

2011 Competition Plan Update
Attachment B

Trends in Air Service, Airfares, and Airline Competition

Albuquerque International Sunport

Prepared for **City of Albuquerque Aviation Department**

June 2011



Summary



Summary of Changes in Key Air Traffic Metrics: FY 2001-2010

Key Points

- Between FY 2001 and FY 2010, ABQ experienced 2 periods of contraction (FY 2001-2003 and FY 2008-2010) and 1 period of expansion (FY 2003-2008)
- Between FY 2001 and FY 2010, enplaned passengers decreased 6.9%, comprised of a 5.9% decrease in originating passengers and a 14.1% decrease in connecting passengers

Metric	FY 2001-2003 <i>Post-9/11 and 2001 recession</i>	FY 2003-2008 <i>2000s economic expansion</i>	FY 2008-2010 <i>High fuel prices and "Great Recession"</i>	FY 2001-2010 <i>10-year total</i>
Enplaned passengers	-4.2%	+13.2%	-14.2%	-6.9%
Originating passengers	-4.5%	+15.9%	-15.1%	-5.9%
Connecting passengers	-2.5%	-6.0%	-6.3%	-14.1%
Originating percentage	-0.2 pts	+2.1 pts	-0.9 pts	+0.9 pts
Market shares of enplaned passengers				
Southwest Airlines	+2.7 pts	-2.4 pts	+4.9 pts	+5.2 pts
Other mainline airlines	-5.0 pts	-5.0 pts	-3.2 pts	-13.2 pts
Regional affiliate airlines	+2.3 pts	+7.4 pts	-1.7 pts	+7.9 pts
Departing seats	-4.4%	+1.2%	-18.7%	-21.4%
Southwest Airlines	-3.9%	+1.7%	-14.9%	-10.0%
Other mainline airlines	-18.9%	-18.2%	-28.3%	-52.4%
Regional airlines	+27.8%	+98.2%	-14.6%	+116.1%
Load factor (pct of seats filled)	+0.1 pts	+6.9 pts	+3.6 pts	+10.6 pts
Average fare	-\$7.00	+\$22.00	No change	+\$15.00
Southwest Airlines	-\$1.00	+\$20.00	+\$6.00	+\$25.00
All other airlines	-\$12.00	+\$25.00	-\$2.00	+\$11.00

Summary of Trends in Air Service, Activity, and Demand

Key Points

- Data definitions, sources, and conventions are shown in the appendix to this Attachment B

- **Enplaned passengers**—After peaking in FY 2008 at 3.4 million, the number of enplaned passengers decreased in FY 2009 (3.0 million) and FY 2010 (2.9 million) to the lowest level since FY 1994
 - *This reduction was similar to those experienced at other medium-hub airports and is attributable to large reductions in departing seat capacity as a result of high oil prices in 2008 and the global economic recession in 2009 and 2010*
 - *Network airlines reduced seat capacity more drastically than Southwest, in many cases replacing mainline service with regional affiliates*
 - *Approximately 1.3 million fewer (21.4%) seats were on offer from ABQ in FY 2010 than in FY 2001, although load factors have increased by 10.6 points over this period*
- **Originating passengers**—Originating passenger numbers decreased at a similar rate as enplaned passenger numbers between FY 2009 and FY 2010
 - *While ABQ has some connecting activity on Southwest, this trend is to be expected as ABQ primarily serves the origin-and-destination market*
 - *Origin-and-destination demand patterns by market are largely unchanged since FY 2001*
- **Average fares**—Notwithstanding a weak economic environment at the end of the decade, average fares increased by \$15.00 between FY 2001 and FY 2010
 - *The real increase in amounts paid by travelers is likely higher, as the fare data do not include fees for ancillary services such as checking baggage that became more prevalent in the industry in 2008*
- **Nonstop destinations**—ABQ has nonstop, coast-to-coast service to 22 domestic markets (27 airports) and 5 commuter markets in July 2011 compared with 23 markets (28 airports) and 11 commuter markets in July 2000
 - *Nonstop service is provided to all top originating markets except New York City*
- **Airline competition**—Notwithstanding the high market concentration of Southwest, ABQ has competing air service to most top markets that keeps fare levels constrained
 - *Airlines other than Southwest provide nonstop service to 8 markets, with only 2 (Atlanta and Minneapolis-St. Paul) not having competing nonstop service on Southwest*

PGL 04-08 Cross-reference

PGL 04-08 Cross-reference

Key Points

- This cross-reference is provided to ensure that all requirements of PGL 04-08 for competition plan updates are met by this document
- Items 1-2 and 4-8 are addressed in Attachment A

PGL 04-08 requirement		See pages
3.	Patterns of air service	
3.1	Number of markets served and the identities of carriers serving the Airport	B-8, B-9
3.2	Number of markets served on a nonstop basis and the average number of flights per day	B-12
3.3	Number of small communities served	B-8
3.4	Number of markets served by low-fare carriers	B-18
3.5	Number of markets served by one carrier	B-18
3.6	Number of markets added or previously served markets dropped in the past year	n.a.
9.	Airfare levels compared with competing airports	
9.1	Summarized data for the Airport showing each carrier's local passengers, average fare, average yield, average trip length, and market share (based on O&D passengers)	B-16, B-39 – B-44
9.2	Summarized data comparing yield levels, average trip lengths, and passengers at other airports disaggregated by distance and depending upon whether or not a low-fare competitor is present	B-25 – B-27

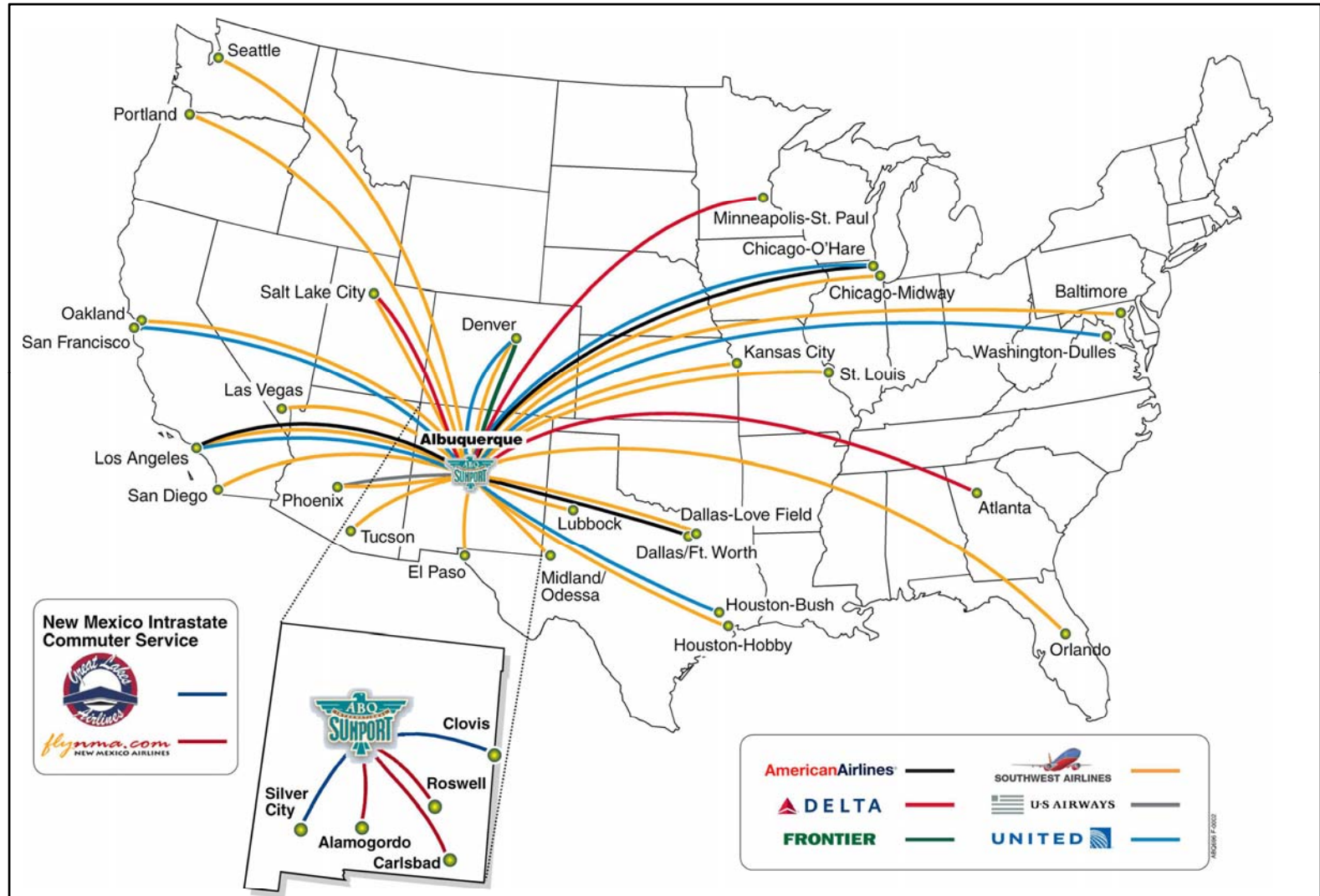
Scope of Air Service at the Sunport



Scheduled Nonstop Service from ABQ in July 2011

Key Points

- 6 major airlines provide nonstop service to 27 destination airports (22 markets) from ABQ
- Two other airlines provide commuter service to 5 destination airports in the state of New Mexico
- Of the 22 markets served from ABQ (excluding commuter airlines), 2 are small communities (Lubbock and Midland-Odessa)
- All 5 commuter markets served are small communities (Alamogordo, Carlsbad, Clovis, Roswell, and Silver City)



Scheduled Airlines Serving the Sunport in July 2011

Key Points

- Five mainline airlines, 6 affiliate airlines, and 2 commuter airlines (13 in total) are scheduled to provide service at the Sunport in July 2011

Mainline airlines	Regional affiliate airlines	Commuter airlines
American	American Eagle (a)	Great Lakes
Continental	ExpressJet (b)(c)	Pacific Wings (g)
Delta	Mesa (d)	
Southwest	Republic (e)	
United	Shuttle America (c)	
	SkyWest (c)(f)	
Notes: Airlines shown are those with an operating certificate from the Federal Aviation Administration scheduled to operate flights at the Sunport in July 2011. All service for Frontier is scheduled to be provided by affiliate airlines in July 2011.		
(a) Operating as an affiliate to American Airlines.		
(b) Operating as Continental Express.		
(c) Operating as United Express.		
(d) Operating as US Airways Express.		
(e) Operating as Frontier Express.		
(f) Operating as Delta Connection.		
(g) Operating as New Mexico Airlines.		

Historical Domestic Airline Service at the Sunport

Key Points

- Since July 2001, the Sunport has been served by 6 mainline airlines, 7 affiliate airlines, and 5 commuter airlines that discontinued service
- Mainline airlines ended service as their service was replaced by affiliate airlines, they merged with other airlines, or they ceased operations entirely
- Affiliate airlines ended service as their service was replaced by mainline airlines or other affiliate airlines
- Commuter airlines discontinued service after the awarding of Essential Air Service (EAS) rights to other airlines
- Aeromexico Connect served Chihuahua, Mexico nonstop in 2009 and 2010

Mainline airlines	Regional affiliate airlines	Commuter airlines
America West (2001-2007) (a)	Atlantic Southeast (2005) (f)	Air Midwest (2001-2007)
ExpressJet (2007-2008) (b)	Chautauqua (2005) (g)	Great Plains (2001-2004)
Frontier (2001-2011) (c)	Horizon (2004-2007) (h)	Mesa (2003-2005)
Northwest (2001-2010) (d)	Lynx (2007-2011) (i)	Rio Grande Air (2001-2004)
Trans World (2001-2002) (e)	Mesaba (2010-2011) (j)	Westward Airways (2004-2006)
	Pinnacle (2004-2005) (j)	
	Trans States (2002, 2006) (g)(k)	
(a) Fully merged operations with US Airways in 2007.		
(b) Discontinued branded operations in 2008.		
(c) All Frontier-marketed flights from the Sunport in July 2011 are scheduled to be operated by Republic.		
(d) Fully merged operations with Delta in 2010.		
(e) Fully merged operations with American in 2002.		
(f) Operated as Delta Connection.		
(g) Operated as United Express.		
(h) Operated as Frontier Jet Connection.		
(i) Operated as Frontier. Lynx operations were integrated into Republic in 2011.		
(j) Operated as Northwest Airlink.		
(k) Operated as American Connection.		

Summary of Scheduled Air Service at the Sunport for July 2011

Key Points

- For July 2011, the Sunport has nonstop scheduled service to 27 destination airports (22 markets) on an average of 106.2 departing flights per day

Market/airport	Airlines with nonstop service	Avg daily departing flights	Avg daily scheduled dptg seats	Seats per departure	Share of seats
Atlanta	DL	3.0	508	169	4.3%
Chicago		5.0	486	98	4.1%
<i>O'Hare</i>	AA, UA	2.0	216	110	1.8%
<i>Midway</i>	WN	3.0	270	90	2.3%
Dallas/Fort Worth		15.5	2139	138	18.0%
<i>Dallas/Fort Worth</i>	AA	8.0	1120	140	9.4%
<i>Love Field</i>	WN	7.5	1018	137	8.6%
Denver	F9, UA, WN	14.6	1149	79	9.7%
El Paso	WN	1.8	252	137	2.1%
Houston		8.7	728	84	6.1%
<i>Hobby</i>	WN	2.7	366	137	3.1%
<i>Bush Intercontinental</i>	CO	6.0	362	60	3.1%
Kansas City	WN	1.0	137	137	1.2%
Las Vegas	WN	5.6	765	137	6.4%
Los Angeles	AA, UA, WN	9.8	827	85	7.0%
Lubbock	WN	1.0	137	137	1.2%
Midland-Odessa	WN	1.0	137	137	1.2%
Minneapolis-St. Paul	DL	2.0	296	148	2.5%

Summary of Scheduled Air Service at the Sunport for July 2011

Key Points

- For July 2011, the Sunport has nonstop scheduled service to 27 destination airports (22 markets) on an average of 106.2 departing flights per day

Market/airport	Airlines with nonstop service	Avg daily departing flights	Avg daily scheduled dptg seats	Seats per departures	Share of seats
Orlando	WN	1.2	159	137	1.3%
Phoenix	US, WN	13.7	1616	118	13.6%
Portland, Oregon	WN	1.0	137	137	1.2%
St. Louis	WN	1.0	137	137	1.2%
Salt Lake City	DL, WN	6.8	489	71	4.1%
San Diego	WN	2.8	382	136	3.2%
San Francisco Bay Area		3.8	448	118	3.8%
<i>Oakland</i>	<i>WN</i>	<i>2.8</i>	<i>382</i>	<i>136</i>	<i>3.2%</i>
<i>San Francisco</i>	<i>UA</i>	<i>1.0</i>	<i>66</i>	<i>66</i>	<i>0.6%</i>
Seattle	WN	2.0	270	137	2.3%
Tucson	WN	2.0	270	137	2.3%
Washington, DC-Baltimore		3.0	394	131	3.3%
<i>Baltimore</i>	<i>WN</i>	<i>2.0</i>	<i>274</i>	<i>137</i>	<i>2.3%</i>
<i>Washington Dulles</i>	<i>UA</i>	<i>1.0</i>	<i>120</i>	<i>120</i>	<i>1.0%</i>
TOTAL		106.2	11,860	112	100.0%

Notes: Does not include service on commuter airlines. AA=American; CO=Continental; DL=Delta; F9=Frontier; UA=United; US=US Airways; WN=Southwest. Airlines shown are those marketing flights at the Sunport, including those of regional airlines, if any. Totals may not add due to rounding.

Former Nonstop Destinations from the Sunport

Key Points

- Small communities are shown in bold
- Destinations served by commuter airlines are shown in *italics*
- Since July 2001, ABQ has lost nonstop service to 19 airports, including 10 small communities (9 of which were served by commuter airlines as part of the Essential Air Service), although not all were served at the same time
- Frontier served Puerto Vallarta nonstop in 2008 and 2009 and Aeromexico Connect served Chihuahua, Mexico in 2009 and 2010
- In July 2011, ABQ had nonstop service to 22 markets, 1 fewer than in July 2010 and 5 fewer than the July 2008 peak

Destination	Airline(s) and years of service (during period covered by this report)
Amarillo	Southwest (2001-2009)
Austin	Great Plains (2003), ExpressJet (2007-2008)
Cincinnati	Delta (2001-2008)
Cleveland	ExpressJet dba Continental Express (2005-2008)
Colorado Springs	Great Plains (2001-2003), Mesa (2003-2006)
<i>Durango, Colorado</i>	<i>Rio Grande Air (2001-2002)</i>
<i>Farmington</i>	<i>Mesa (2001-2007), Rio Grande Air (2001)</i>
<i>Gallup</i>	<i>Mesa (2001-2002), Westward Airways (2005-2006)</i>
<i>Las Cruces</i>	<i>Mesa (2001), Westward Airways (2004-2006)</i>
<i>Los Alamos</i>	<i>Rio Grande Air (2001)</i>
Newark	Continental (2001, 2004-2009)
Oklahoma City	Great Plains (2001-2004), ExpressJet (2007-2008)
LA/Ontario	ExpressJet (2007-2008)
<i>Ruidoso</i>	<i>Rio Grande Air (2001-2002), Pacific Wings (2008)</i>
Sacramento	ExpressJet (2007-2008)
San Antonio	ExpressJet (2007-2008)
<i>Santa Fe</i>	<i>Rio Grande Air (2001-2002), Great Lakes (2005, 2007-2008), Pacific Wings (2008)</i>
<i>Taos</i>	<i>Rio Grande Air (2001-2004), Westward Airways (2004-2006)</i>
Tulsa	ExpressJet (2007-2008)

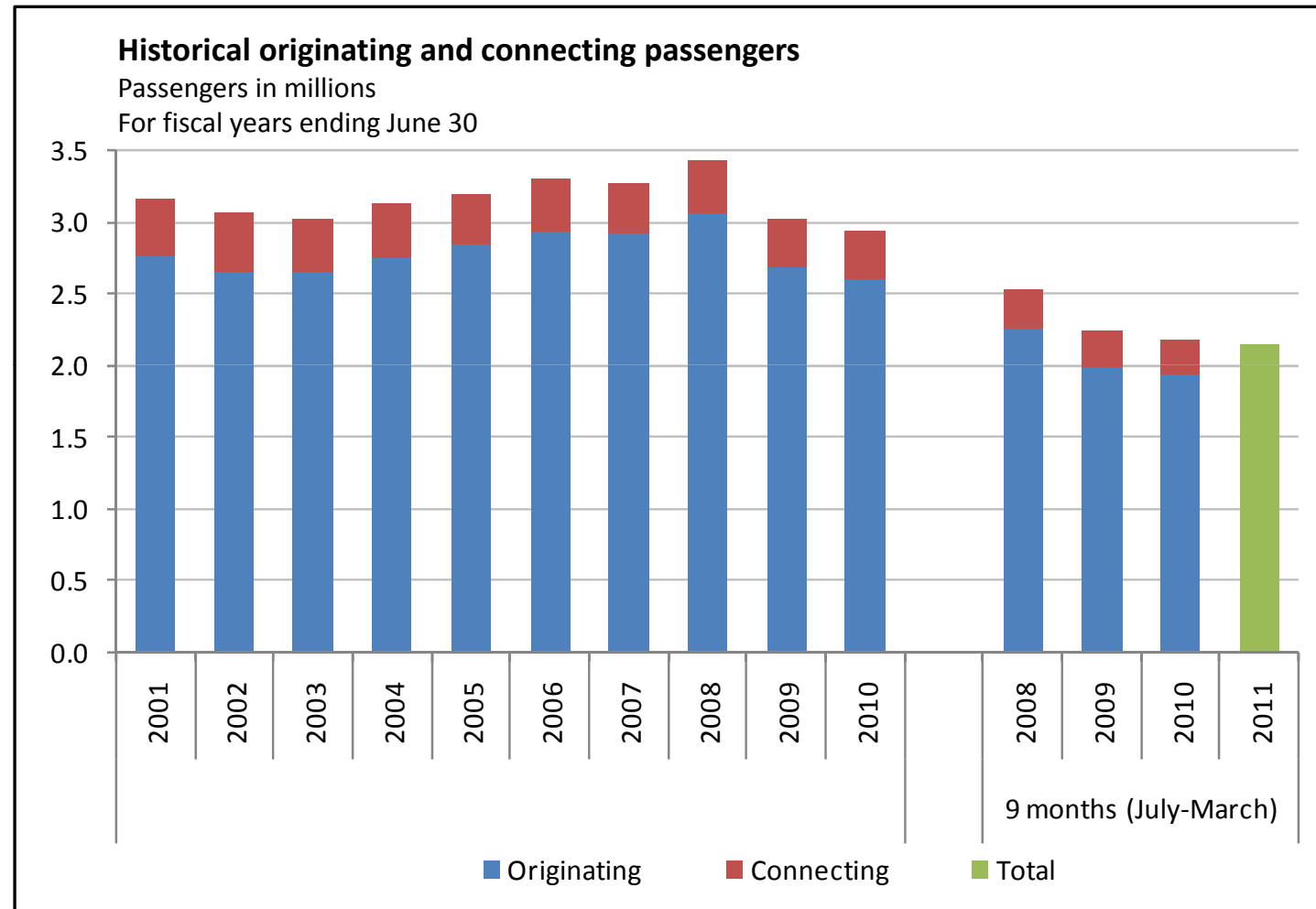
Air Service Trends, FY 2001-FY 2010



Enplaned Passenger Numbers Decreased 7% Between FY 2001 and FY 2010

Key Points

- Enplaned passenger numbers peaked in FY 2008 (3.4m)
- The number of enplaned passengers for FY 2010 (2.9m) was the lowest since FY 1994
- The number of enplaned passengers for FY (July-June) 2010 was 41% less than the number forecast by the FAA for federal fiscal year (October-September) 2010 in the 2000 Terminal Area Forecast (TAF)

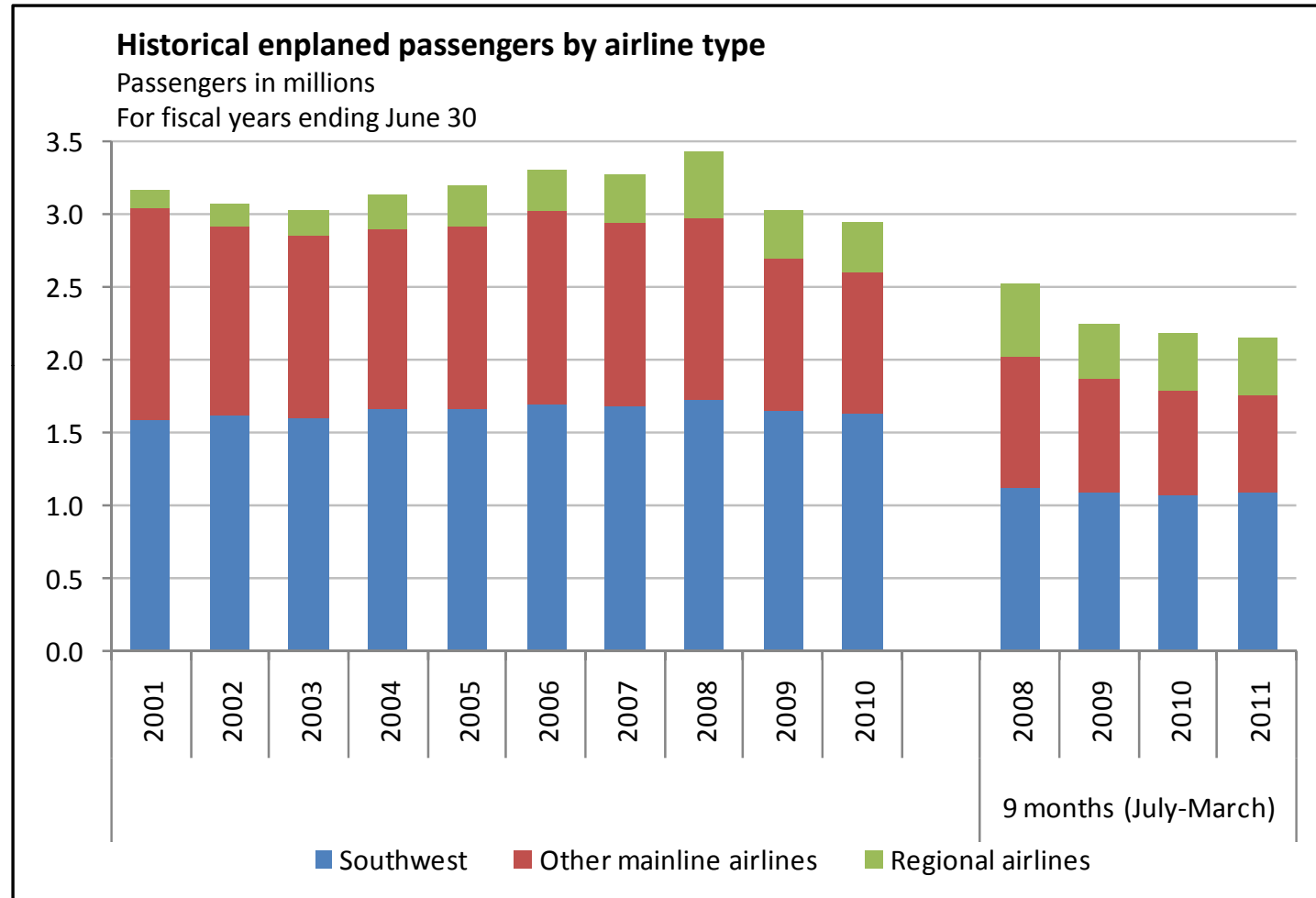


Note: Originating passenger numbers not yet available for first 9 months of FY 2011.

