Sacramento	CA	1,682	3,589	360	1,373
San Diego	CA	3,288	6,544	411	4,203
San Francisco	CA	9,309	13,344	1,495	4,048
San Jose	CA	1,980	5,383	491	496
Santa Ana	CA	1,213	3,495	874	712
Seattle	WA	4,126	14,535	1,805	6,789
St. Louis	MO	7,354	15,028	1,501	4,554
St. Petersburg/Clearwater	FL	0	159	9	0
Tampa	FL	5,374	5,025	429	3,427
Washington Dulles	VA	2,081	4,627	200	6,656
Washington Reagan National	DC	7,952	7,885	2,572	2,604
White Plains	NY	108	464	463	1,394
Overall for large-community airports		215,311	369,555	52,360	166,221

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