Enplaned Passenger Numbers on Southwest Increased 3% Between FY 2001 and FY 2010

Key Points

- The 7% decrease in enplaned passenger numbers between FY 2001 and FY 2010 was comprised of a 3% increase in enplaned passenger numbers for Southwest, a 200% increase for regional airlines, and a 34% decrease for other mainline airlines
- If mainline airlines were grouped with their regional affiliates, Frontier would be the only airline other than Southwest to enplane more passengers in FY 2010 than in FY 2001 (a 200% increase)



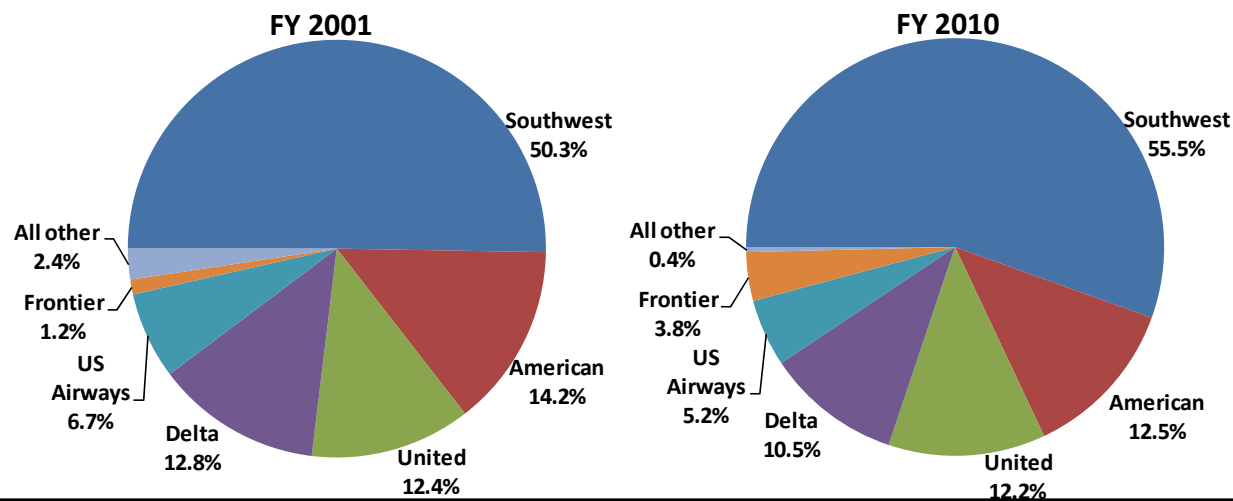
Southwest's Share of Enplaned and Originating Passengers Increased Between FY 2001 and FY 2010

Key Points

- Southwest's share of enplaned passengers increased 5.2 points and its share of originating passengers increased 6.0 points
- Other than Southwest, only Frontier gained market share (+2.6 points in enplaned passengers and +3.0 points in originating passengers)
- The share of enplaned passengers for all other airlines combined decreased 8.9 points
- The share of originating passengers for all other airlines combined decreased 7.9 points

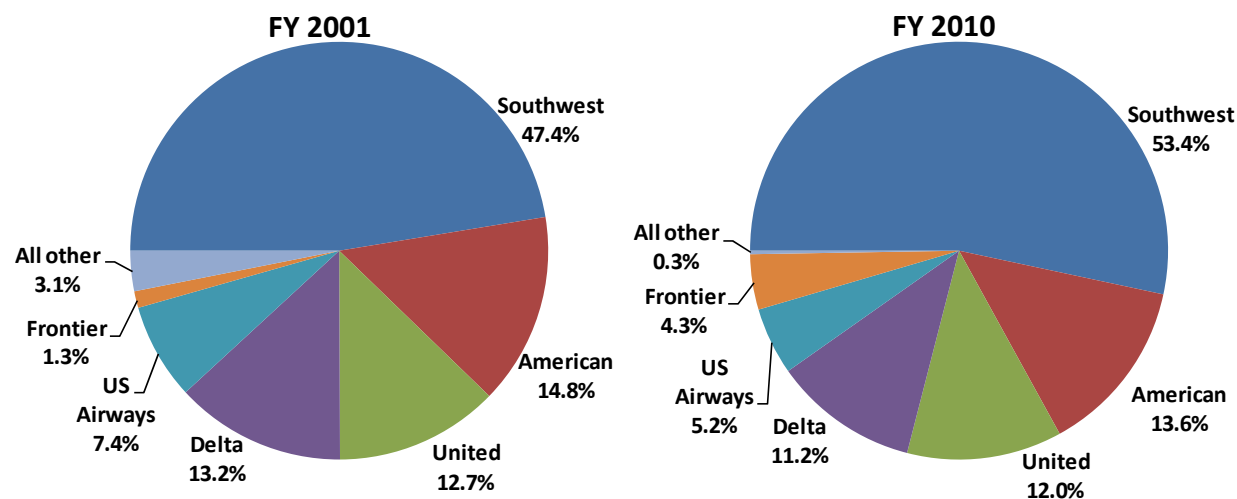
Market shares of enplaned passengers

For fiscal years ending June 30



Market shares of domestic originating passengers

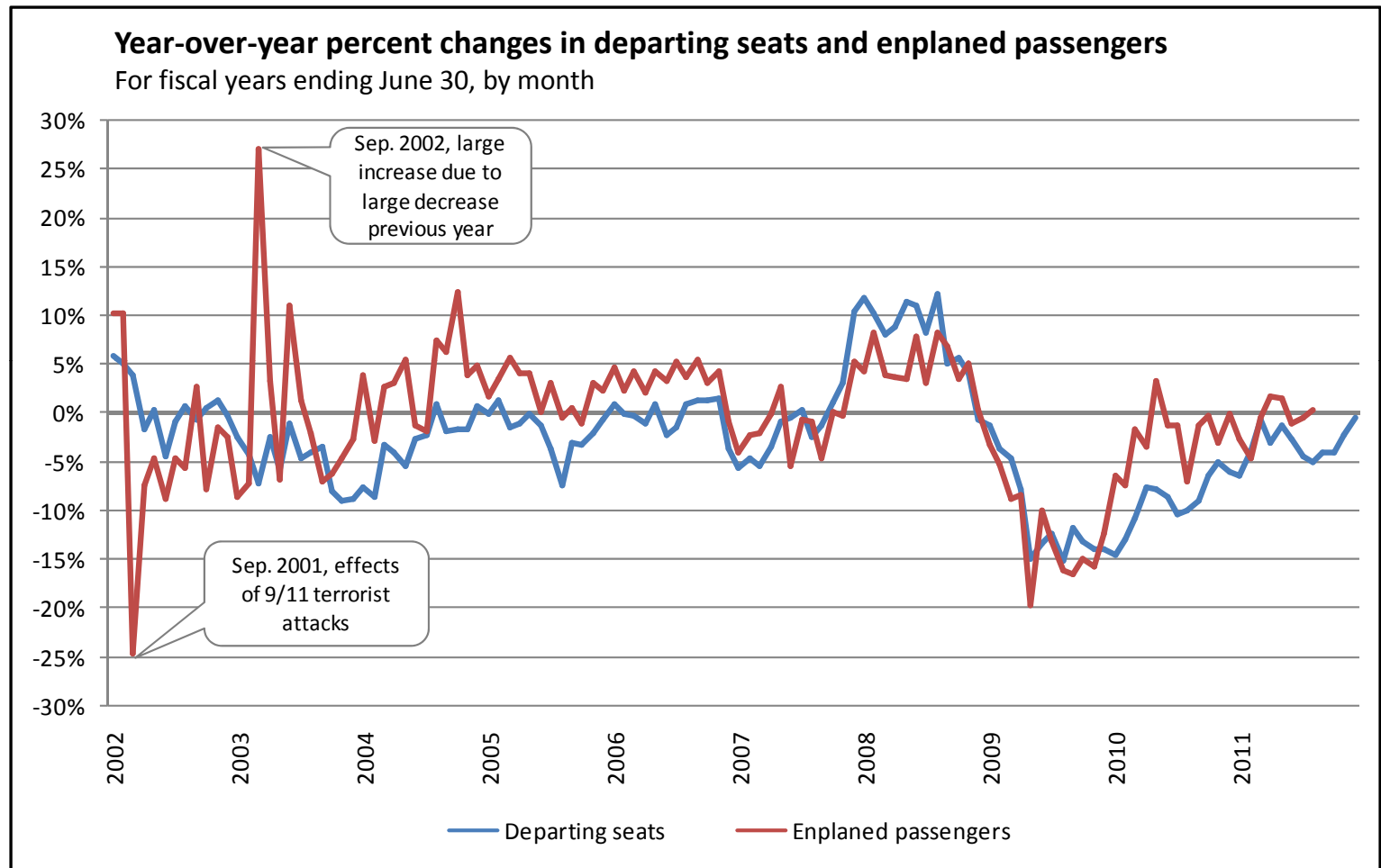
For fiscal years ending June 30



Passenger Traffic Has Generally Followed Changes in Seat Capacity

Key Points

- The number of departing seats from ABQ decreased 21% between FY 2001 and FY 2010, much greater than the 7% decrease in enplaned passengers, resulting in a 11 point load factor increase (from 58% to 69%, excluding transit passengers)

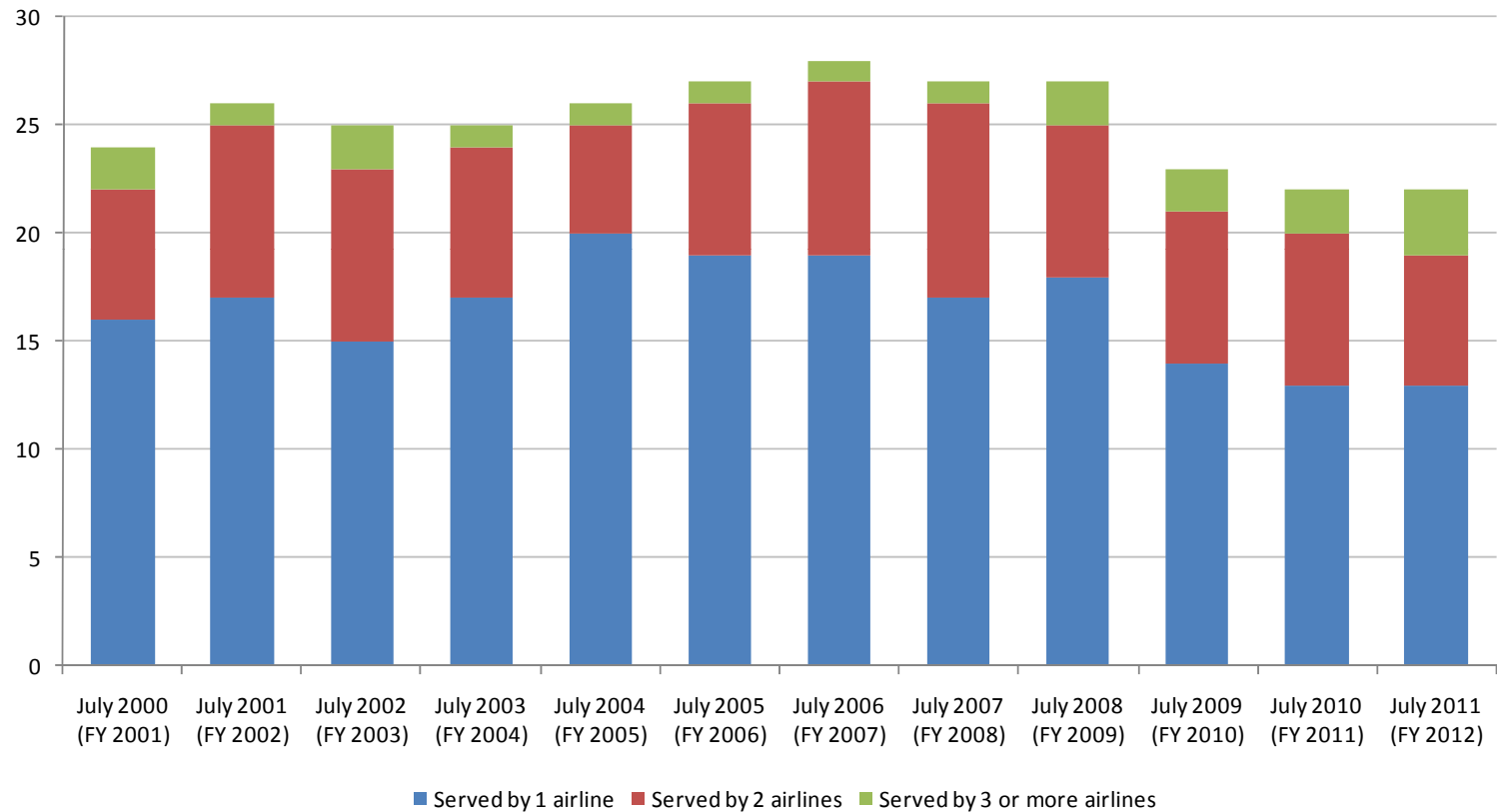


ABQ Has Nonstop Service to 22 Markets in July 2011 Compared with 24 In July 2000

Key Points

- In July 2011, 2 fewer markets were served than in July 2000 and 5 fewer markets were served than between July 2006, the peak for the period
- Most markets from ABQ are served by 1 airline, primarily Southwest
- As of July 2011, 13 markets were served by 1 airline, 6 were served by 2 airlines, and 3 were served by 3 airlines

Number of markets served nonstop
For the month of July, 2000-2011



Notes: Excludes 5 intra-state markets served by commuter airlines.
Multi-airport markets (e.g. Chicago) are counted once.

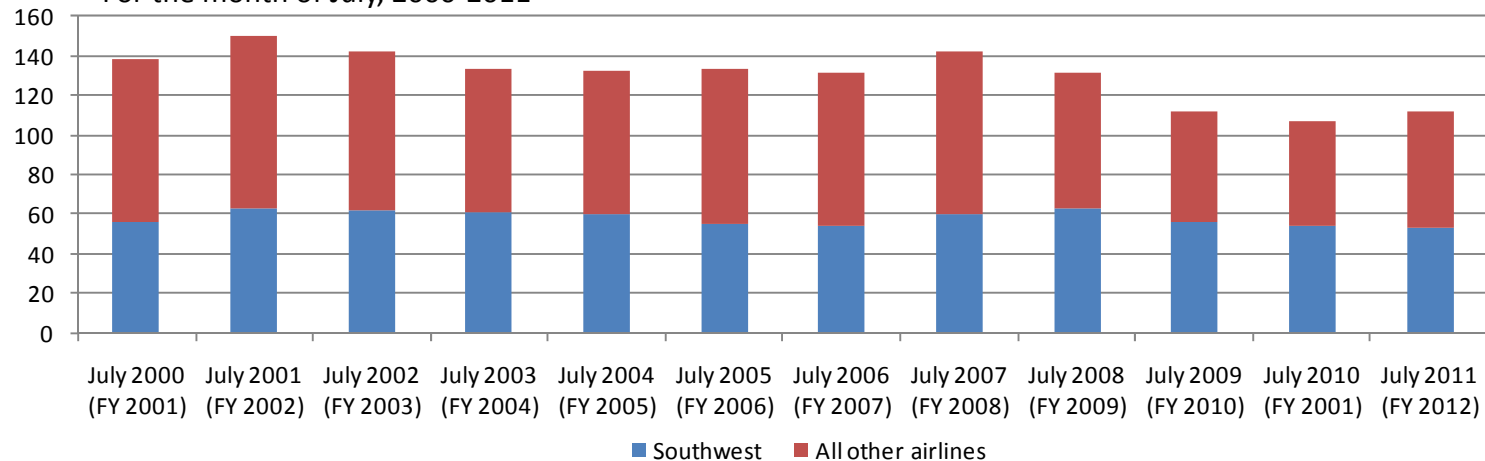
Average Daily Departures at ABQ Have Decreased by 27 (19%) Between July 2000 and July 2011

Key Points

- All other airlines have decreased average daily departures by 24 while Southwest has decreased by 3 between July 2000 and July 2011
- Los Angeles, Phoenix, Dallas, San Francisco, Denver, and Washington together have increased average daily departures by 8 while all other markets have decreased by 34 between July 2000 and July 2011

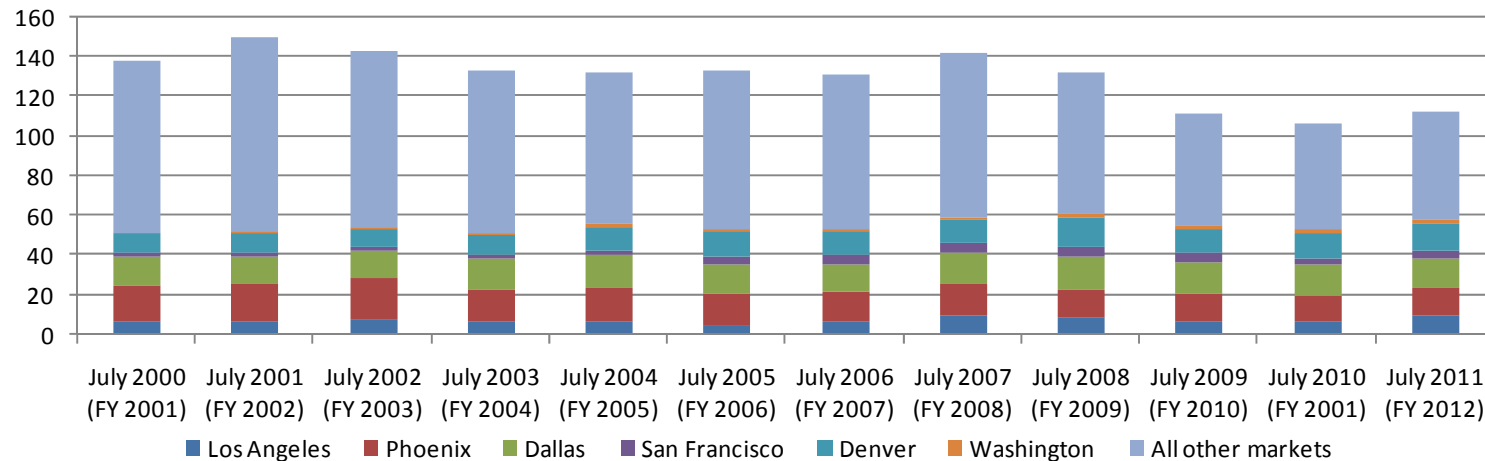
Average daily departures by airline

For the month of July, 2000-2011



Average daily departures by market

For the month of July, 2000-2011



Notes: Excludes service by commuter airlines.

All Airlines Have Decreased Capacity Since FY 2001

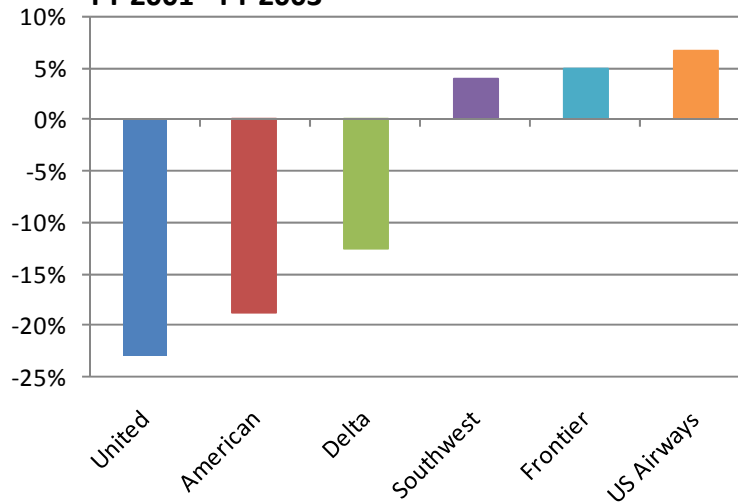
Key Points

- Between FY 2001 and 2003 the number of departing seats decreased 4.4% (240,000 seats), due to large decreases by United, American, and Delta
- Between FY 2003 and FY 2008, the number of departing seats increased 1.2% (60,000 seats), largely due to increases made by United
- Between FY 2008 and FY 2010, the number of departing seats decreased 19.0% (980,000 seats), with all airlines decreasing seat capacity

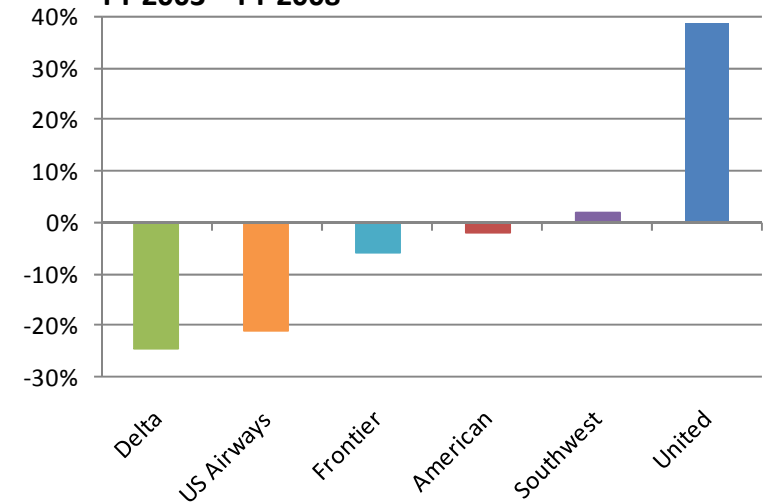
Year-over-year percent changes in departing seats, by airline

For fiscal years ending June 30

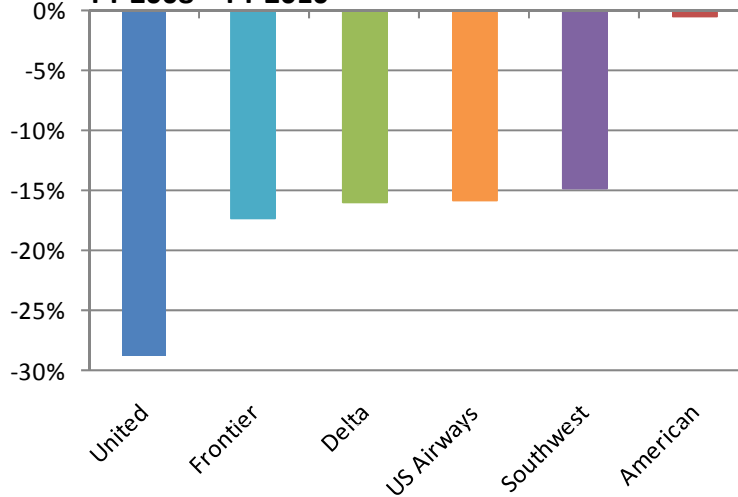
FY 2001 - FY 2003



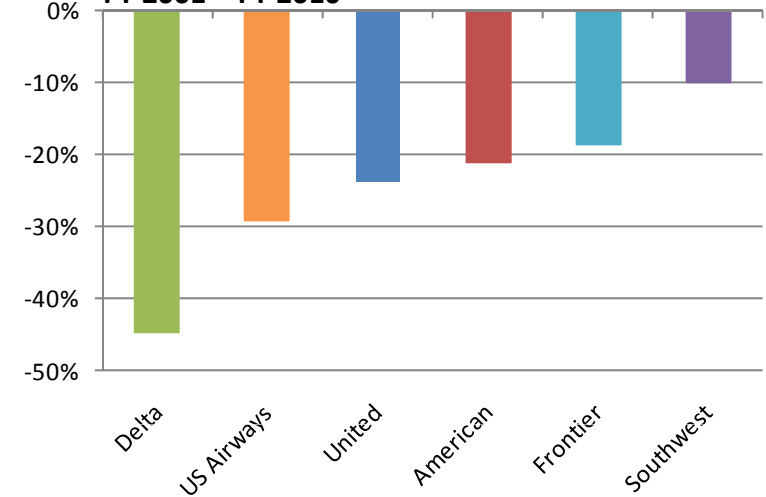
FY 2003 - FY 2008



FY 2008 - FY 2010



FY 2001 - FY 2010



Of Top Nonstop Markets, Seats to Chicago and Dallas Have Increased Most Since FY 2001

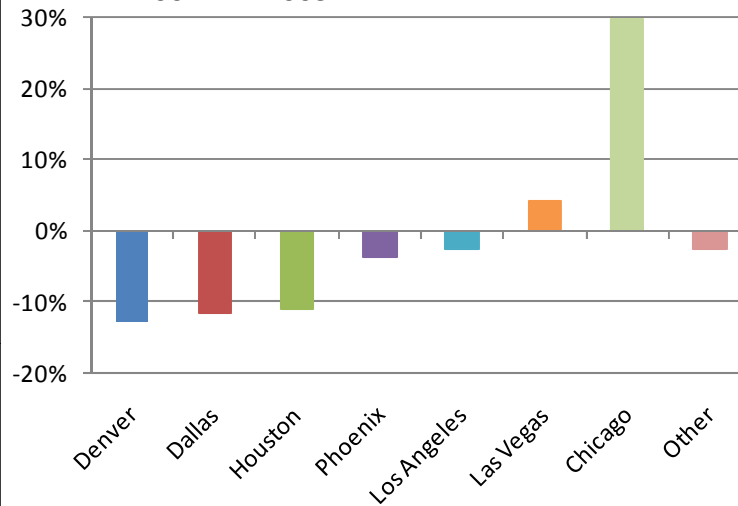
Key Points

- Of the top markets served nonstop from ABQ, Chicago (99%) and Dallas (10%) experienced the most growth in the number of departing seats since FY 2001

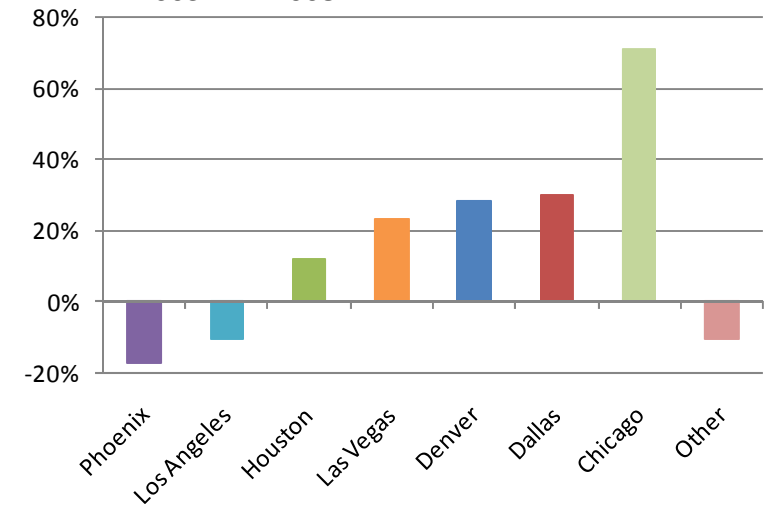
Year-over-year percent changes in departing seats, by destination market

For fiscal years ending June 30

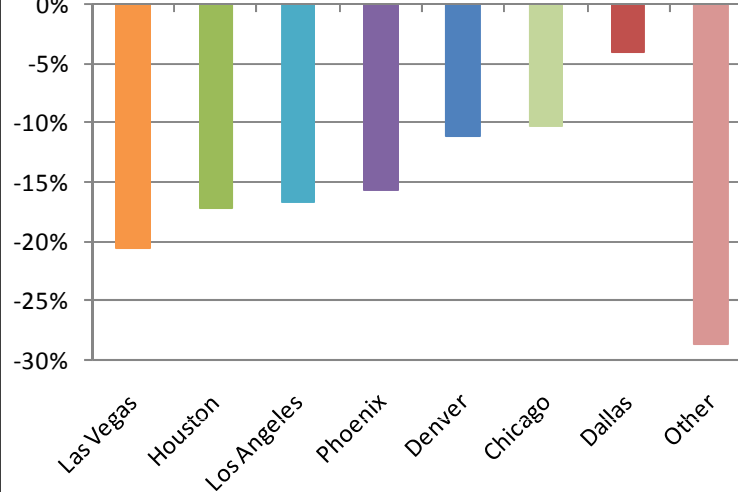
FY 2001 - FY 2003



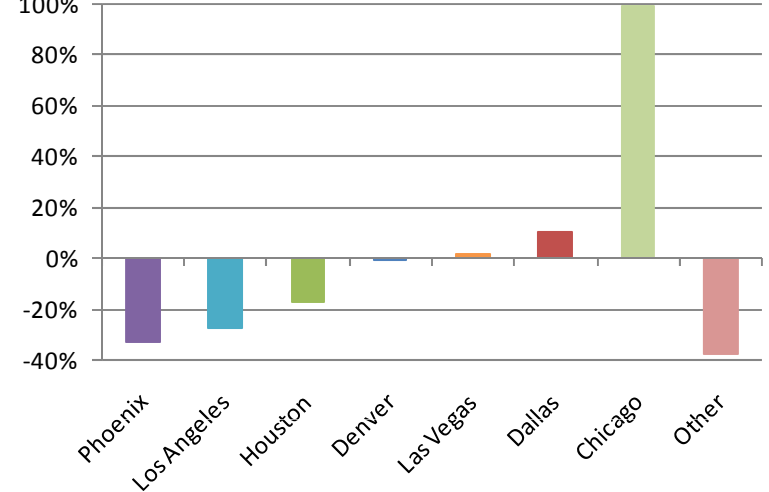
FY 2003 - FY 2008



FY 2008 - FY 2010



FY 2001 - FY 2010



Most Capacity Reductions Occurred in Markets Without Competition

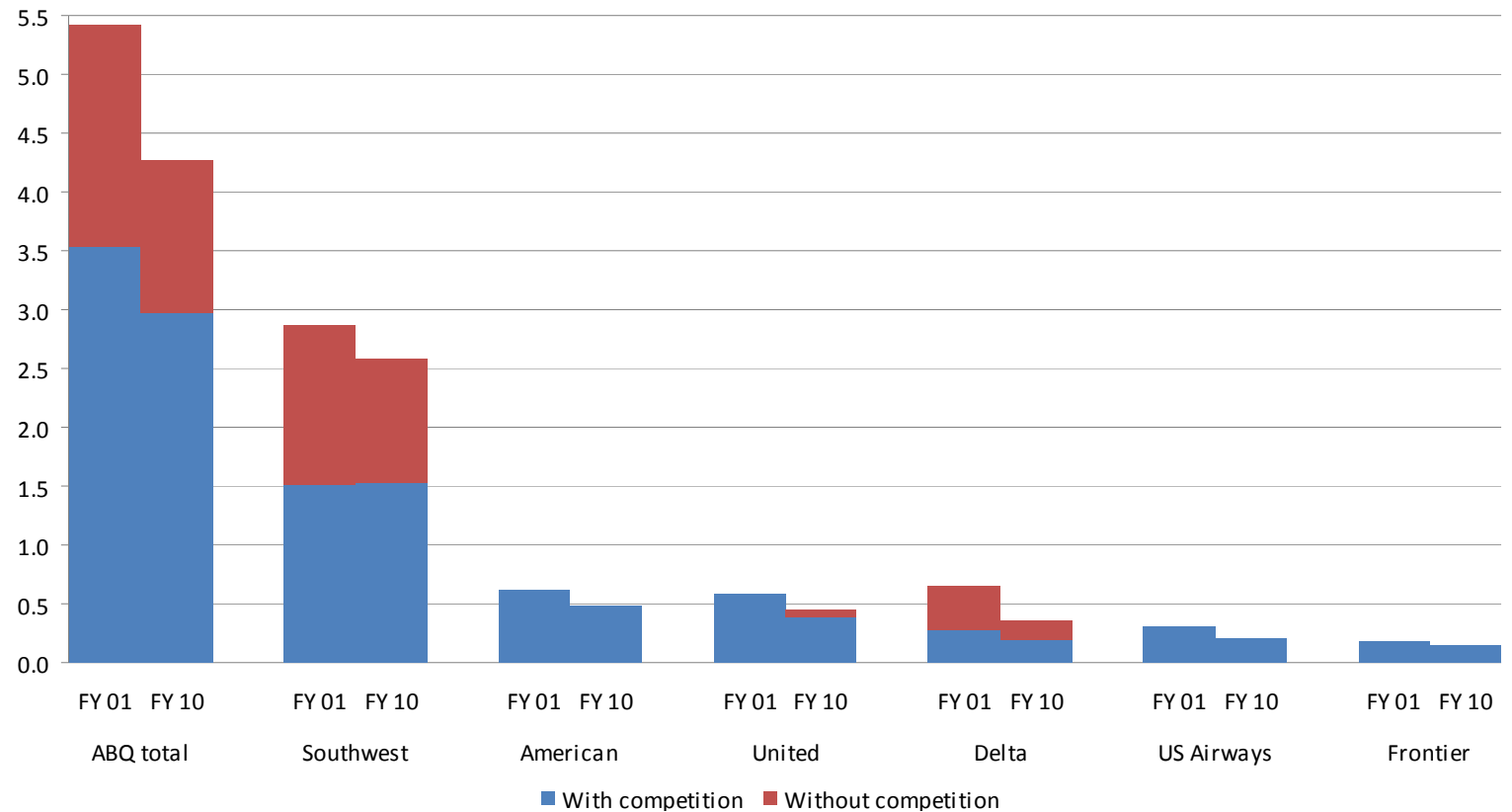
Key Points

- Capacity at ABQ has decreased by more than a million seats (21%) since FY 2001
- Departing seats to markets with competition decreased 16%, compared with a 31% decrease to markets served without competition since 2001
- All seats scheduled by American, US Airways, and Frontier are to competitive markets

Departing seats by airline to markets served with and without competition

Ranked by FY 2010 total seats (in millions)

For fiscal years ending June 30



Notes: Includes seats on regional affiliates.

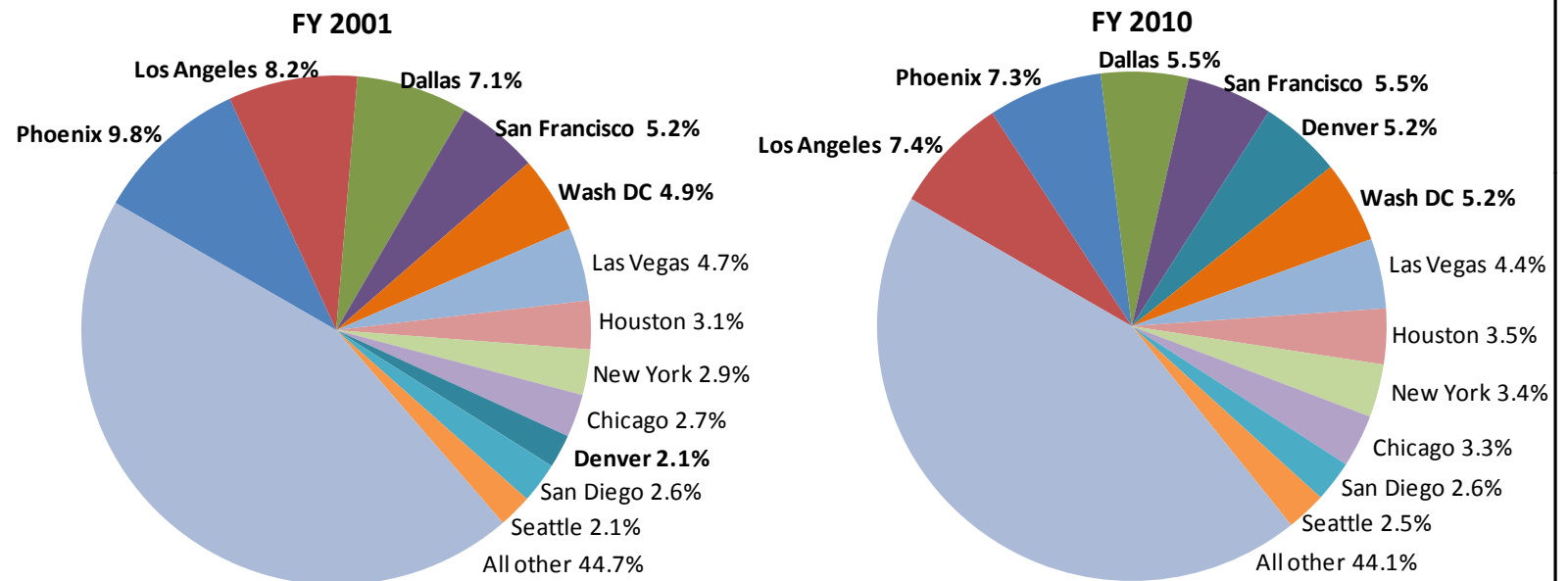
The Top 3 Domestic O&D Markets from ABQ Remain Los Angeles, Phoenix, and Dallas

Key Points

- The individual shares of the 3 largest markets (Phoenix, Los Angeles, and Dallas) decreased between FY 2001 and FY 2010
- Denver's share of domestic originating passengers increased 3 percentage points from FY 2001 to FY 2010, reflecting new service by Southwest

Shares of domestic originating passengers, by market

For fiscal years ending June 30



Southwest Carries a Higher Share of Passengers from ABQ to Large Markets than to Small Ones

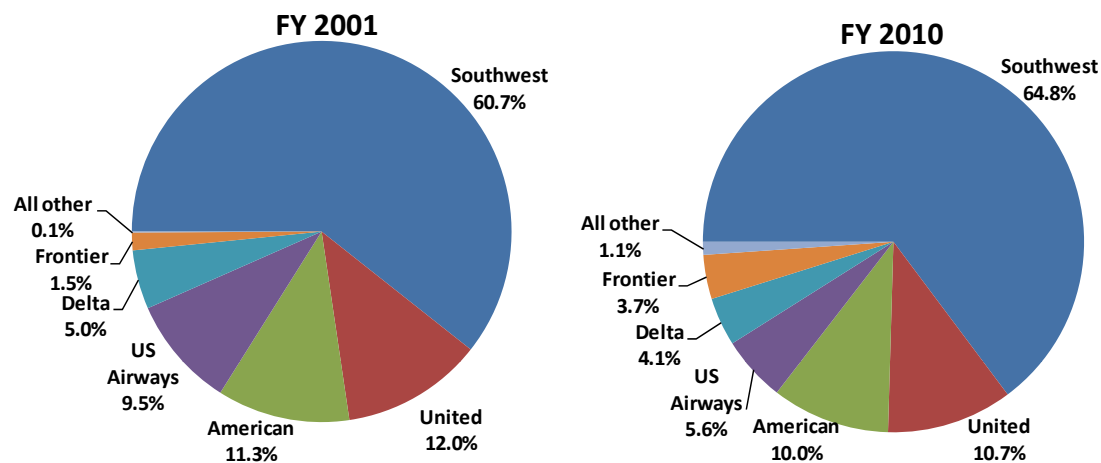
Key Points

- Southwest's share of originating passengers from ABQ to large markets (markets accounting for 2% or more of total originating passengers) was 65% in FY 2010, up 4 percentage points since FY 2001
- Southwest's share of originating passengers to smaller markets (markets accounting for less than 2% of total originating passengers) was only 39% in FY 2010, up 8 percentage points since FY 2001
- Network airlines carry a larger share of passengers to smaller markets than larger markets due to the large number of smaller markets they serve

Market shares of domestic originating passengers—large markets

For destination markets with 2% or more share of O&D passengers

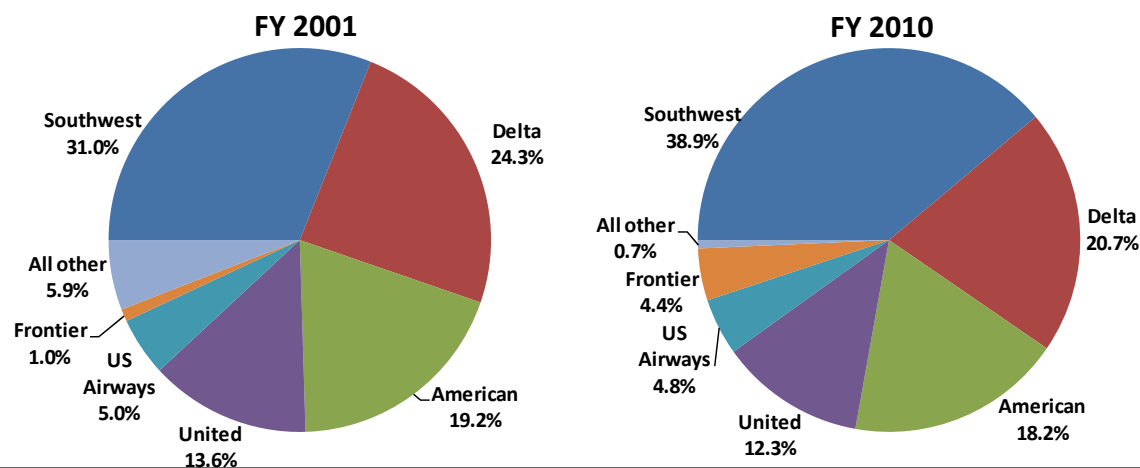
For fiscal years ending June 30



Market shares of domestic originating passengers—small markets

For destination markets with less than 2% share of O&D passengers

For fiscal years ending June 30



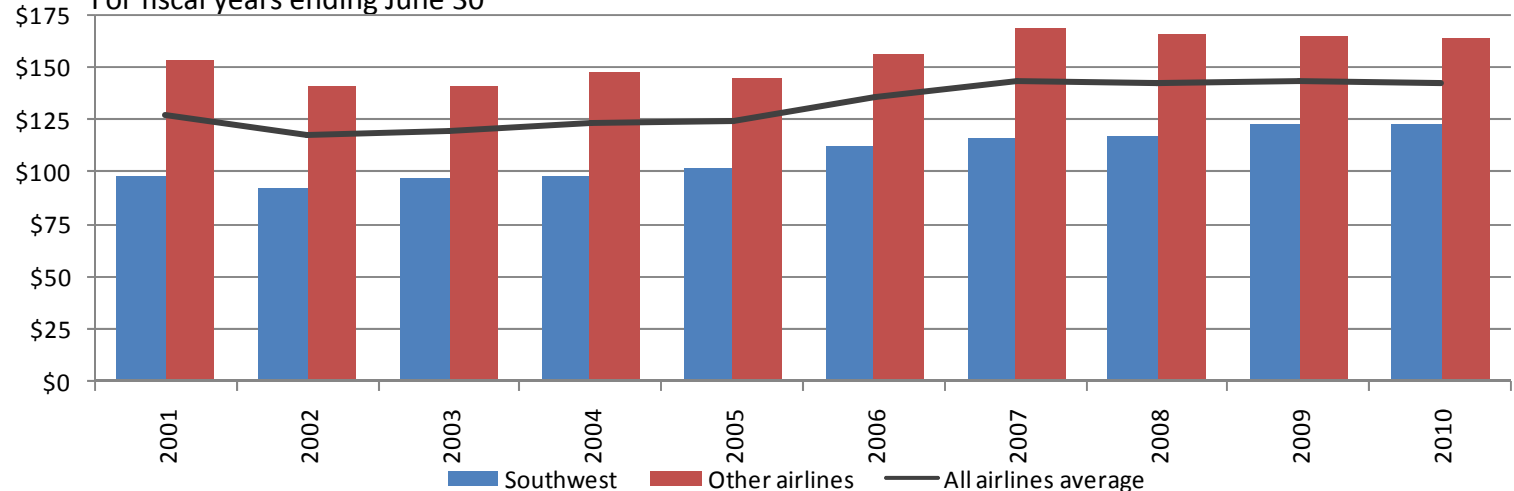
On Average, Domestic Fares Increased 12% and Stage Lengths Increased 8% Between FY 2001 and FY 2010

Key Points

- The average fare from ABQ increased by \$15.00 (12%) between FY 2001 and 2010, comprised of an increase of \$25.00 (25%) for Southwest and an increase of \$11.00 (7%) for all other airlines combined
- The average stage length from ABQ increased 85 miles (8%) between FY 2001 and 2010, comprised of an increase of 143 miles (21%) for Southwest and an increase of 80 miles (7%) for all other airlines combined
- Fare data do not include ancillary fees such as baggage fees, so recent increases in average fares for all other airlines are understated

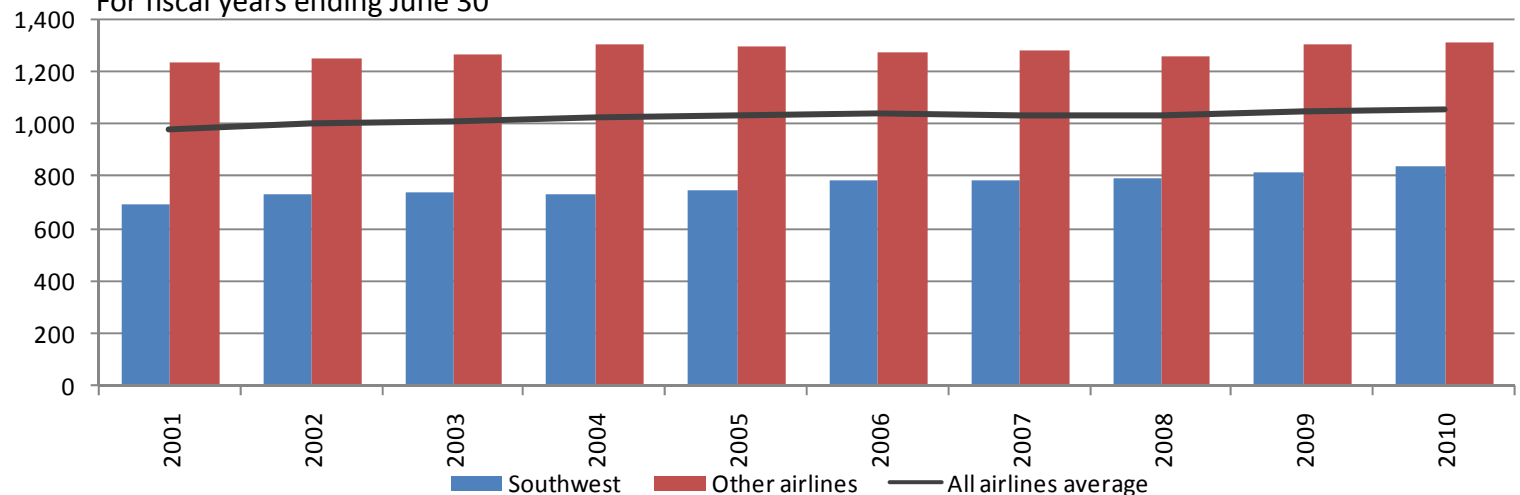
Average domestic one-way fare

For fiscal years ending June 30



Average stage length (miles)

For fiscal years ending June 30



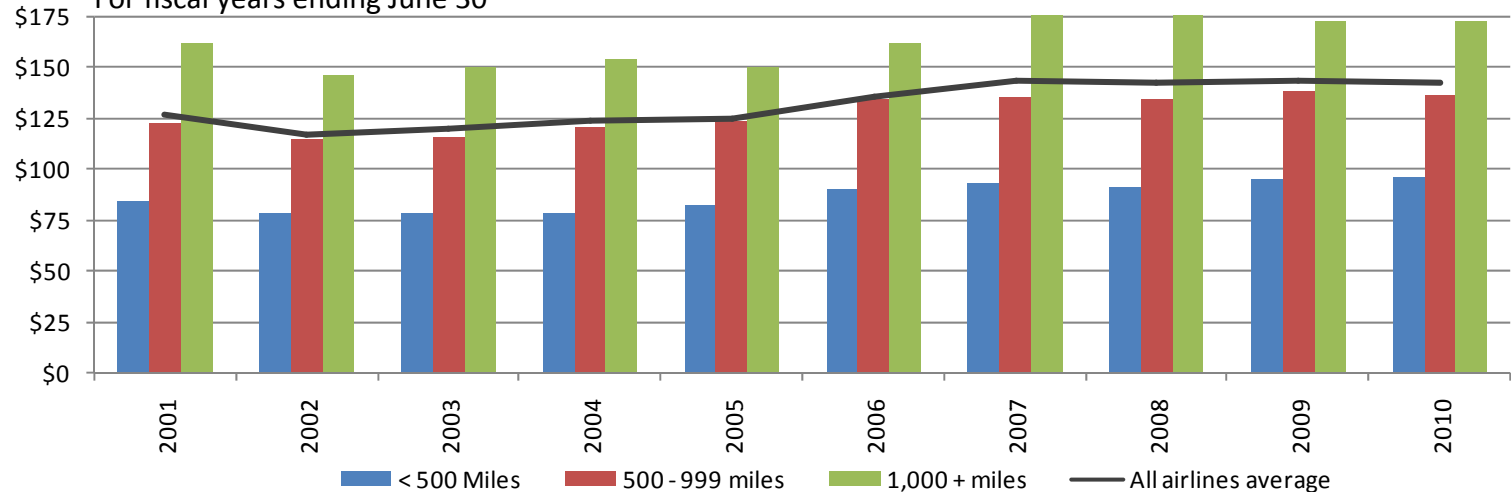
On Average, Fares in Shorter Haul (< 1,000 miles) Markets Have Increased More Than Those in Longer-Haul Markets

Key Points

- Average fares paid by passengers flying less than 500 miles increased 14% between FY 2001 and FY 2010, compared with an 11% increase for passengers flying 500-999 miles, and a 6% increase for passengers flying 1,000 miles or more
- The share of passengers flying fewer than 500 miles decreased by 4 percentage points, while the share of passengers flying 500-999 miles decreased 1 percentage point, and the share of passengers flying 1,000 miles or more increased 5 percentage points

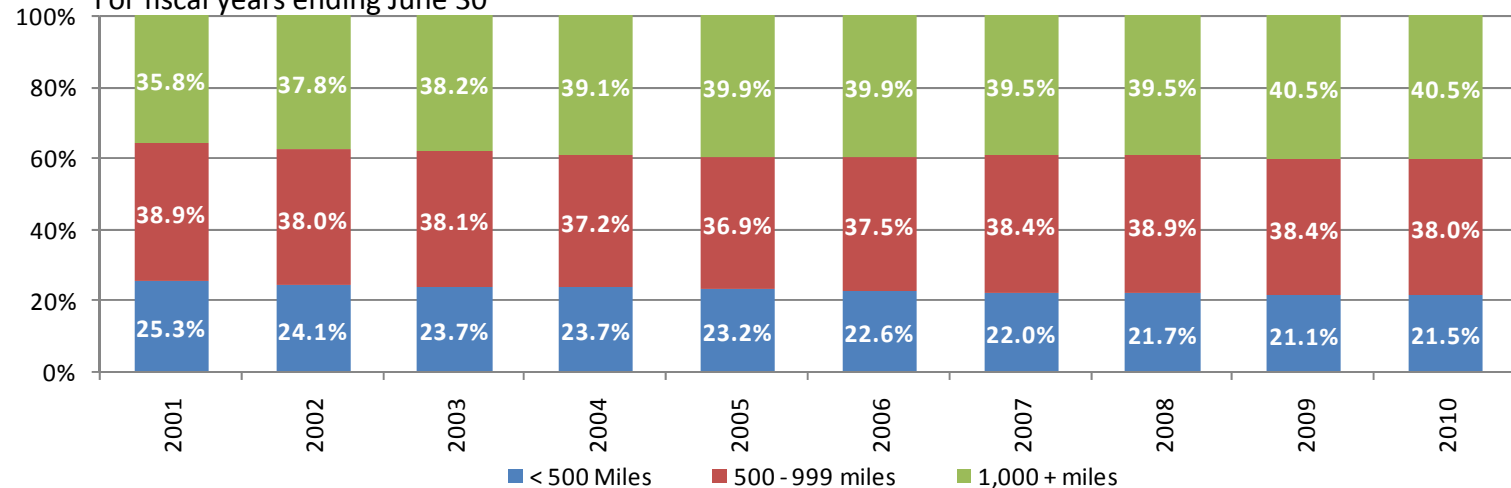
Average domestic one-way fare, by stage length

For fiscal years ending June 30



Share of domestic originating passengers, by stage length

For fiscal years ending June 30



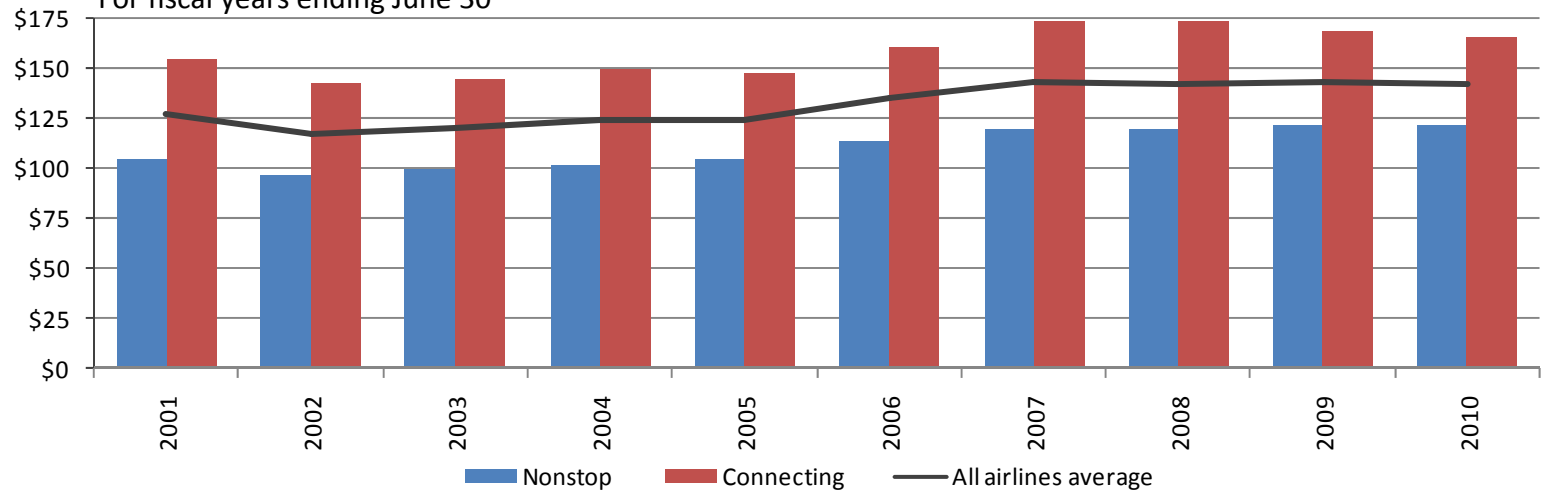
On Average, Originating Passengers Flying Nonstop Pay Less than Passengers Who Connect

Key Points

- Average fares paid by passengers flying nonstop have increased 16% between FY 2001 and FY 2010, compared with a 7% increase for passengers connecting at another airport
- The average stage length for passengers flying nonstop increased by 74 miles (12%) between FY 2001 and FY 2010, compared with an increase of 70 miles (5%) for passengers connecting at another airport
- The trends in fares and stage lengths generally follow trends in fares by airline groups, as ABQ passengers who connect at another airport most often fly airlines other than Southwest

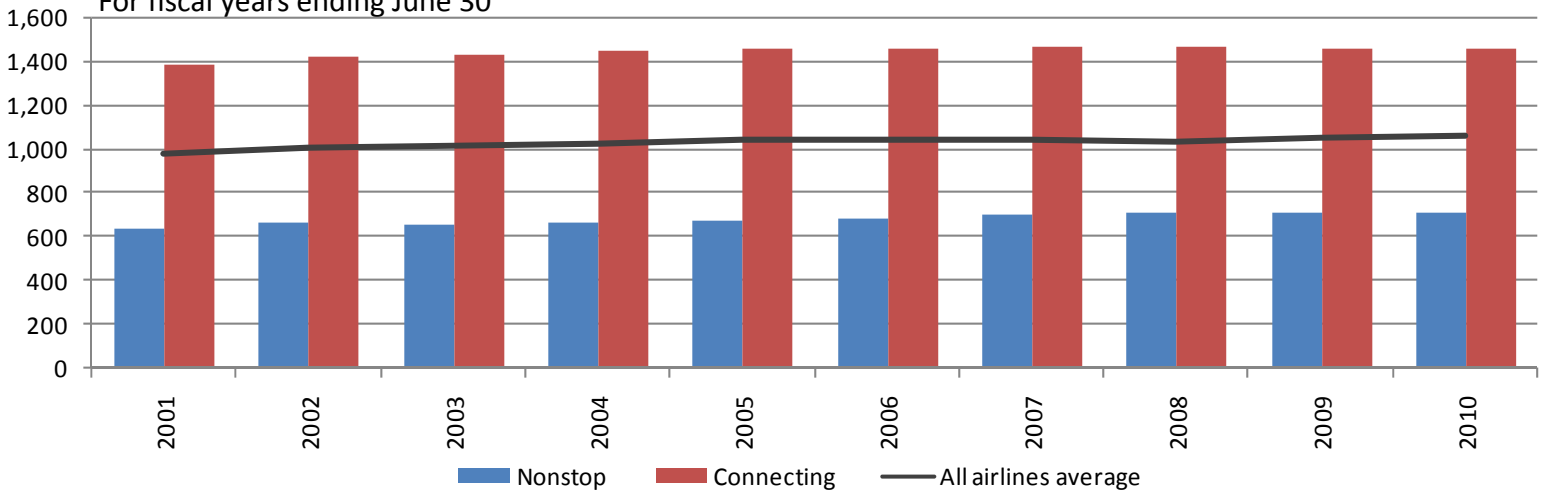
Average domestic one-way fare

For fiscal years ending June 30



Average stage length (miles)

For fiscal years ending June 30



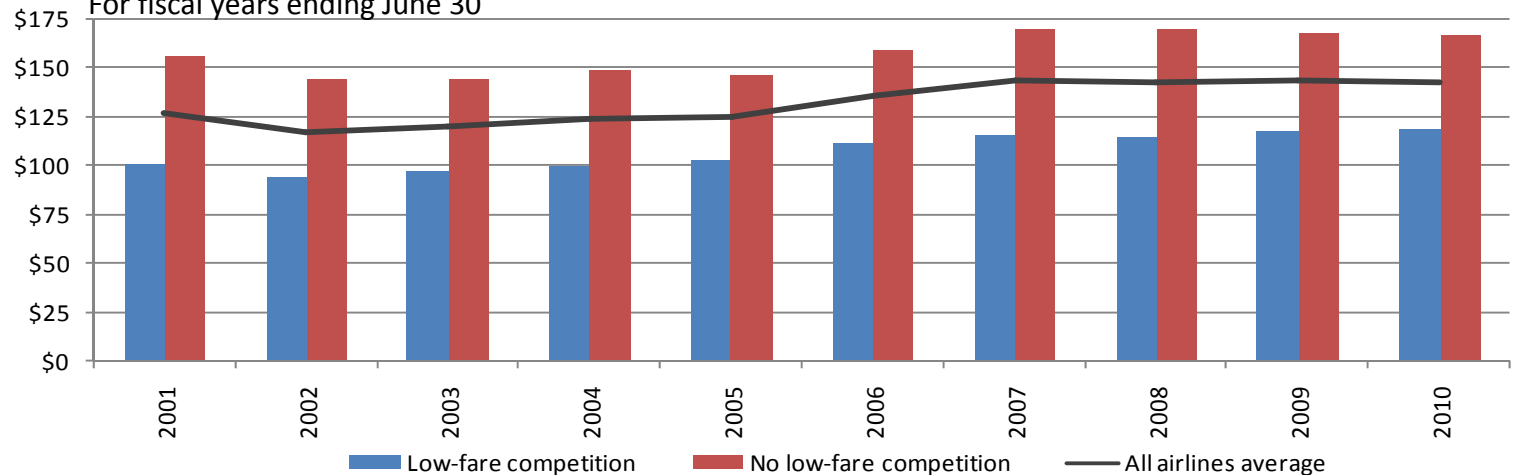
On Average, Fares to Markets with Low-Fare Competition Increased More Than Those to Markets without Low-Fare Competition

Key Points

- Average fares paid by passengers flying to markets with low-fare competition (i.e., served by a low-cost carrier) have increased 18% between FY 2001 and FY 2010, compared with a 7% increase for passengers flying to markets without low-fare competition
- The share of passengers flying to markets with low-fare competition was essentially unchanged between FY 2001 and FY 2010

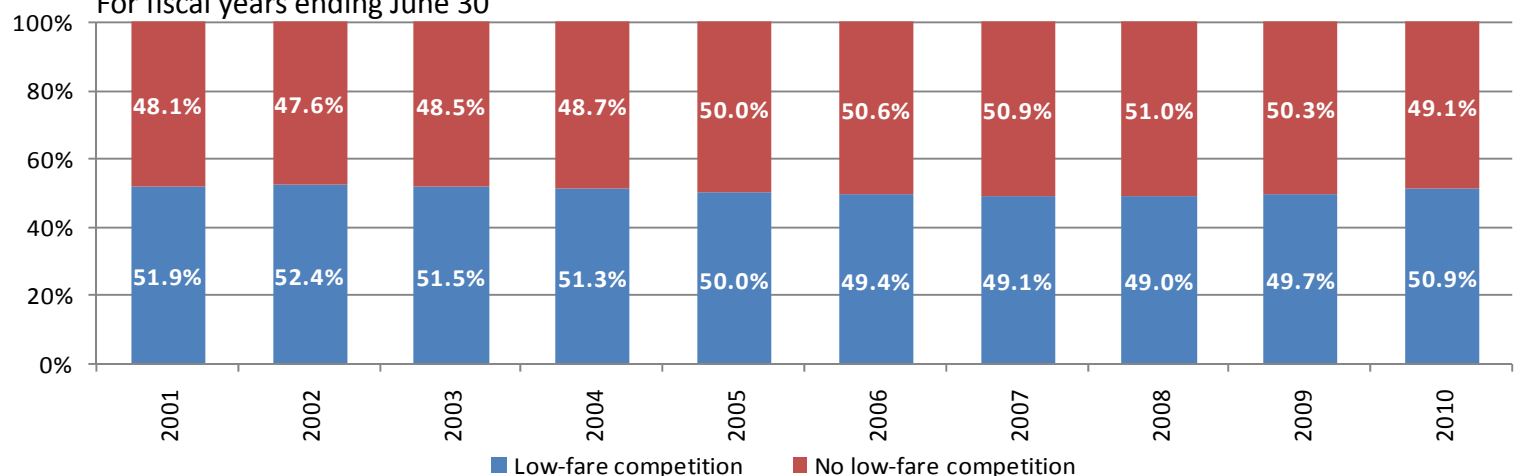
Average domestic one-way fare

Markets with low-fare competition vs. markets without low-fare competition
For fiscal years ending June 30



Share of domestic originating passengers

Markets with low-fare competition vs. markets without low-fare competition
For fiscal years ending June 30



Air Service Trends versus U.S. Benchmark Airports, FY 2001-FY 2010

Capacity Reductions at ABQ Have Been in Line with National Trends

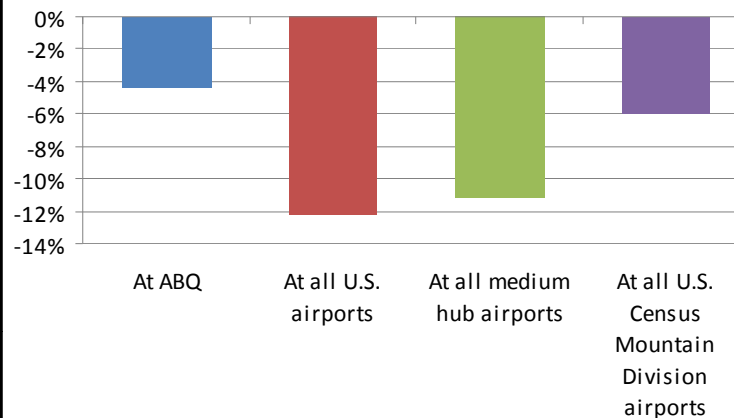
Key Points

- Capacity at ABQ decreased 21% between FY 2001 and FY 2010 compared with 17% for all U.S. airports, 22% for all medium hub airports, and 11% for all U.S. Census Mountain Division airports

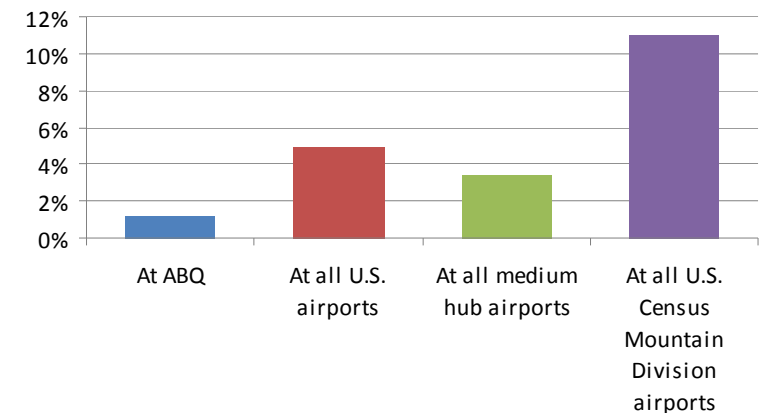
Year-over-year percent changes in departing seats on all airlines

For fiscal years ending June 30

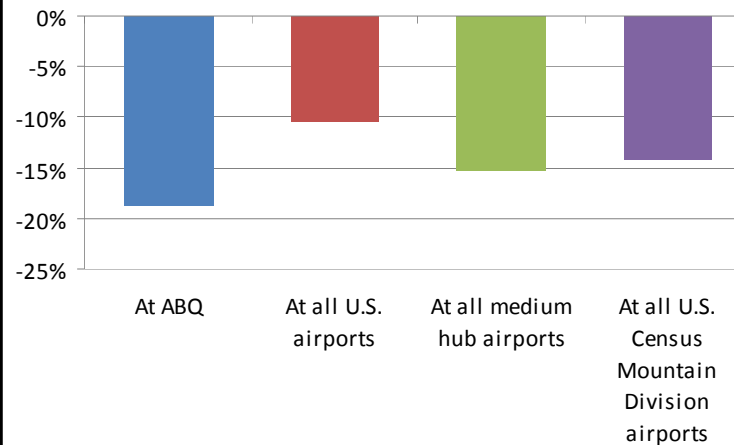
FY 2001 - FY 2003



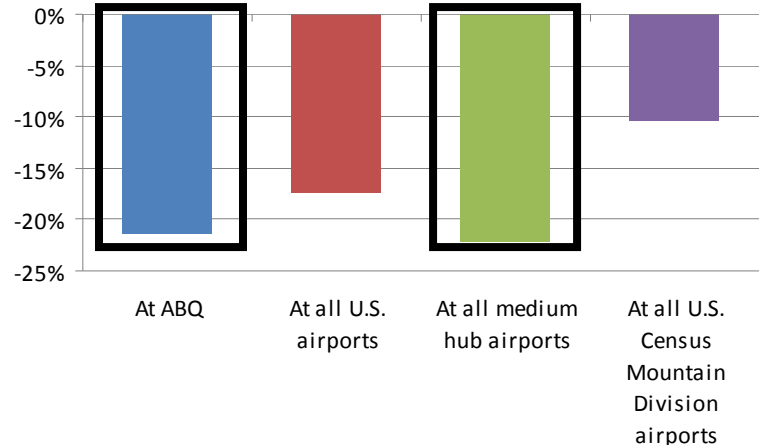
FY 2003 - FY 2008



FY 2008 - FY 2010



FY 2001 - FY 2010



Notes: U.S. Census Mountain Division includes all small, medium, and large hub airports in AZ, CO, ID, MT, NM, NV, UT, and WY.

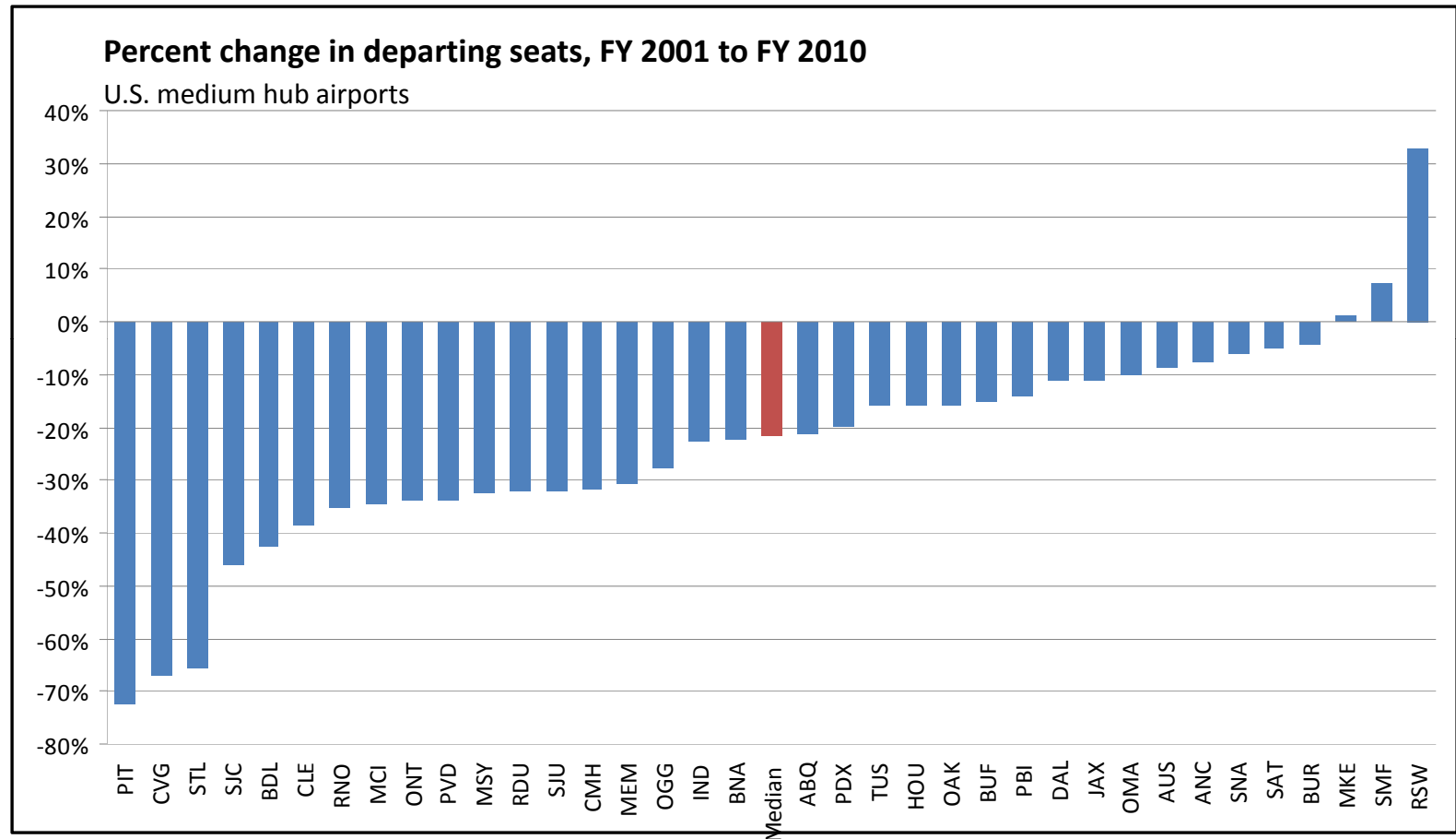
DEN not included in calculation to exclude the effect of Southwest entering the market in FY 2006.

Medium hub airports as classified by the FAA for 2009. PIT, STL, and CVG not included in calculation to exclude the effects of hub closures.

Capacity Reductions at ABQ Have Been Similar to Those Experienced by Other Medium Hubs

Key Points

- Capacity reductions at ABQ (21%) were slightly less than the median (22%) for all medium hub airports



Notes: Medium hub airports as classified by the FAA for 2009.

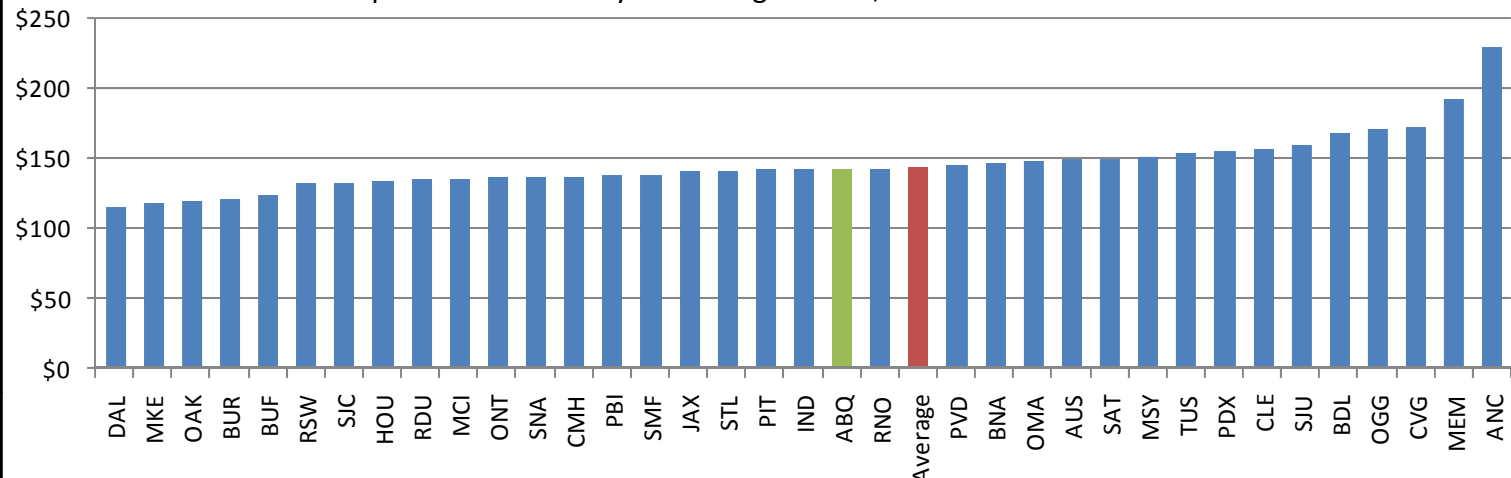
ABQ's Average Fare Increased More than at Most Medium-hub Airports between FY 2001 and FY 2010, but Is Still Lower than the Medium-hub Average

Key Points

- Average domestic one-way fares at ABQ increased 12% (\$15.00) between FY 2001 and FY 2010, compared with an average of 2% (\$3.00) for all medium-hub airports
- ABQ ranked tenth among 37 medium-hub airports by this measure
- Notwithstanding the comparatively high fare increases, ABQ's average domestic one-way fare of \$142 for FY 2010 was slightly less than the medium-hub average of \$143

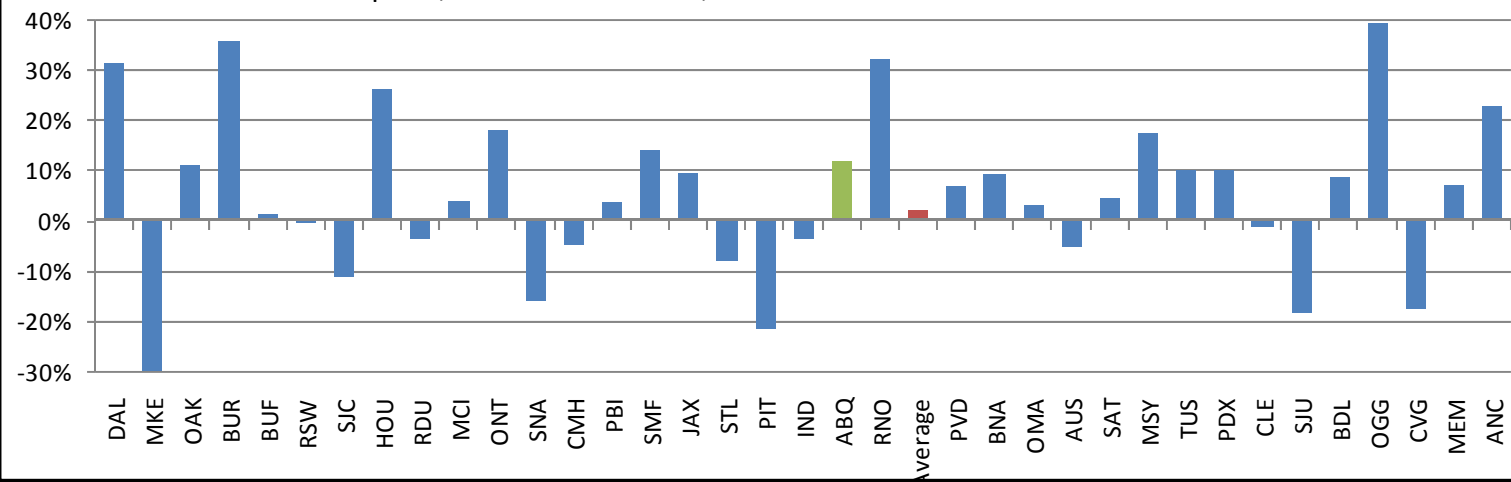
Average domestic one-way fare

U.S. medium hub airports for the fiscal year ending June 30, 2010



Percent change in average domestic one-way fare

U.S. medium hub airports, FY 2001 to FY 2010, ranked in order of above chart



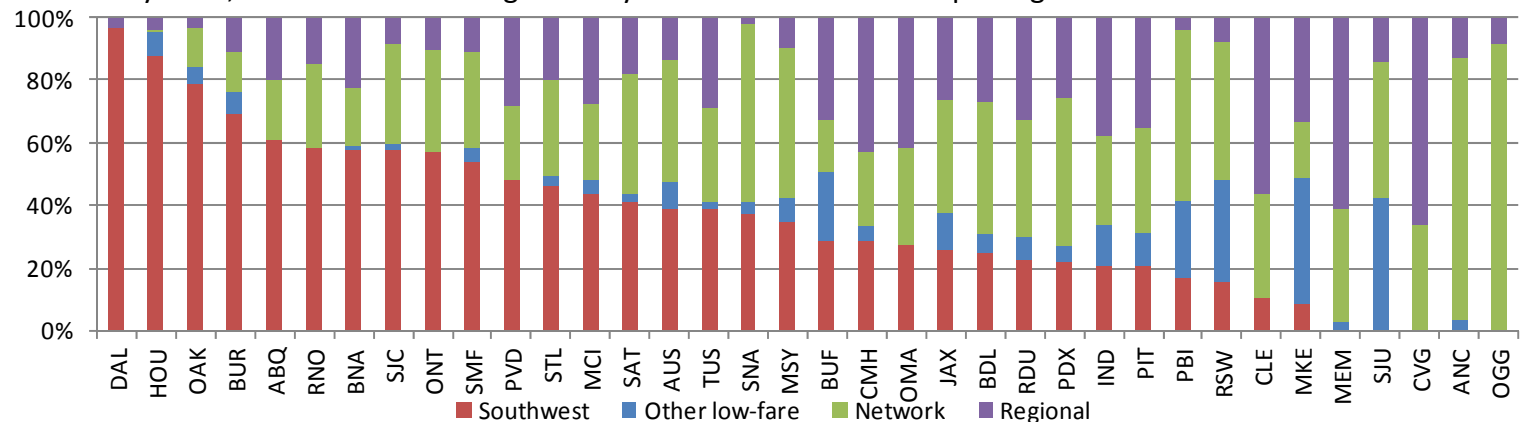
Southwest's Share of Departing Seats at ABQ for July 2011 Is Higher Than All but 4 Other Medium-hub Airports

Key Points

- Approximately 60% of average daily departing seats in FY 2011 are on Southwest, with the remaining 40% split evenly between network and regional airlines in July 2011
- Southwest's share of departing seats from ABQ was higher than its share at all but 4 other medium-hub airports

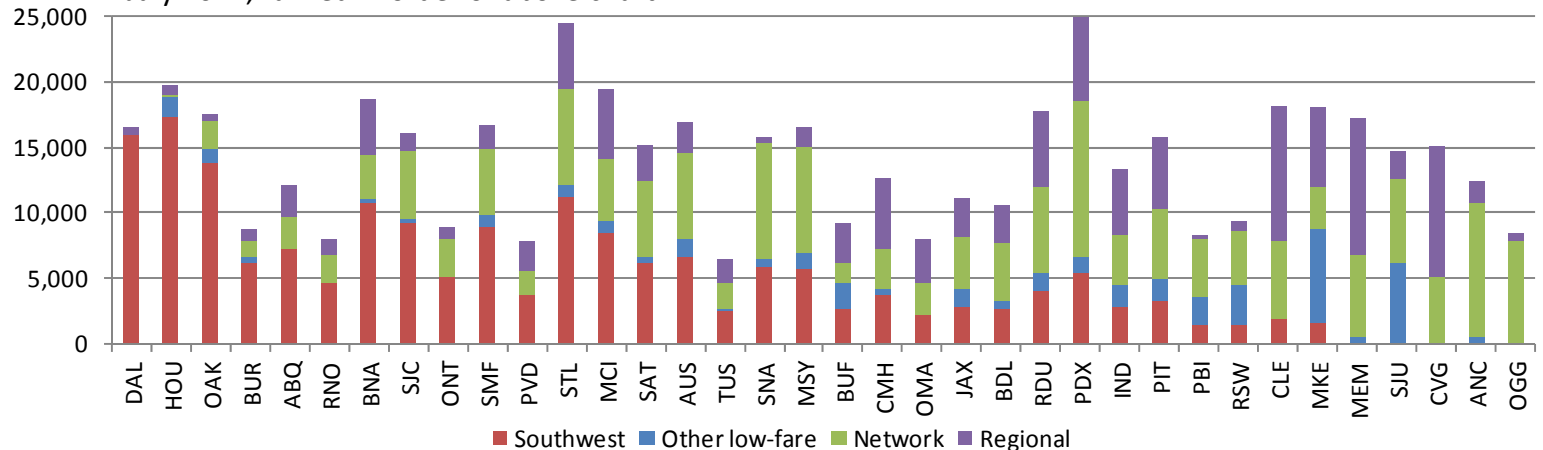
Share of average daily departing seats by type of airline

July 2011, ranked in descending order by Southwest's share of departing seats



Average daily departing seats by type of airline

July 2011, ranked in order of above chart



Notes: Medium hub airports as classified by the FAA for 2009.

ABQ Fared Worse than Most Similar Southwest Airlines Airports

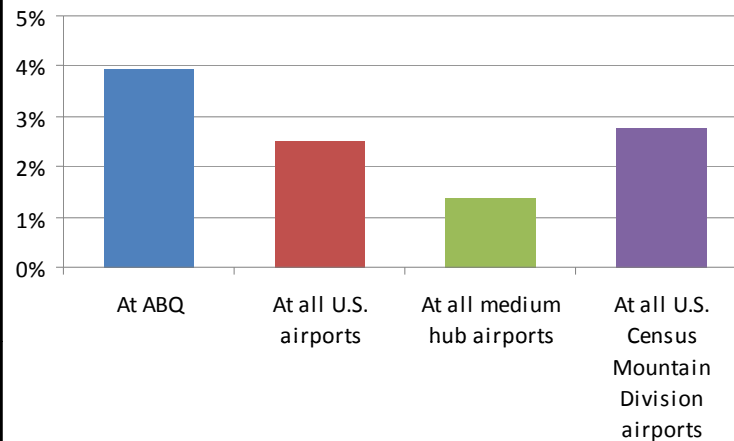
Key Points

- Capacity at ABQ decreased 10% between FY 2001 and FY 2010 compared with increases of 21% for all U.S. airports, 2% for all medium hub airports, and 9% for all U.S. Census Mountain Division airports

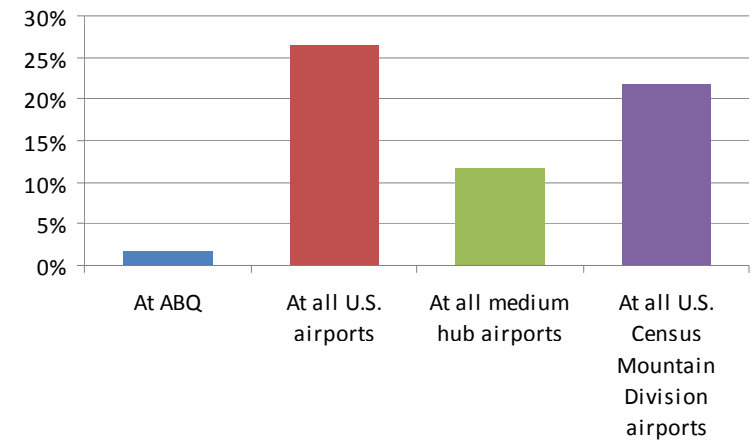
Year-over-year percent changes on Southwest Airlines departing seats

For fiscal years ending June 30

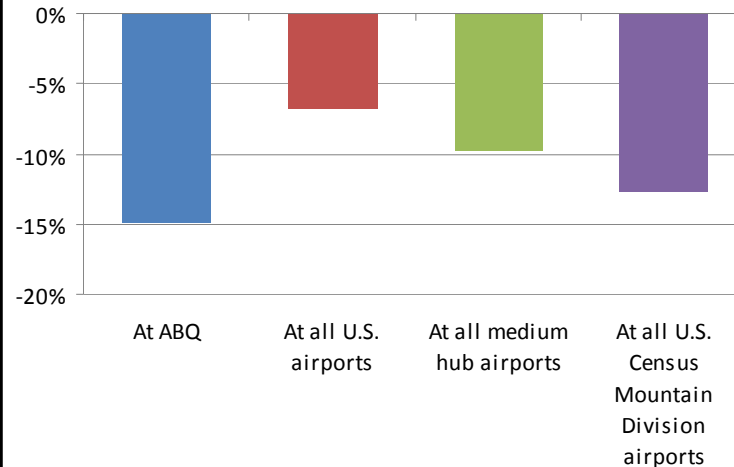
FY 2001 - FY 2003



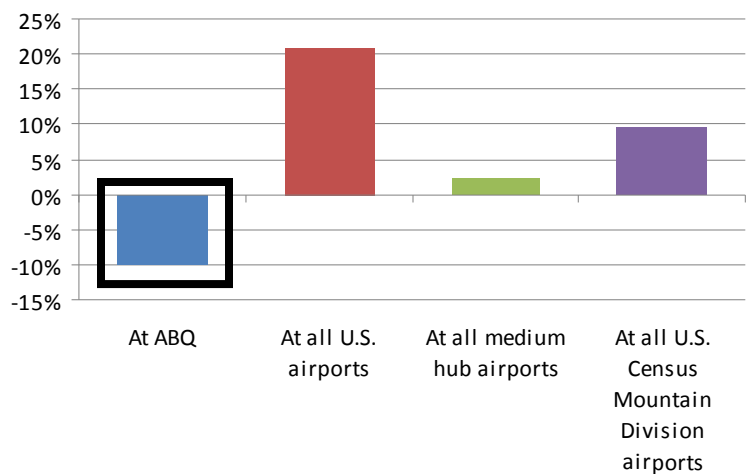
FY 2003 - FY 2008



FY 2008 - FY 2010



FY 2001 - FY 2010



Notes: U.S. Census Mountain Division includes all small, medium, and large hub airports in AZ, CO, ID, MT, NM, NV, UT, and WY.

DEN not included in calculation to exclude the effect of Southwest entering the market in FY 2006.

Medium hub airports as classified by the FAA for 2009. PIT, STL, and CVG not included in calculation to exclude the effects of hub closures.

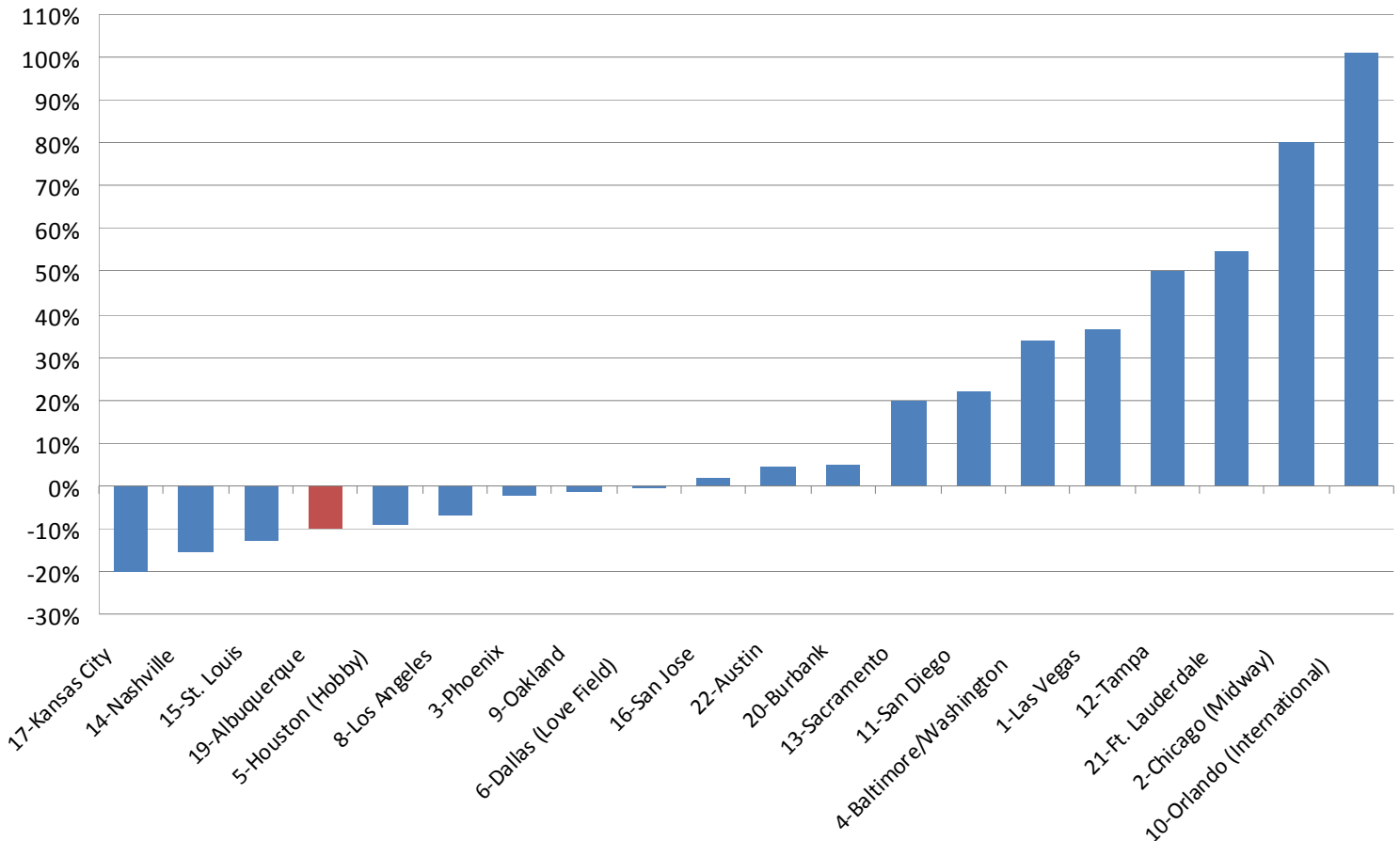
Capacity Reductions By Southwest Have Been Greater at ABQ than at Other Top Airports

Key Points

- Of the top 20 airports in Southwest Airlines system, ABQ experienced a greater decrease in departing seats than all but 3 airports

Percent change in departing seats on Southwest Airlines, FY 2001 to FY 2010

Top 20 airports in Southwest Airlines system (number indicated is each airport's rank)



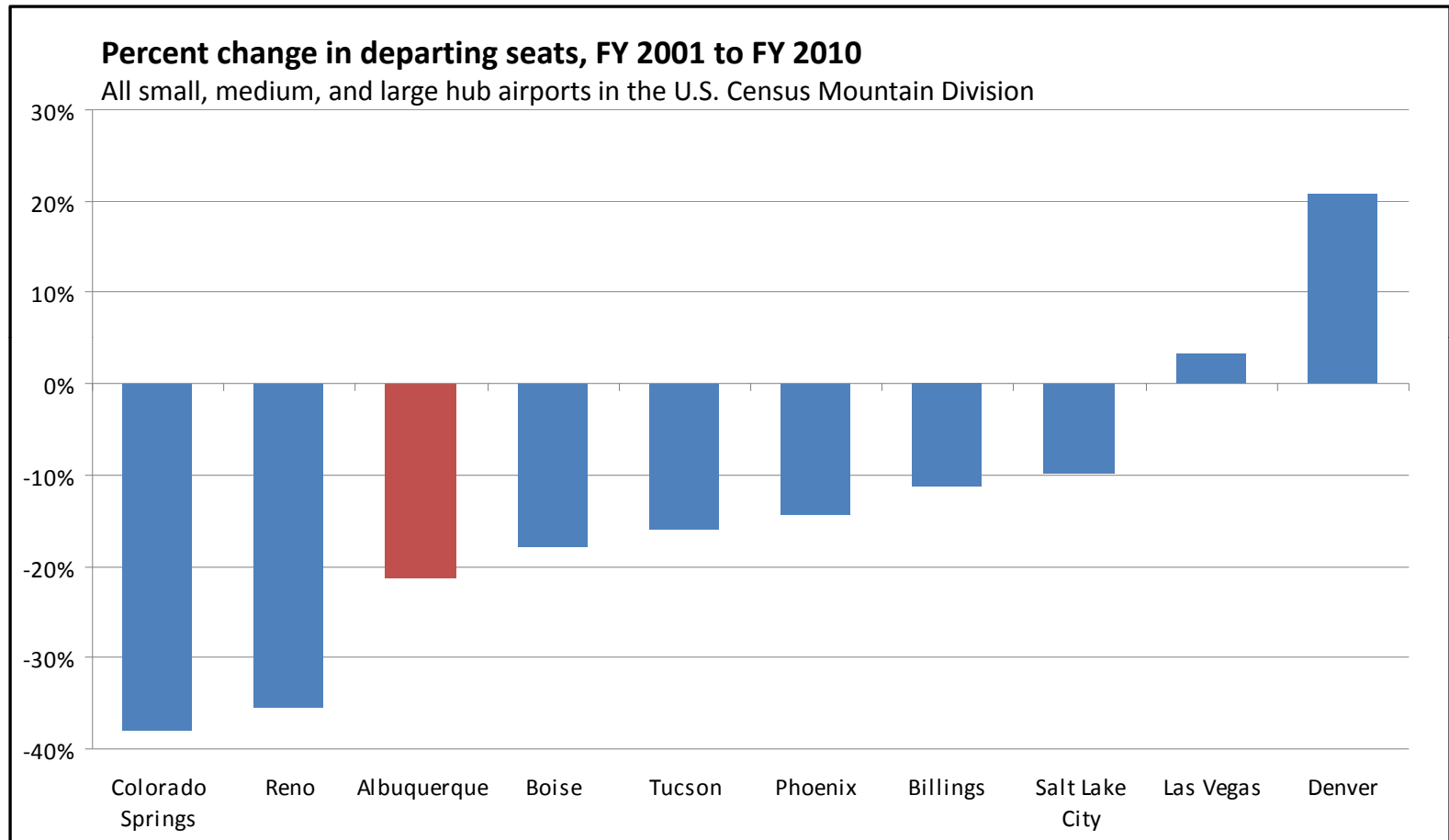
Notes: Top 20 airports in Southwest Airlines system as ranked by FY 2010 scheduled departing seats.

DEN (7th in FY 2010, service started in FY 2006) and PHL (18th in FY 2010, service started in FY 2004) not shown. Ft. Lauderdale and Austin shown for completeness.

ABQ Has Lost More Departing Seats Since 2001 Than Most Rocky Mountain Airports

Key Points

- Of large, medium, and small hub airports in the U.S. Census Mountain Division, only Colorado Springs and Reno had greater decreases in departing seats than ABQ



Notes: U.S. Census Mountain Division includes all small, medium, and large hub airports in AZ, CO, ID, MT, NM, NV, UT, and WY.

Capacity Reductions by Airlines Other than Southwest at ABQ were Most Similar to those at Medium-hub Airports

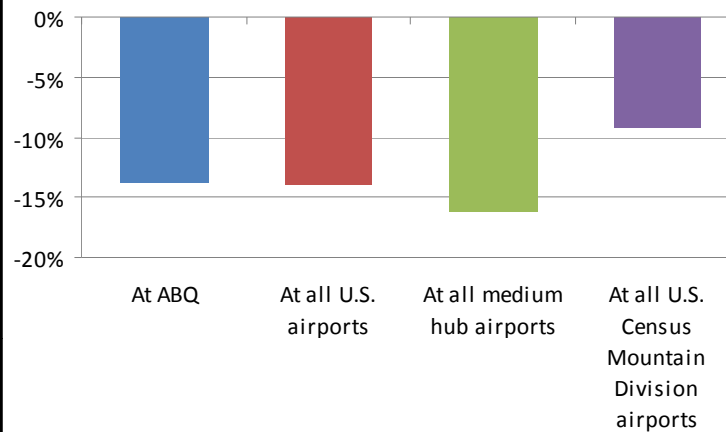
Key Points

- Capacity at ABQ decreased 33% between FY 2001 and FY 2010 compared with 22% for all U.S. airports, 32% for all medium hub airports, and 18% for all U.S. Census Mountain Division airports

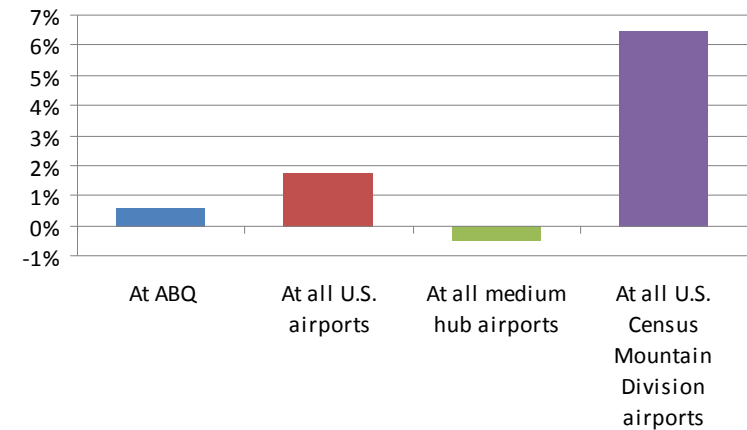
Year-over-year percent changes in departing seats on airlines other than Southwest

For fiscal years ending June 30

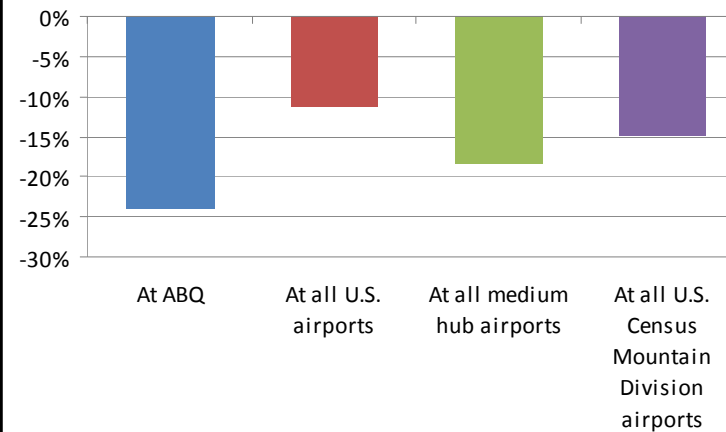
FY 2001 - FY 2003



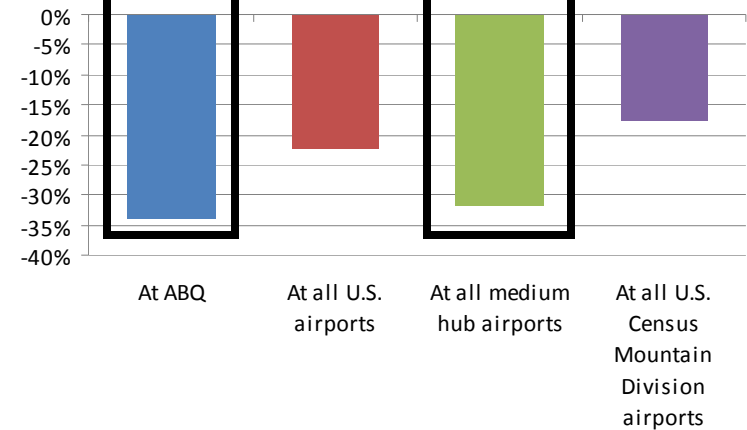
FY 2003 - FY 2008



FY 2008 - FY 2010



FY 2001 - FY 2010



Notes: U.S. Census Mountain Division includes all small, medium, and large hub airports in AZ, CO, ID, MT, NM, NV, UT, and WY.

DEN not included in calculation to exclude the effect of Southwest entering the market in FY 2006.

Medium hub airports as classified by the FAA for 2009. PIT, STL, and CVG not included in calculation to exclude the effects of hub closures.

Analysis of Air Service and Demand Patterns by Airline *In Order of Share of ABQ Originating Passengers in FY 2010*



Profile of Southwest Airlines at ABQ

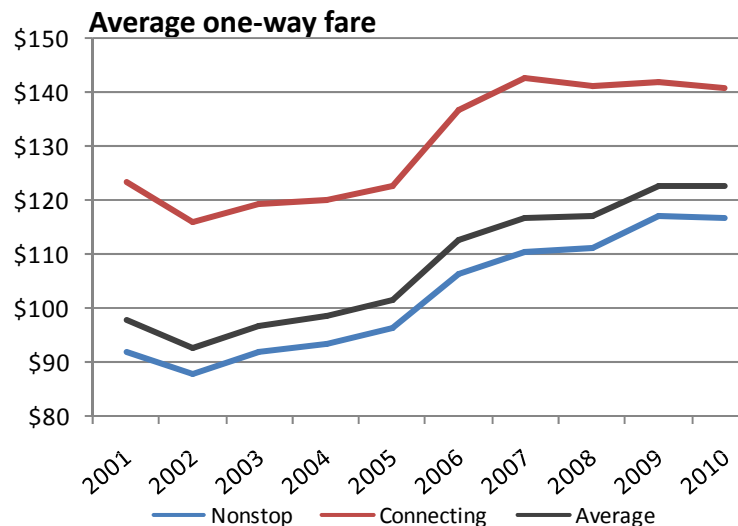
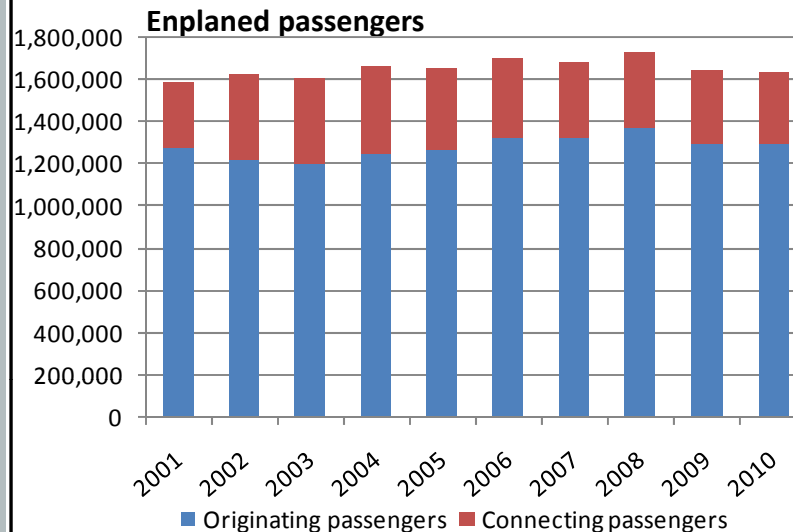


Key Points

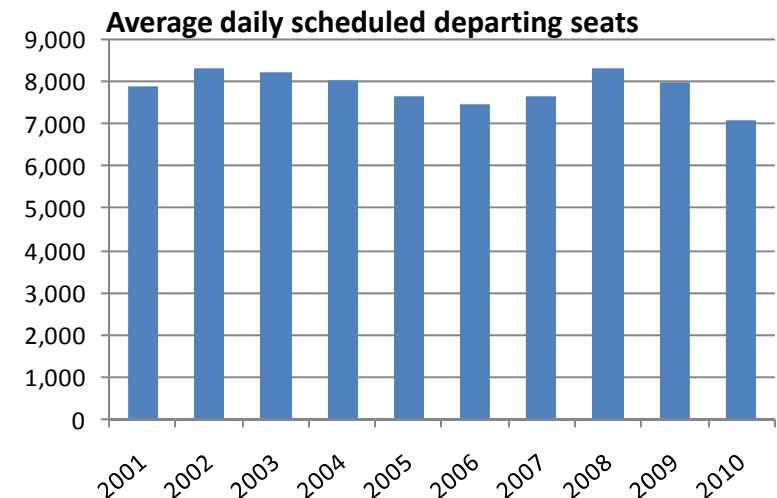
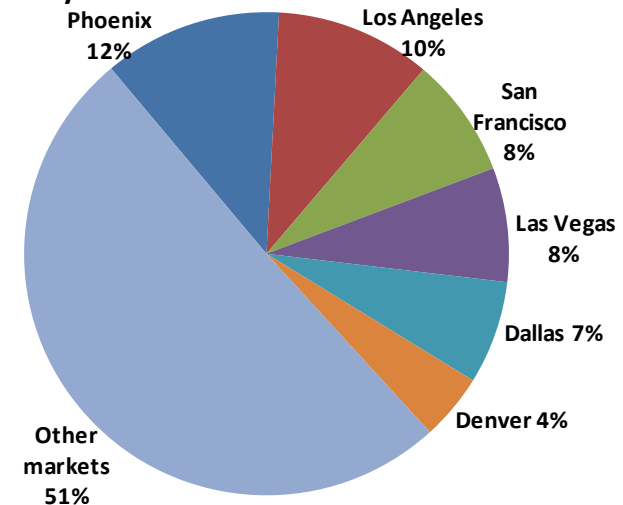
- Between FY 2001 and 2010, the number of originating passengers increased 1% (16,000 passengers, or 44 PPDEW) and connecting passengers increased 9% (28,000 passengers, or 76 passengers/day), while scheduled departing seats decreased 10% (790 seats/day)
- Overall, average one-way fares paid increased 25% (\$25.00); average fares paid by passengers traveling nonstop increased 27% (\$25.00) and average fares paid by passengers connecting at another airport increased 14% (\$17.00)
- The average originating stage length was 835 miles for FY 2010, an increase of 21% from 692 miles for FY 2001

Southwest Airlines at ABQ

For fiscal years ending June 30



FY 2010 shares of domestic originating passengers, by market



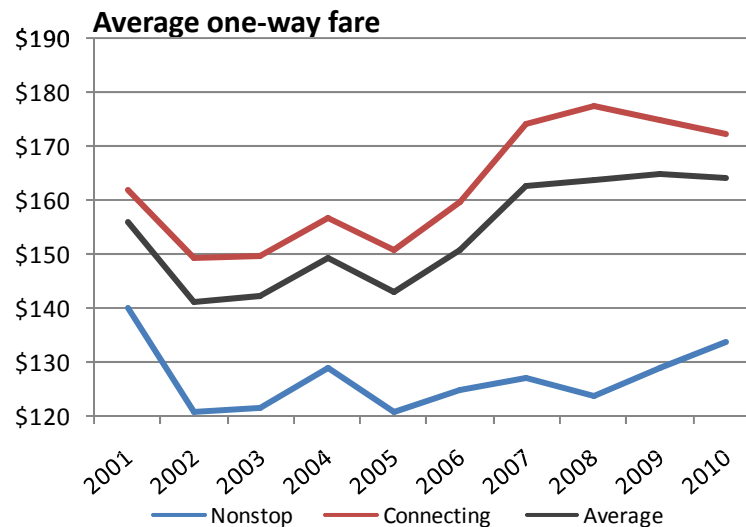
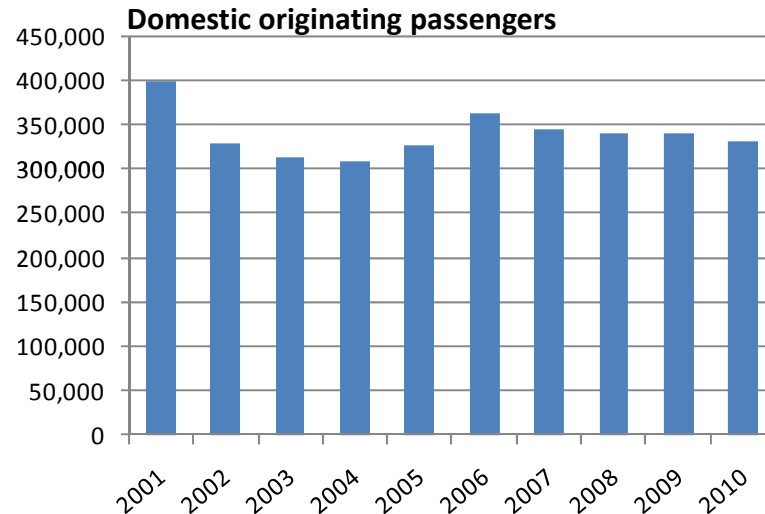
Profile of American Airlines at ABQ

Key Points

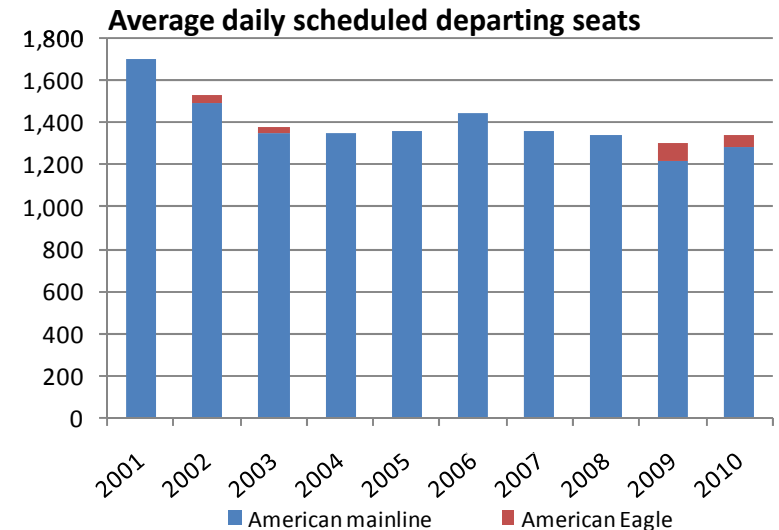
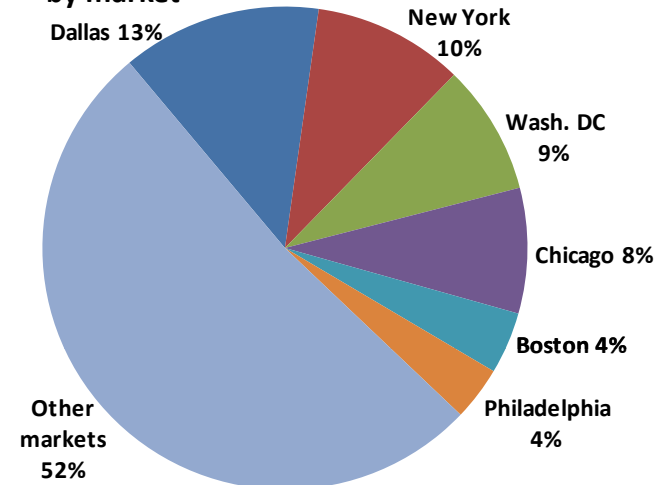
- Between FY 2001 and 2010, the number of originating passengers on American decreased 17% (68,000 passengers, or 186 PPDEW), while scheduled departing seats decreased 21% (356 seats/day)
- Overall, average one-way fares paid increased 5% (\$8.00); average fares paid by passengers traveling nonstop decreased 4% (\$6.00) and average fares paid by passengers connecting at another airport increased 7% (\$11.00)
- The average originating stage length was 1,382 miles for FY 2010, an decrease of 3% from 1,421 miles for FY 2001
- 4% of American's capacity in FY 2010 was provided by regional affiliates

American Airlines at ABQ

For fiscal years ending June 30



FY 2010 shares of domestic originating passengers, by market



Profile of United Airlines at ABQ



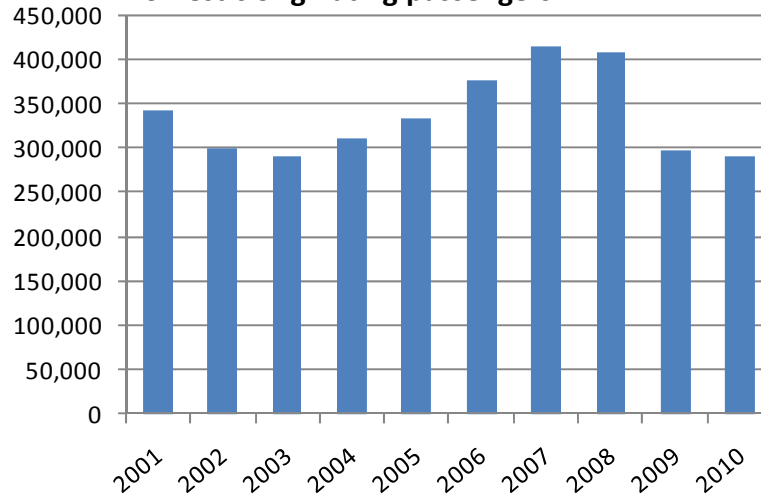
Key Points

- Between FY 2001 and 2010, the number of originating passengers on United decreased 15% (51,000 passengers, or 140 PPDEW), while scheduled departing seats decreased 24% (378 seats/day)
- Overall, average one-way fares paid increased 6% (\$9.00); average fares paid by passengers traveling nonstop decreased 8% (\$13.00) and average fares paid by passengers connecting at another airport decreased 14% (\$23.00)
- The average originating stage length was 1,322 miles for FY 2010, an increase of 2% from 1,291 miles for FY 2001
- 67% of United's capacity in FY 2010 was provided by regional affiliates

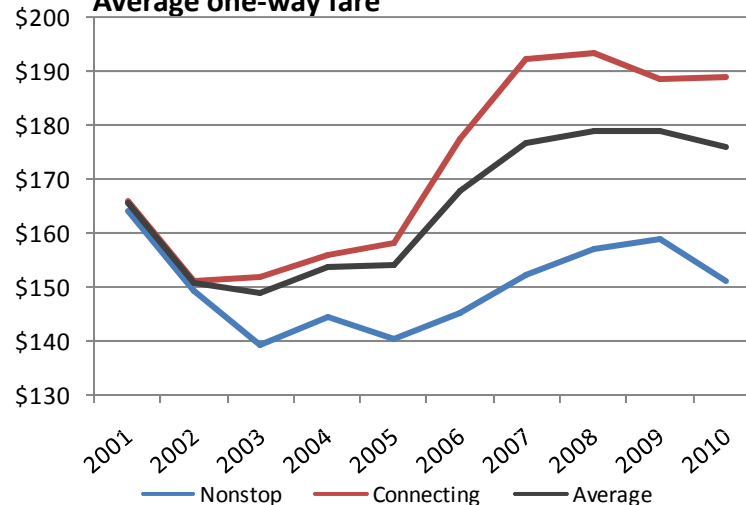
United Airlines at ABQ

For fiscal years ending June 30

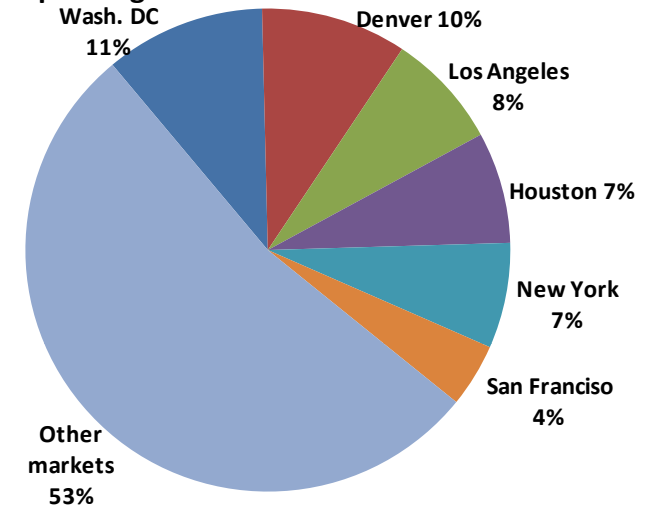
Domestic originating passengers



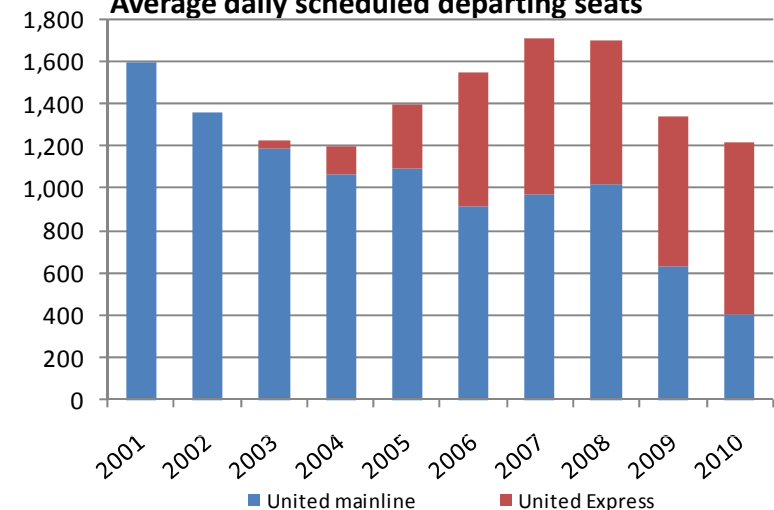
Average one-way fare



FY 2010 Market shares of domestic originating passengers



Average daily scheduled departing seats



Profile of Delta Air Lines at ABQ



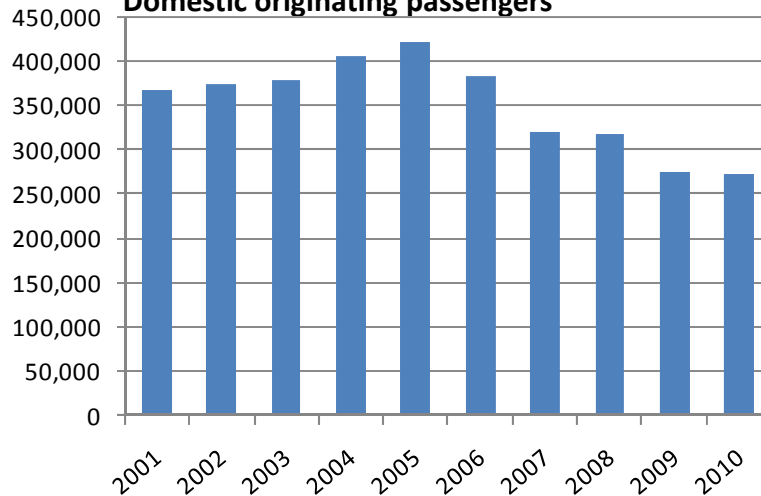
Key Points

- Between FY 2001 and 2010, the number of originating passengers on Delta decreased 26% (95,000 passengers, or 260 PPDEW), while scheduled departing seats decreased 45% (800 seats/day)
- Overall, average one-way fares paid increased 6% (\$10.00); average fares paid by passengers traveling nonstop increased 11% (\$17.00) and average fares paid by passengers connecting at another airport increased 5% (\$8.00)
- The average originating stage length was 1,473 miles for FY 2010, an increase of 3% from 1,434 miles for FY 2001
- 30% of Delta's capacity in FY 2010 was provided by regional affiliates

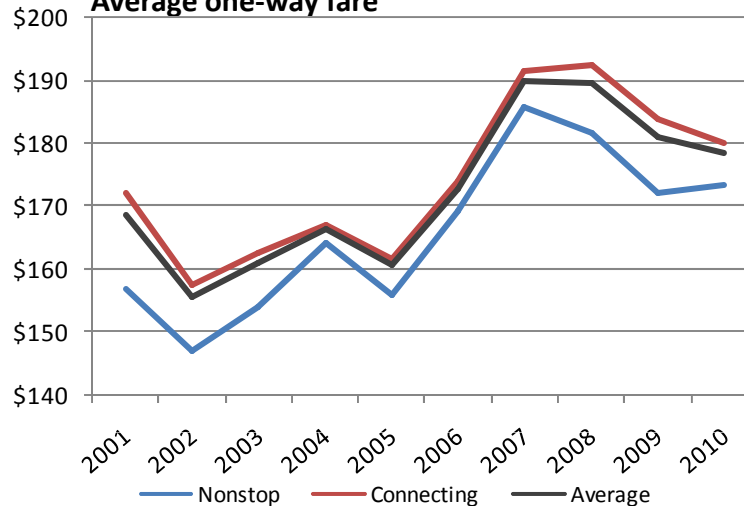
Delta Air Lines at ABQ

For fiscal years ending June 30

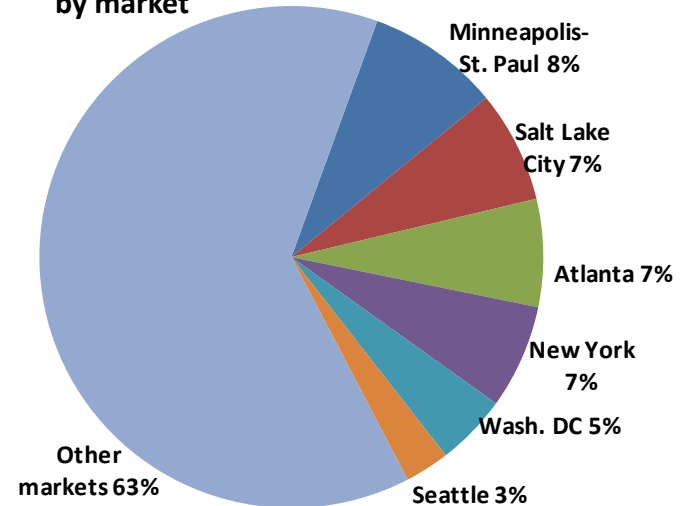
Domestic originating passengers



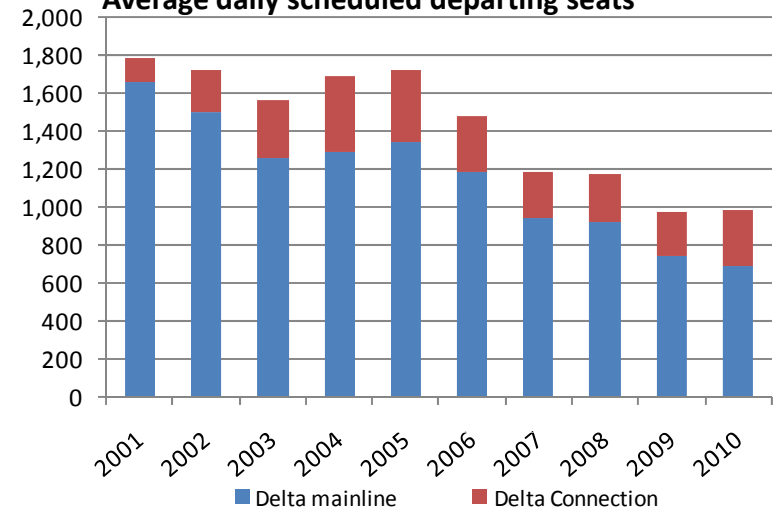
Average one-way fare



FY 2010 shares of domestic originating passengers, by market



Average daily scheduled departing seats



Profile of US Airways at ABQ



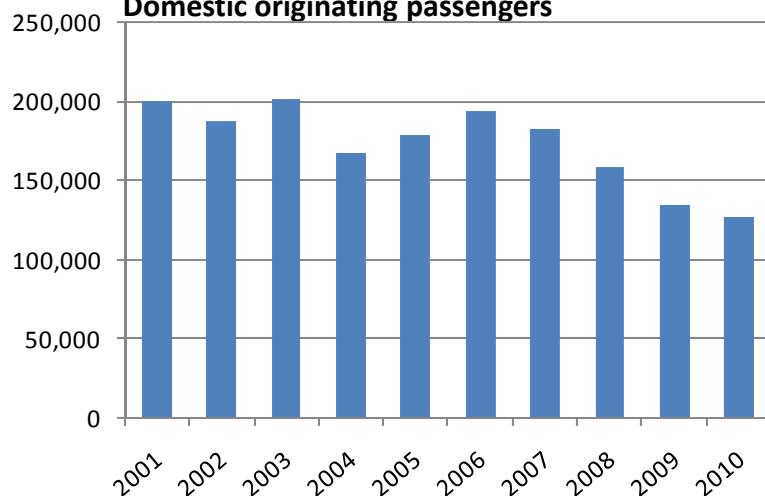
Key Points

- Between FY 2001 and 2010, the number of originating passengers on US Airways decreased 37% (74,000 passengers, or 203 PPDEW), while scheduled departing seats decreased 29% (242 seats/day)
- Overall, average one-way fares paid increased 36% (\$41.00); average fares paid by passengers traveling nonstop increased 48% (\$33.00) and average fares paid by passengers connecting at another airport increased 30% (\$39.00)
- The average originating stage length was 1,174 miles for FY 2010, an increase of 39% from 844 miles for FY 2001
- 19% of US Airways' capacity in FY 2010 was provided by regional affiliates

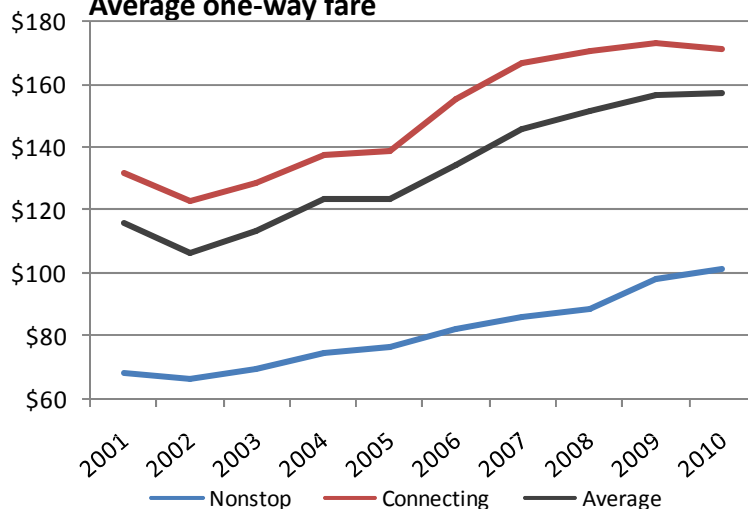
US Airways at ABQ

For fiscal years ending June 30

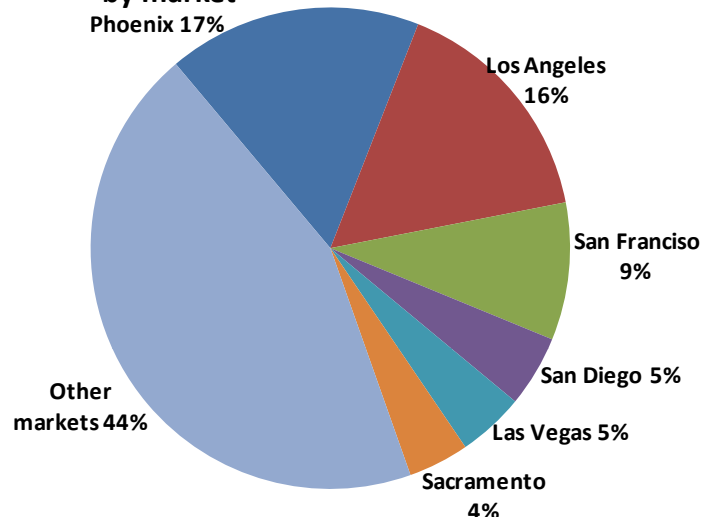
Domestic originating passengers



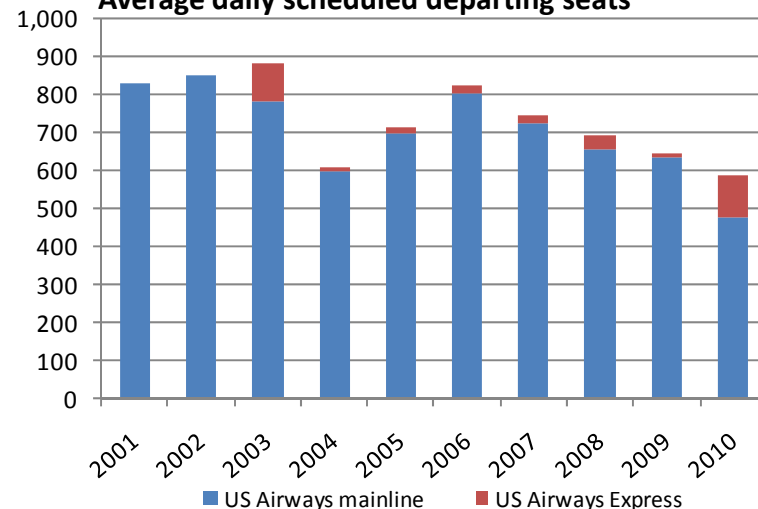
Average one-way fare



FY 2010 Shares of domestic originating passengers, by market



Average daily scheduled departing seats



Profile of Frontier Airlines at ABQ

FRONTIER

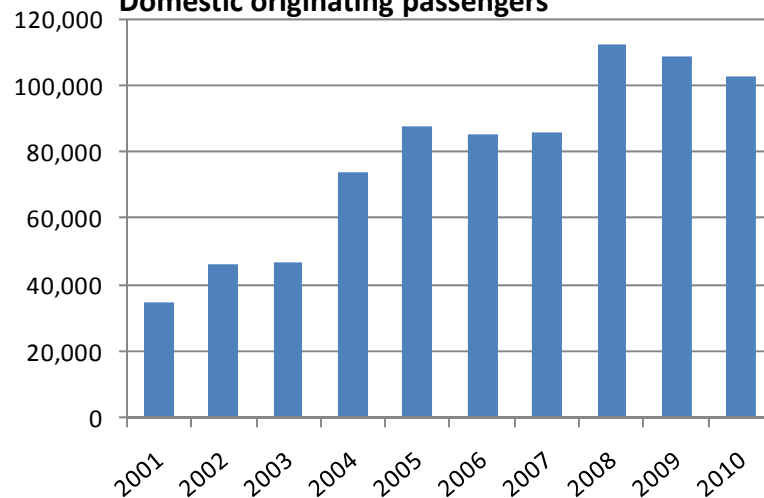
Key Points

- Between FY 2001 and 2010, the number of originating passengers on Frontier increased 195% (68,000 passengers, or 186 PPDEW), while scheduled departing seats decreased 19% (88 seats/day)
- Overall, average one-way fares paid decreased 26% (\$39.00); average fares paid by passengers traveling nonstop decreased 45% (\$61.00) and average fares paid by passengers connecting at another airport decreased 25% (\$45.00)
- The average originating stage length was 920 miles for FY 2010, an increase of 30% from 710 miles for FY 2001
- 71% of Frontier's capacity in FY 2010 was provided by regional affiliates

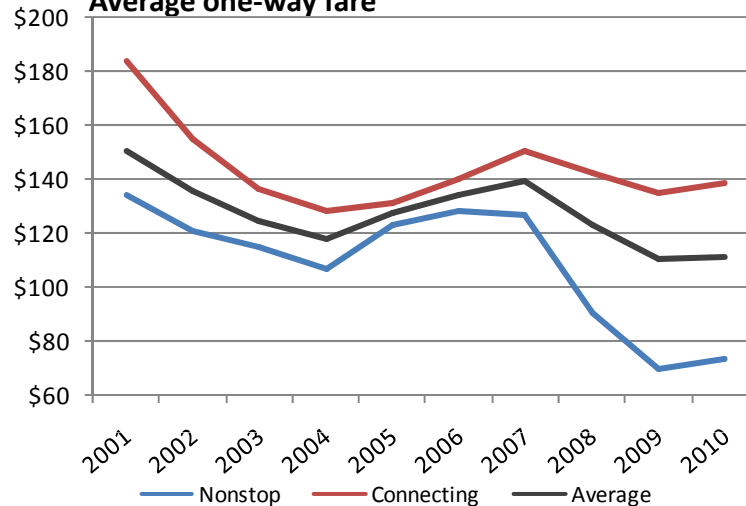
Frontier Airlines at ABQ

For fiscal years ending June 30

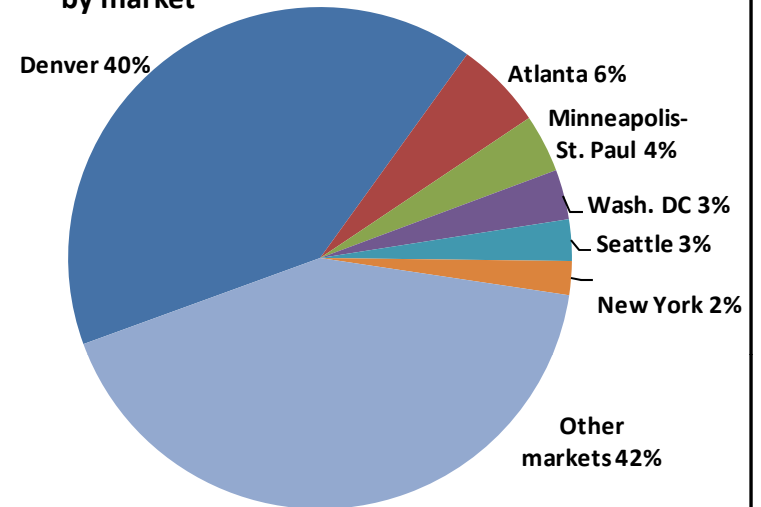
Domestic originating passengers



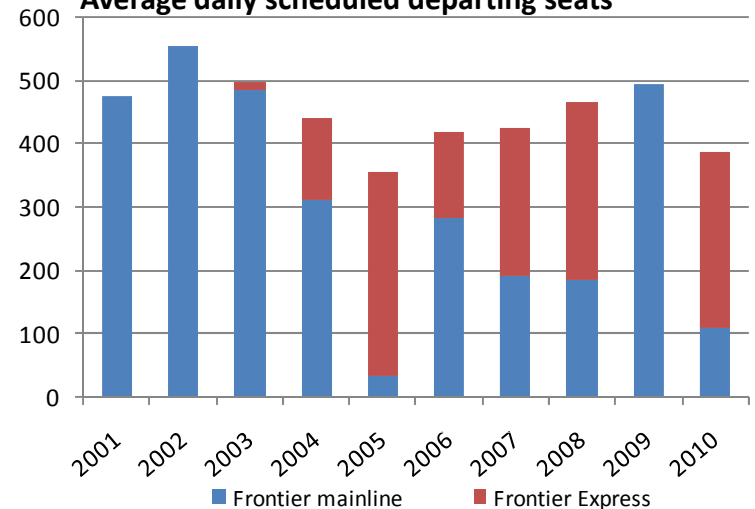
Average one-way fare



FY 2010 shares of domestic originating passengers, by market



Average daily scheduled departing seats



Analysis of Top Origin-and-Destination Markets

*Markets Individually Accounting for 5% or More of
ABQ Originating Passengers*

Albuquerque-Los Angeles

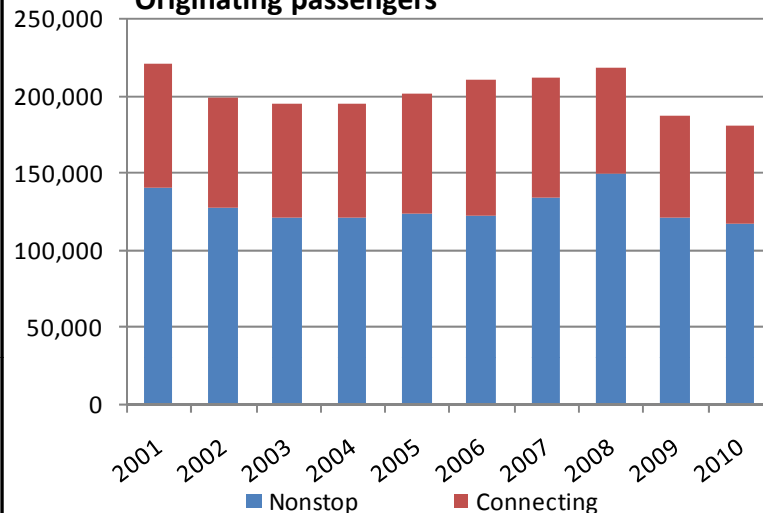
Key Points

- The Los Angeles market consists of Los Angeles, Burbank, Long Beach, Ontario, and Orange County airports
- Between FY 2001 and 2010, the number of originating passengers decreased 18% (40,000 passengers, or 110 passengers per day each way (PPDEW)), while the number of departing seats decreased 28% (250 seats per day)
- Average one-way fares paid increased 14% (\$15.00)
- United's average fare in FY 2010 was 8% higher than Southwest's

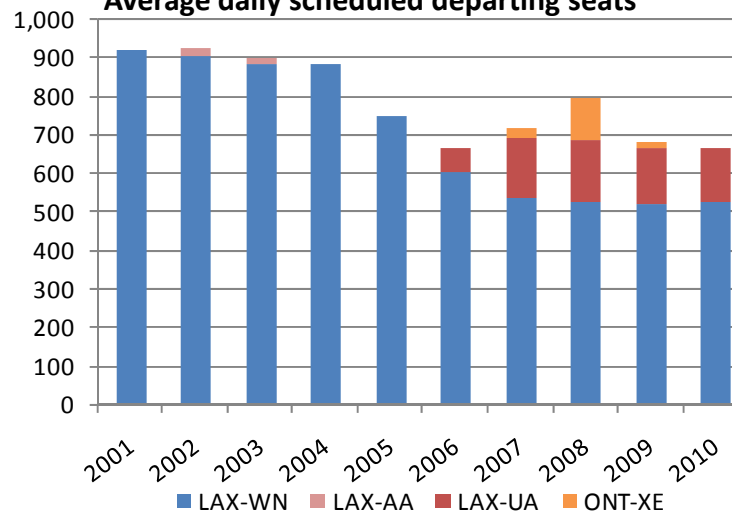
Analysis of Albuquerque-Los Angeles market

For fiscal years ending June 30

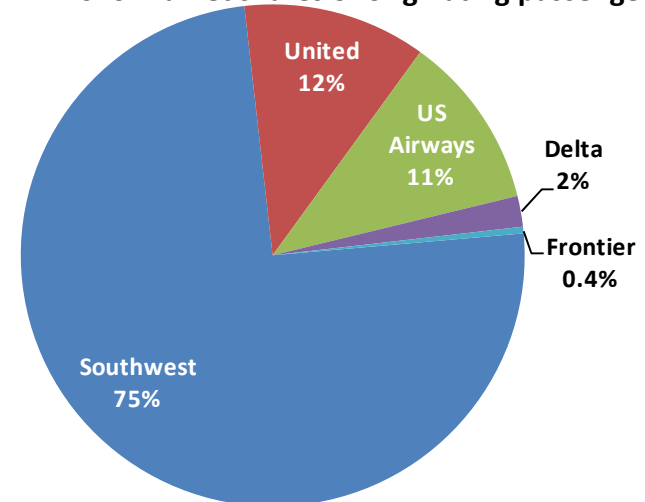
Originating passengers



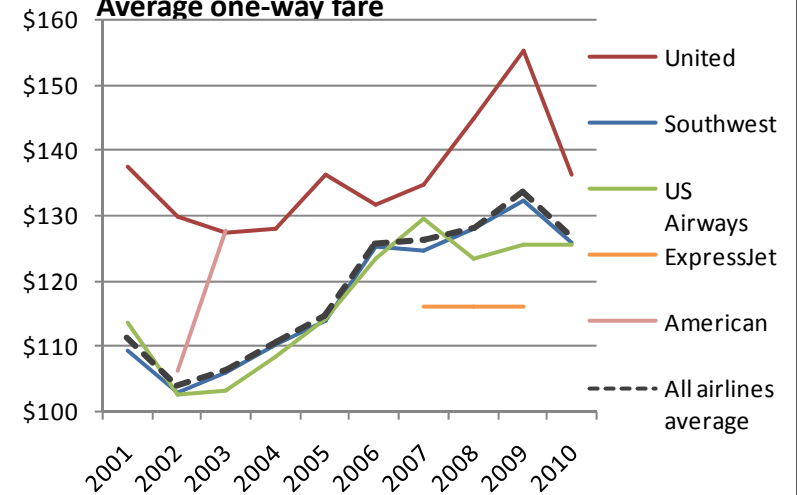
Average daily scheduled departing seats



FY 2010 Market shares of originating passengers



Average one-way fare



Albuquerque-Phoenix

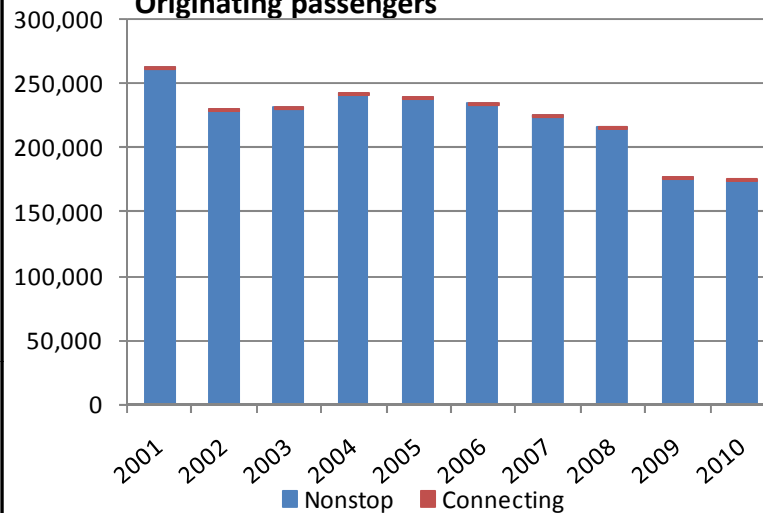
Key Points

- Between FY 2001 and 2010, the number of originating passengers decreased 33% (88,000 passengers, or 241 PPDEW); the number of departing seats also decreased 33% (850 seats per day)
- Average one-way fares paid increased 55% (\$32.00)
- US Airways' average fare in FY 2010 was 6% higher than Southwest's

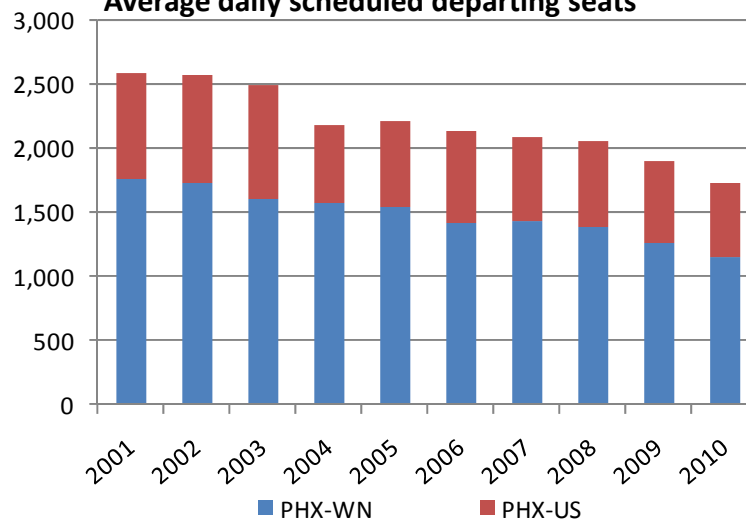
Analysis of Albuquerque-Phoenix market

For fiscal years ending June 30

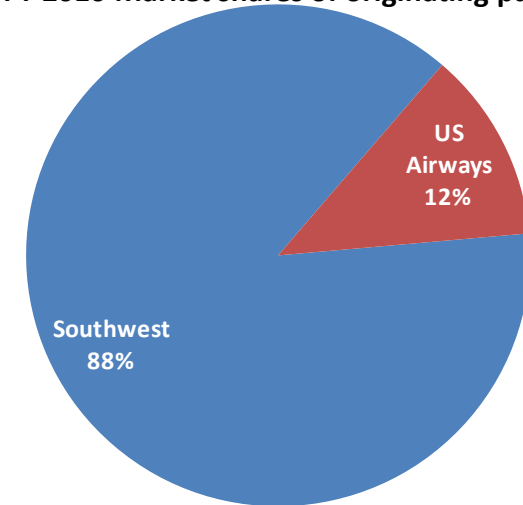
Originating passengers



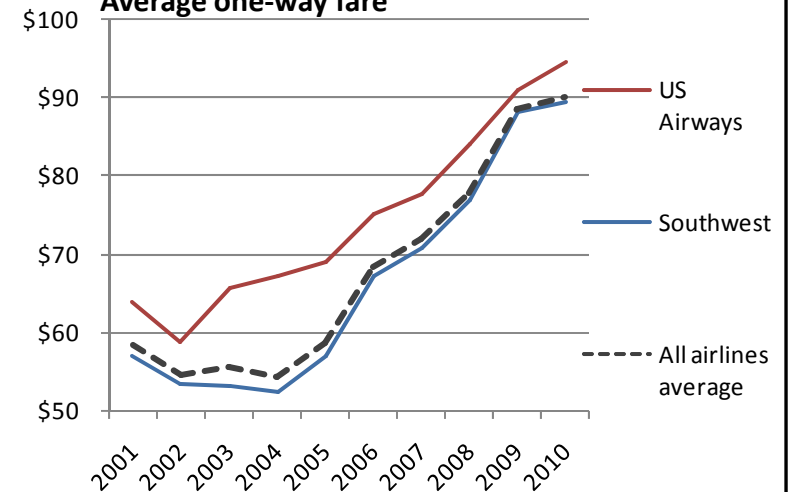
Average daily scheduled departing seats



FY 2010 Market shares of originating passengers



Average one-way fare



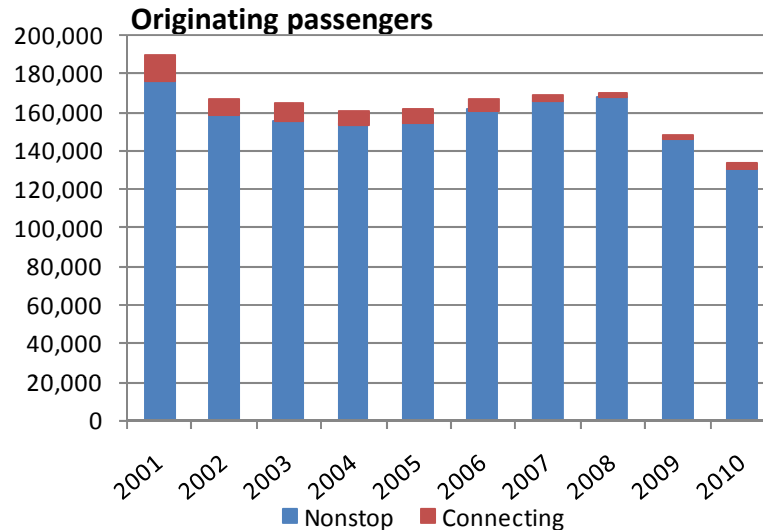
Albuquerque-Dallas

Key Points

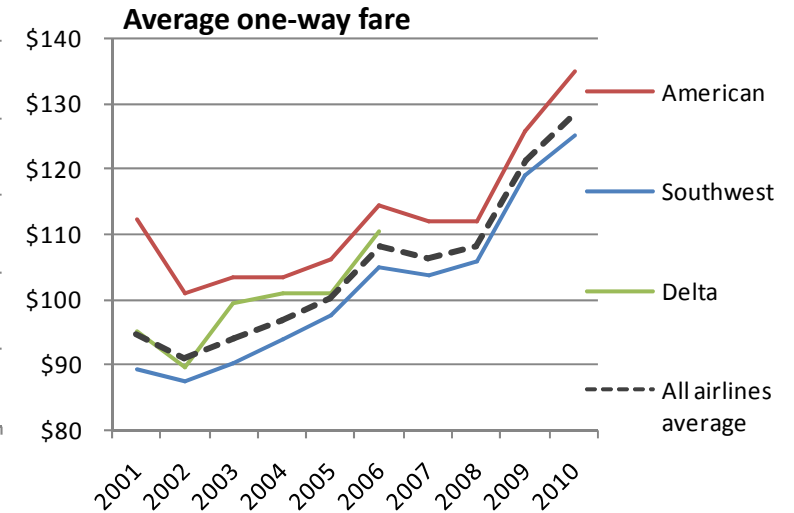
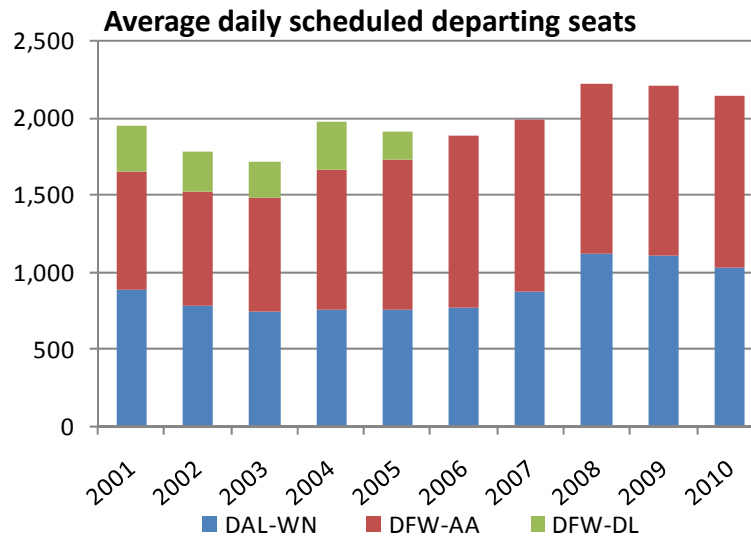
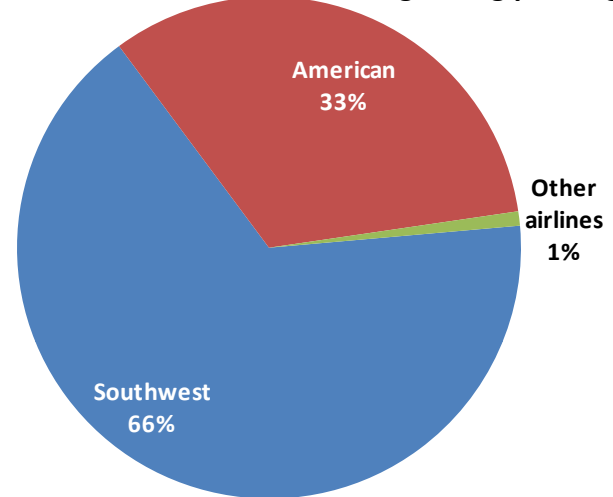
- The Dallas market consists of Dallas Love Field and Dallas/Fort Worth International airports
- Between FY 2001 and 2010, the number of originating passengers decreased 29% (56,000 passengers, or 153 PPDEW), while the number of departing seats increased 10% (195 seats per day)
- Average one-way fares paid increased 36% (\$34.00)
- American's average fare in FY 2010 was 8% higher than Southwest's

Analysis of Albuquerque-Dallas market

For fiscal years ending June 30



FY 2010 Market shares of originating passengers



Albuquerque-San Francisco

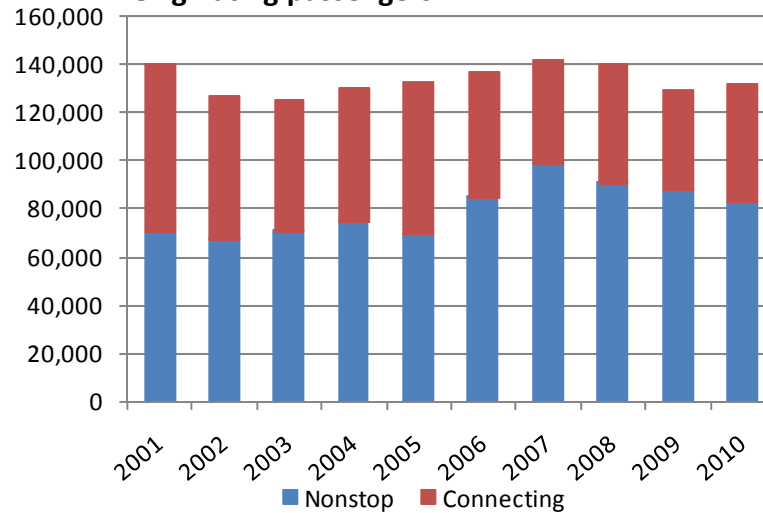
Key Points

- The San Francisco market consists of San Francisco, Oakland and Mineta San Jose airports
- Between FY 2001 and 2010, the number of originating passengers decreased 6% (8,000 passengers, or 22 PPDEW), but originating passengers traveling nonstop increased 17% (35,000 passengers, or 96 PPDEW) as a result of a 60% (154 seats per day) increase in the number of departing seats
- Average one-way fare paid in FY 2010 was essentially unchanged from FY 2001
- United's average fare in FY 2010 was 20% higher than Southwest's

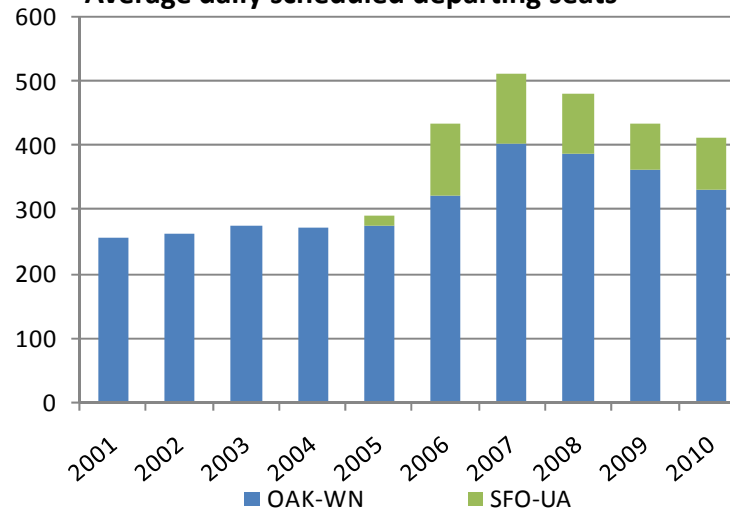
Analysis of Albuquerque-San Francisco market

For fiscal years ending June 30

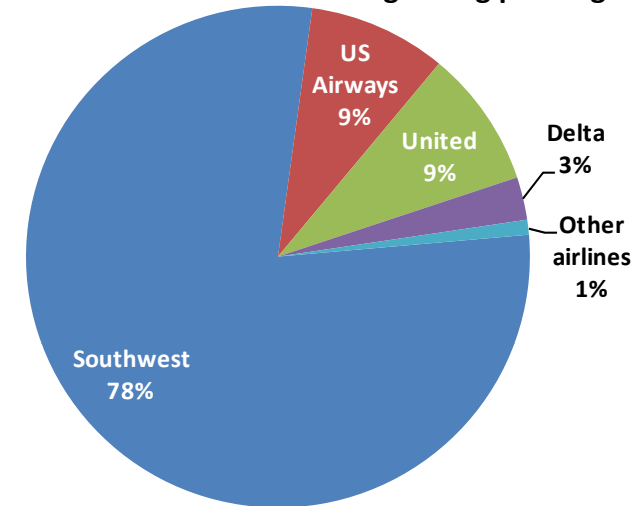
Originating passengers



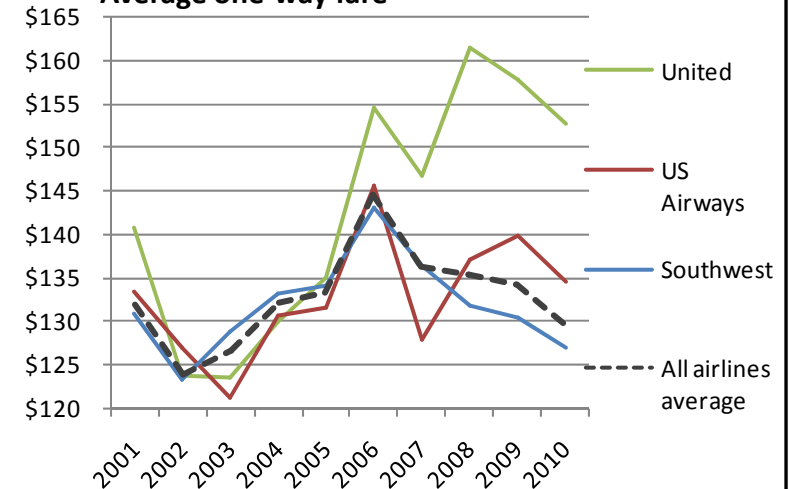
Average daily scheduled departing seats



FY 2010 Market shares of originating passengers



Average one-way fare



Albuquerque-Denver

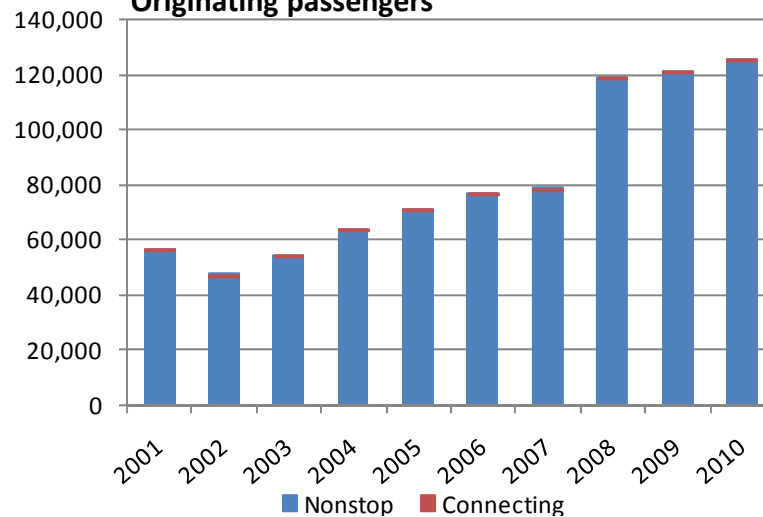
Key Points

- Between FY 2001 and 2010, the number of originating passengers increased 121% (69,000 passengers, or 189 PPDEW), while the number of departing seats decreased 1% (11 seats per day)
- Average one-way fares paid decreased 60% (\$108.00), as a result of increased competition between United and Frontier and new service by Southwest (beginning November 2007)
- United's average fare in FY 2010 was 40% higher than Southwest's

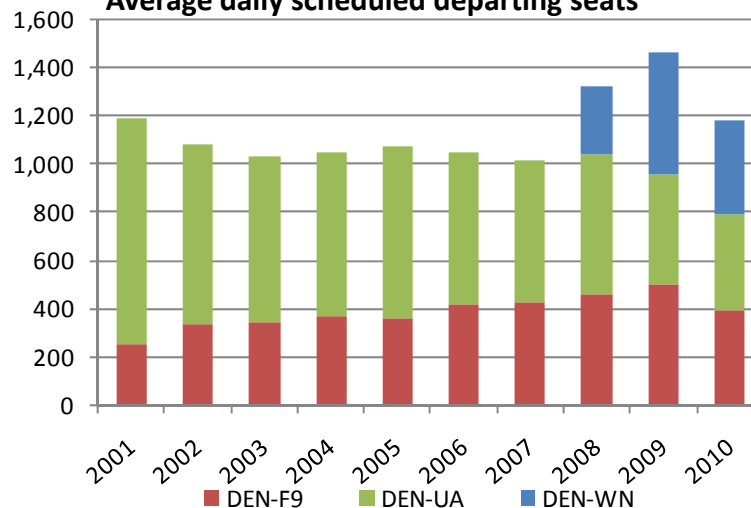
Analysis of Albuquerque-Denver market

For fiscal years ending June 30

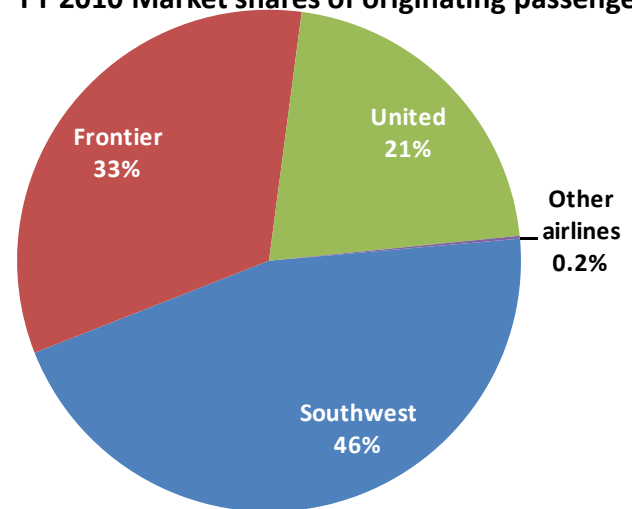
Originating passengers



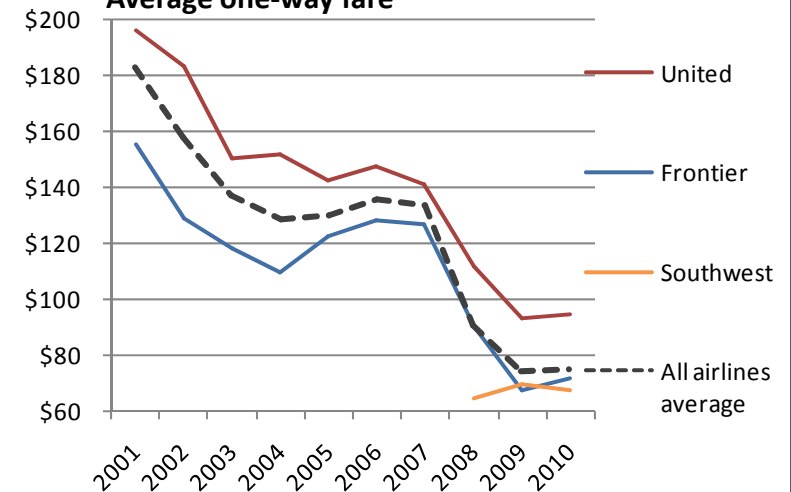
Average daily scheduled departing seats



FY 2010 Market shares of originating passengers



Average one-way fare



Albuquerque-Washington, DC

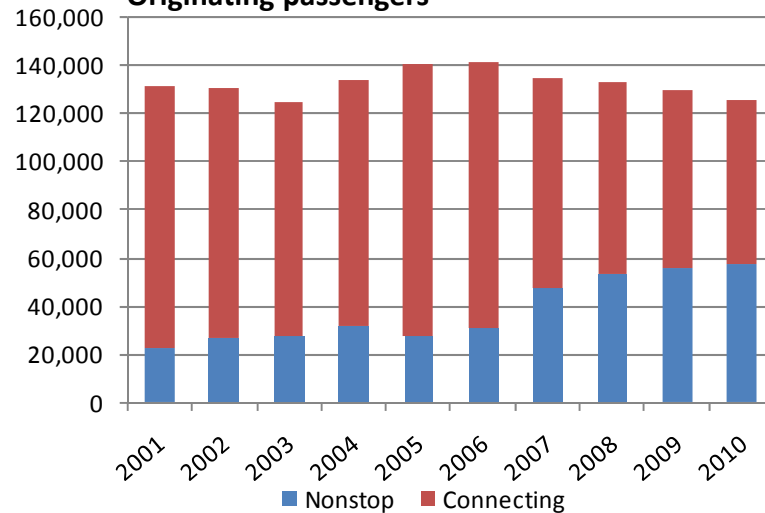
Key Points

- The Washington DC market consists of Baltimore/Washington, Dulles, and Washington Reagan National airports
- Between FY 2001 and 2010, the total number of originating passengers decreased 4% (5,000 passengers, or 14 PPDEW), but originating passengers arriving nonstop increased 157% (35,000 passengers, or 96 PPDEW), as a result of a 330% (254 seats per day) increase in the number of departing seats
- Average one-way fares paid increased 29% (\$46.00)
- United's average fare in FY 2010 was 52% higher than Southwest's

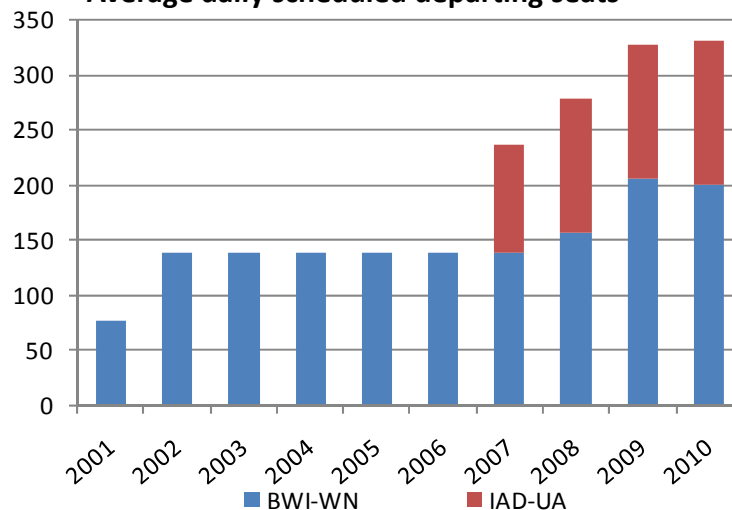
Analysis of Albuquerque-Washington, DC market

For fiscal years ending June 30

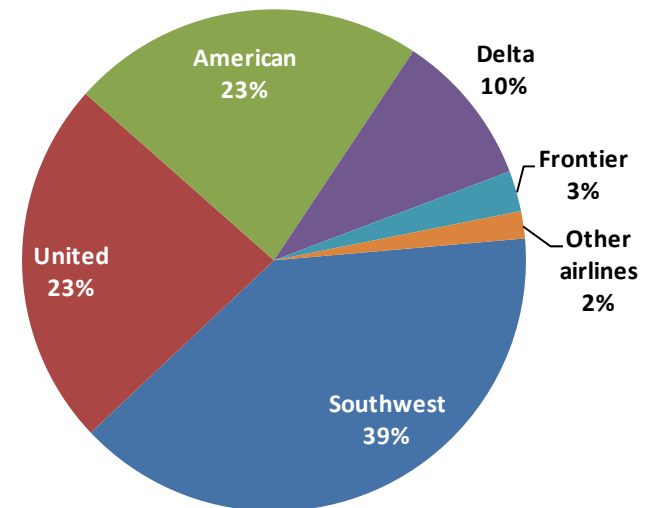
Originating passengers



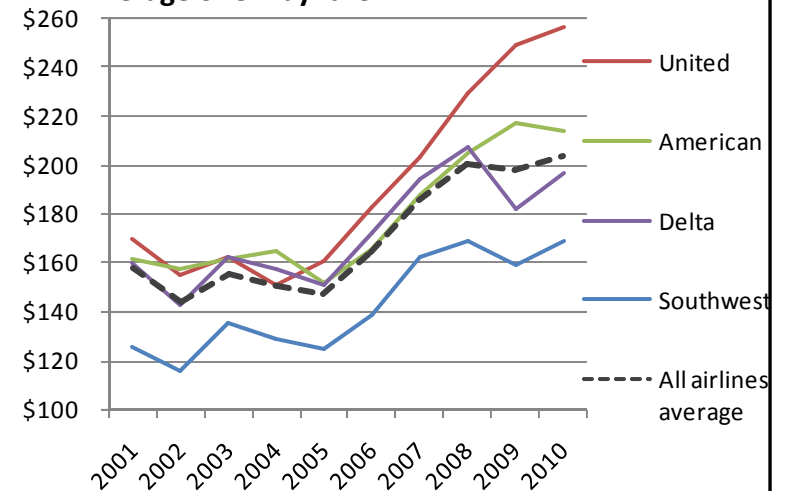
Average daily scheduled departing seats



FY 2010 Market shares of originating passengers



Average one-way fare



Appendix

Data Sources and Conventions

Glossary of Key Terms



Data Sources and Glossary

Key Points

- Data were compiled between March and May 2011
- All data reported in the *Air Passenger Origin-Destination Survey* is based on a 10% sample of originating airline tickets

Data	Definition	Source
Enplaned passengers	All passengers who boarded a flight at ABQ (excludes transit passengers)	City of Albuquerque Aviation Department
Originating passengers (in total)	Enplaned passengers whose air journey originated at ABQ	Calculated as the difference between enplaned and connecting passengers
Connecting passengers	Enplaned passengers boarding a flight at ABQ whose air journey did not originate at ABQ (i.e., connecting from another flight)	U.S. Department of Transportation, <i>Air Passenger Origin-Destination Survey</i> , reconciled to Schedules T100 and 298C T1
Transit passengers	Passengers on a departing flight from ABQ who did not board at ABQ (i.e., those on “same plane” or direct flights)	U.S. Department of Transportation Schedule T100
Departing seats	Scheduled seats on departing flights	Official Airline Guides online database
Departing flights	Scheduled departure operations	Official Airline Guides online database
Load factor	The percentage of departing seats filled with enplaned passengers	Departing seats divided by enplaned passengers
Average fare	Total fare revenue paid by originating passengers to airlines divided by the number of originating passengers	U.S. Department of Transportation, <i>Air Passenger Origin-Destination Survey</i> , reconciled to Schedules T100 and 298C T1
Average stage length	Average length of journey for originating passengers from ABQ	U.S. Department of Transportation, <i>Air Passenger Origin-Destination Survey</i> , reconciled to Schedules T100 and 298C T1
Domestic originating passengers (by market and airline)	Domestic enplaned passengers whose air journey originated at ABQ	U.S. Department of Transportation, <i>Air Passenger Origin-Destination Survey</i> , reconciled to Schedules T100 and 298C T1

Data Conventions

- **Regional code-sharing affiliates are included with their mainline partners**
- **Data for merged airlines are included with the surviving airline for all years shown**
 - American includes Trans World
 - US Airways includes America West
 - Delta includes Northwest
 - United includes Continental
- **Average one-way fares shown are net of taxes, fees, and PFCs and exclude ancillary fees charged by airlines**
- **Transit passengers are not included in enplaned passenger numbers presented**
 - Transit passengers are estimated to have been 330,000 in FY 2010
- **Small communities are defined as those with an airport in a metropolitan statistical area (MSA) with a population of fewer than 500,000 people**
 - The most recent (2009) MSA population estimates from the U.S. Census Bureau were used in making this determination

Data Tables



Table 1
Historical Enplaned and Onboard Passengers, by Segment
Albuquerque International Sunport
(for Fiscal Years ended June 30)

Revenue Passengers on Scheduled Flights											
Fiscal Year	Domestic Originating			O&D Psgrs	Conn.	Total			TOTAL	Transit Psgrs. (b)	Onboard Psgrs. (b)
	Domestic O&D			Bound for	Domestic	Gtwy	Scheduled	Other O&D	ENPLANED		
	Residents	Visitors	Total	Intl. Destns.	Flights	Conn.	Rev. Psgrs.	Psgrs. (a)	PSGRS		
2001	1,256,466	1,429,844	2,686,310	102,830	384,875	490	3,174,505	-22,897	3,151,608	287,917	3,439,525
2002	1,182,295	1,331,735	2,514,030	95,450	414,210	280	3,023,970	35,340	3,059,310	182,975	3,242,285
2003	1,171,542	1,301,178	2,472,720	97,940	375,510	370	2,946,540	72,007	3,018,547	159,371	3,177,918
2004	1,212,046	1,337,674	2,549,720	106,080	374,670	270	3,030,740	92,645	3,123,385	166,235	3,289,620
2005	1,264,735	1,387,645	2,652,380	112,560	361,195	300	3,126,435	65,471	3,191,906	177,372	3,369,278
2006	1,311,775	1,449,635	2,761,410	123,440	362,495	300	3,247,645	51,376	3,299,021	193,870	3,492,891
2007	1,289,272	1,412,198	2,701,470	128,250	353,810	330	3,183,860	79,350	3,263,210	259,381	3,522,591
2008	1,328,553	1,495,437	2,823,990	127,350	352,975	500	3,304,815	112,710	3,417,525	341,376	3,758,901
2009	1,192,700	1,305,070	2,497,770	121,570	328,265	440	2,948,045	66,302	3,014,347	296,539	3,310,886
2010	1,174,400	1,243,440	2,417,840	115,710	330,860	250	2,864,660	68,686	2,933,346	241,175	3,174,521
Compound annual growth rate:											
2001-2003	-3.4%	-4.6%	-4.1%	-2.4%	-1.2%	-13.1%	-3.7%	n.c.	-2.1%	-25.6%	-3.9%
2003-2008	2.5	2.8	2.7	5.4	-1.2	6.2	2.3	n.c.	2.5	16.5	3.4
2008-2010	-6.0	-8.8	-7.5	-4.7	-3.2	-29.3	-6.9	n.c.	-7.4	-15.9	-8.1
2001-2010	-0.7	-1.5	-1.2	1.3	-1.7	-7.2	-1.1	n.c.	-0.8	-1.9	-0.9

Note: n.c.=not calculated.

(a) This is a residual figure, calculated as the difference between ABQ's recorded total enplaned passengers and total scheduled revenue passenger from the DOT O&D Survey. The calculation is intended to capture non-revenue passengers and revenue passengers who enplaned on non-scheduled (i.e., charter) flights but, for a variety of reasons, among them sampling error and reporting discrepancies, the resulting figure fluctuates significantly (and sometimes is even less than zero).

These passengers are clearly not connecting passengers and, hence, are regarded here as O&D passengers.

(b) Excludes passengers traveling on certain small regional commuter airlines in Fiscal Years 2001 and 2002

Sources: U.S. DOT, *Air Passenger Origin Destination Survey*, reconciled to Schedules T100 and 298C T1; City of Albuquerque Aviation Department.

Table 2
Historical Enplaned and Onboard Passengers, by Type of Passenger
Albuquerque International Sunport
(for Fiscal Years ended June 30)

Fiscal Year	Passengers (in thousands)					Percent of Total					Percent Change				
			Total					Total					Total		
	O&D	Connect.	Enpl.	Transit	Onboard	O&D	Connect.	Enpl.	Transit	Onboard	O&D	Connect.	Enpl.	Transit	Onboard
				(a)	(a)				(a)	(a)				(a)	(a)
2001	2,766	385	3,152	288	3,440	80.4%	11.2%	91.6%	8.4%	100.0%					
2002	2,645	414	3,059	183	3,242	81.6	12.8	94.4	5.6	100.0	-4.4%	7.6%	-2.9%	-36.4%	-5.7%
2003	2,643	376	3,019	159	3,178	83.2	11.8	95.0	5.0	100.0	-0.1	-9.3	-1.3	-12.9	-2.0
2004	2,748	375	3,123	166	3,290	83.5	11.4	94.9	5.1	100.0	4.0	-0.3	3.5	4.3	3.5
2005	2,830	361	3,192	177	3,369	84.0	10.7	94.7	5.3	100.0	3.0	-3.6	2.2	6.7	2.4
2006	2,936	363	3,299	194	3,493	84.1	10.4	94.4	5.6	100.0	3.7	0.4	3.4	9.3	3.7
2007	2,909	354	3,263	259	3,523	82.6	10.1	92.6	7.4	100.0	-0.9	-2.4	-1.1	33.8	0.9
2008	3,064	353	3,418	341	3,759	81.5	9.4	90.9	9.1	100.0	5.3	-0.2	4.7	31.6	6.7
2009	2,686	329	3,014	297	3,311	81.1	9.9	91.0	9.0	100.0	-12.3	-7.0	-11.8	-13.1	-11.9
2010	2,602	331	2,933	241	3,175	82.0	10.4	92.4	7.6	100.0	-3.1	0.7	-2.7	-18.7	-4.1

Compound annual growth rate:

2001-2003	-2.3%	-1.2%	-2.1%	-25.6%	-3.9%
2003-2008	3.0	-1.2	2.5	16.5	3.4
2008-2010	-7.8	-3.2	-7.4	-15.9	-8.1
2001-2010	-0.7	-1.7	-0.8	-1.9	-0.9

(a) Excludes passengers traveling on certain small regional commuter airlines in Fiscal Years 2000, 2001, and 2002

Sources: U.S. DOT, *Air Passenger Origin Destination Survey*, reconciled to Schedules T100 and 298C T1; City of Albuquerque Aviation Department.

Table 3
Historical Scheduled Average Daily Departures, by Airline Group
Albuquerque International Sunport
(for the month of July for each year shown)

Published Airline												
Operating Airline	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total—All Airlines	173	177	170	158	158	153	149	144	131	121	116	126
Southwest	56	62	62	61	59	55	54	60	63	56	54	53
American	13	12	11	11	11	12	10	10	10	10	10	13
<i>American</i>	8	7	8	11	11	12	10	10	10	10	10	8
<i>TWA</i>	5	5	3	-	-	-	-	-	-	-	-	-
<i>American Eagle</i>	-	-	-	-	-	-	-	-	-	-	-	5
United	13	12	11	11	13	19	24	23	22	19	17	19
<i>United</i>	8	7	6	5	6	4	2	6	3	3	2	1
<i>Continental</i>	5	5	4	4	4	5	2	3	4	1	-	1
<i>SkyWest</i>	-	-	-	1	0	7	10	7	9	7	7	9
<i>Mesa</i>	-	-	-	-	2	-	-	-	-	-	-	-
<i>ExpressJet</i>	-	-	-	1	1	2	6	5	4	6	6	6
<i>Shuttle America</i>	-	-	-	-	-	-	2	2	1	2	2	2
<i>Trans States</i>	-	-	-	-	-	-	2	-	-	-	-	-
<i>Chautauqua</i>	-	-	-	-	-	1	-	-	-	-	-	-
Delta	14	15	15	16	17	16	13	13	9	11	11	11
<i>Delta</i>	10	9	7	6	6	7	6	6	4	3	5	5
<i>Northwest</i>	2	2	3	2	2	2	2	2	2	2	-	-
<i>Mesa</i>	-	-	-	-	-	-	-	-	-	-	1	-
<i>SkyWest</i>	2	4	5	8	9	7	5	6	3	6	5	6
US Airways (a)	6	6	8	5	5	7	6	6	5	5	5	5
Frontier	4	5	5	5	5	5	5	6	5	4	5	5
<i>Frontier</i>	4	5	5	3	2	-	2	1	5	4	-	-
<i>Republic</i>	-	-	-	-	-	-	-	2	-	-	5	5
<i>Horizon</i>	-	-	-	-	3	5	3	3	-	-	-	-
<i>Mesa</i>	-	-	-	2	-	-	-	-	-	-	-	-
All other	68	64	59	51	48	40	37	26	17	17	16	20

Note: The sum of all operating airlines may not equal the total for each published airline due to rounding

(a) Includes America West and Mesa for all years shown.

Source: Official Airline Guides, Inc., online database accessed February 11, 2011.

Table 4
Historical Scheduled Average Daily Departing Seats, by Airline Group
Albuquerque International Sunport
(for the month of July for each year shown)

Published Airline												
Operating Airline	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total—All Airlines	16,501	16,017	16,883	15,842	16,269	16,474	15,318	15,574	15,511	13,917	13,100	13,122
Southwest	7,574	8,419	8,323	8,149	7,970	7,451	7,414	8,187	8,525	7,571	7,209	7,257
American	1,806	1,680	1,540	1,472	1,486	1,675	1,391	1,400	1,391	1,382	1,364	1,424
<i>American</i>	<i>1,120</i>	<i>980</i>	<i>1,115</i>	<i>1,472</i>	<i>1,486</i>	<i>1,675</i>	<i>1,391</i>	<i>1,400</i>	<i>1,391</i>	<i>1,382</i>	<i>1,364</i>	<i>1,120</i>
<i>TWA</i>	<i>686</i>	<i>700</i>	<i>425</i>	-	-	-	-	-	-	-	-	-
<i>American Eagle</i>	-	-	-	-	-	-	-	-	-	-	-	304
United	1,600	1,605	1,330	1,184	1,254	1,574	1,572	1,761	1,616	1,271	1,086	1,182
<i>United</i>	<i>981</i>	<i>947</i>	<i>737</i>	<i>595</i>	<i>708</i>	<i>475</i>	<i>258</i>	<i>662</i>	<i>375</i>	<i>345</i>	<i>262</i>	<i>120</i>
<i>Continental</i>	<i>619</i>	<i>658</i>	<i>593</i>	<i>491</i>	<i>491</i>	<i>548</i>	<i>239</i>	<i>349</i>	<i>455</i>	<i>118</i>	-	<i>110</i>
<i>SkyWest</i>	-	-	-	<i>50</i>	<i>6</i>	<i>375</i>	<i>558</i>	<i>361</i>	<i>509</i>	<i>365</i>	<i>357</i>	<i>506</i>
<i>Mesa</i>	-	-	-	-	<i>97</i>	-	-	-	-	-	-	-
<i>ExpressJet</i>	-	-	-	<i>48</i>	<i>48</i>	<i>105</i>	<i>298</i>	<i>245</i>	<i>202</i>	<i>295</i>	<i>297</i>	<i>302</i>
<i>Shuttle America</i>	-	-	-	-	-	-	<i>130</i>	<i>144</i>	<i>74</i>	<i>149</i>	<i>170</i>	<i>144</i>
<i>Trans States</i>	-	-	-	-	-	-	<i>89</i>	-	-	-	-	-
<i>Chautauqua</i>	-	-	-	-	-	<i>72</i>	-	-	-	-	-	-
Delta	1,886	1,813	1,764	1,680	1,767	1,814	1,377	1,485	1,167	1,112	1,049	1,156
<i>Delta</i>	<i>1,488</i>	<i>1,317</i>	<i>1,099</i>	<i>985</i>	<i>1,029</i>	<i>1,169</i>	<i>847</i>	<i>900</i>	<i>725</i>	<i>503</i>	<i>795</i>	<i>804</i>
<i>Northwest</i>	<i>298</i>	<i>296</i>	<i>415</i>	<i>296</i>	<i>296</i>	<i>296</i>	<i>292</i>	<i>293</i>	<i>296</i>	<i>272</i>	-	-
<i>Mesa</i>	-	-	-	-	-	-	-	-	-	-	<i>64</i>	-
<i>SkyWest</i>	<i>100</i>	<i>200</i>	<i>250</i>	<i>398</i>	<i>442</i>	<i>348</i>	<i>237</i>	<i>292</i>	<i>145</i>	<i>337</i>	<i>254</i>	<i>352</i>
US Airways (a)	816	784	1,032	614	529	833	816	763	686	599	249	196
Frontier	453	596	564	478	466	336	460	464	637	483	373	348
<i>Frontier</i>	<i>453</i>	<i>596</i>	<i>564</i>	<i>387</i>	<i>268</i>	-	<i>250</i>	<i>109</i>	<i>637</i>	<i>483</i>	-	-
<i>Republic</i>	-	-	-	-	-	-	-	<i>179</i>	-	-	<i>373</i>	<i>348</i>
<i>Horizon</i>	-	-	-	-	<i>199</i>	<i>336</i>	<i>210</i>	<i>176</i>	-	-	-	-
<i>Mesa</i>	-	-	-	<i>92</i>	-	-	-	-	-	-	-	-
All other	2,367	1,121	2,331	2,263	2,798	2,790	2,289	1,513	1,488	1,498	1,769	1,559

Note: The sum of all operating airlines may not equal the total for each published airline due to rounding

(a) Includes America West and Mesa for all years shown.

Source: Official Airline Guides, Inc., online database accessed February 11, 2011.

Table 5
Historical Number of Airports Served Nonstop, by Airline Group
Albuquerque International Sunport
(for the month of July for each year shown)

Published Airline												
Operating Airline	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total—All Airlines	39	40	39	38	37	40	41	45	43	32	30	32
Southwest	19	20	21	21	21	21	21	21	22	20	20	20
American	2	2	3	3	2	2	2	2	2	2	2	2
<i>American</i>	2	2	2	3	2	2	2	2	2	2	2	1
TWA	1	1	1	-	-	-	-	-	-	-	-	-
<i>American Eagle</i>	-	-	-	-	-	-	-	-	-	-	-	2
United	3	4	3	5	5	7	7	7	7	7	6	6
<i>United</i>	1	2	2	1	1	2	1	2	2	2	2	1
<i>Continental</i>	2	2	1	1	2	2	2	2	2	1	-	1
SkyWest	-	-	-	1	1	2	4	3	4	3	3	3
Mesa	-	-	-	-	1	-	-	-	-	-	-	-
ExpressJet	-	-	-	1	1	2	2	2	2	2	1	2
Shuttle America	-	-	-	-	-	-	2	1	2	2	2	2
Trans States	-	-	-	-	-	-	1	-	-	-	-	-
Chautauqua	-	-	-	-	-	1	-	-	-	-	-	-
Delta	4	4	4	4	4	4	4	4	4	3	3	3
<i>Delta</i>	5	5	5	3	3	3	2	2	2	1	2	2
Northwest	1	1	1	1	1	1	1	1	1	1	-	-
Mesa	-	-	-	-	-	-	-	-	-	-	1	-
SkyWest	1	1	2	2	2	1	1	1	1	1	1	1
US Airways (a)	1	1	1	1	1	2	2	2	1	1	1	1
Frontier	2	2	2	3	2	1	2	3	1	1	1	1
<i>Frontier</i>	2	2	2	2	1	-	1	1	1	1	-	-
Republic	-	-	-	-	-	-	-	1	-	-	1	1
Horizon	-	-	-	-	1	1	1	1	-	-	-	-
Mesa	-	-	-	1	-	-	-	-	-	-	-	-
All other	15	13	13	14	11	10	9	10	6	4	4	6

Note: Number of airports served nonstop are not additive because some cities are served nonstop by more than one airline

(a) Includes America West and Mesa for all years shown.

Source: Official Airline Guides, Inc., online database accessed February 11, 2011.

Table 6
Historical Enplaned Passengers, by Airline Group
Albuquerque International Sunport
(for Fiscal Years ended June 30; passengers in thousands)

Published Airline											Compound annual growth rate			
											2001-2003	2003-2008	2008-2010	2001-2010
Operating Airline	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2001-2003	2003-2008	2008-2010	2001-2010
Total—All Airlines	3,152	3,059	3,019	3,123	3,192	3,299	3,263	3,418	3,014	2,933	-2.1%	2.5%	-7.4%	-0.8%
Southwest	1,584	1,617	1,599	1,661	1,655	1,694	1,683	1,728	1,639	1,628	0.5%	1.6%	-2.9%	0.3%
American	449	367	354	350	368	407	391	378	359	366	-11.2%	1.3%	-1.5%	-2.2%
American	270	298	347	350	368	407	391	378	359	366	13.3	1.7	-1.5	3.5
TWA	179	59	-	-	-	-	-	-	-	-	-100.0	n.a.	n.a.	-100.0
American Eagle	-	9	7	-	-	-	-	-	-	-	n.a.	-100.0	n.a.	n.a.
United	392	413	421	466	494	526	563	496	391	357	3.7%	3.3%	-15.2%	-1.0%
United	220	188	183	186	180	143	139	166	113	74	-8.6	-1.9	-33.3	-11.4
Continental	172	163	148	152	154	168	182	137	65	39	-7.1	-1.6	-46.3	-15.1
SkyWest	-	62	90	128	143	182	199	101	110	118	n.a.	2.4	8.1	n.a.
ExpressJet	-	-	-	-	-	-	-	49	74	81	n.a.	n.a.	28.6	n.a.
Shuttle America	-	-	-	-	-	26	41	43	29	44	n.a.	n.a.	1.3	n.a.
Trans States	-	-	-	-	-	6	2	-	-	-	n.a.	n.a.	n.a.	n.a.
Chautauqua	-	-	-	-	17	1	-	-	-	-	n.a.	n.a.	n.a.	n.a.
Delta	404	337	316	327	348	334	287	361	314	307	-11.6%	2.7%	-7.7%	-3.0%
Delta	284	256	225	239	257	244	205	199	153	220	-10.9	-2.4	5.1	-2.8
Northwest	82	82	91	89	91	87	82	85	89	-	5.3	-1.3	-100.0	-100.0
SkyWest	38	-	-	-	-	-	-	67	67	87	-100.0	n.a.	14.3	9.5
ExpressJet	-	-	-	-	-	-	-	10	6	-	n.a.	n.a.	-100.0	n.a.
Pinnacle	-	-	-	-	0	3	-	-	-	-	n.a.	n.a.	n.a.	n.a.
US Airways (a)	212	203	199	177	192	210	206	189	159	153	-3.0%	-1.0%	-10.0%	-3.5%
Frontier	36	47	47	70	88	89	95	131	119	111	14.3%	22.5%	-8.0%	13.2%
Frontier	36	47	47	46	9	60	51	80	119	111	14.3	11.1	17.5	13.2
Republic	-	-	-	-	-	-	9	30	-	-	n.a.	n.a.	-100.0	n.a.
Horizon	-	-	-	23	79	29	35	21	-	-	n.a.	n.a.	-100.0	n.a.
All Other	75	75	82	72	46	39	37	135	34	11	4.7%	10.5%	-71.0%	-18.9%

Note: n.a.=not applicable.

(a) Includes America West and Mesa for all years shown.

Source: City of Albuquerque Aviation Department.

Table 7
Historical Market Shares of Enplaned Passengers by Airline Group
Albuquerque International Sunport
(for Fiscal Years ended June 30)

Published Airline										
Operating Airline	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Total—All Airlines	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Southwest	50.3%	52.9%	53.0%	53.2%	51.8%	51.3%	51.6%	50.6%	54.4%	55.5%
American	14.2%	12.0%	11.7%	11.2%	11.5%	12.3%	12.0%	11.1%	11.9%	12.5%
<i>American</i>	8.6	9.8	11.5	11.2	11.5	12.3	12.0	11.1	11.9	12.5
<i>TWA</i>	5.7	1.9	-	-	-	-	-	-	-	-
<i>American Eagle</i>	-	0.3	0.2	-	-	-	-	-	-	-
United	12.4%	13.5%	14.0%	14.9%	15.5%	15.9%	17.3%	14.5%	13.0%	12.2%
<i>United</i>	7.0	6.1	6.1	6.0	5.6	4.3	4.3	4.9	3.7	2.5
<i>Continental</i>	5.5	5.3	4.9	4.9	4.8	5.1	5.6	4.0	2.2	1.3
<i>SkyWest</i>	-	2.0	3.0	4.1	4.5	5.5	6.1	3.0	3.6	4.0
<i>ExpressJet</i>	-	-	-	-	-	-	-	1.4	2.5	2.8
<i>Shuttle America</i>	-	-	-	-	-	0.8	1.2	1.3	1.0	1.5
<i>Trans States</i>	-	-	-	-	-	0.2	0.1	-	-	-
<i>Chautauqua</i>	-	-	-	-	0.5	0.0	-	-	-	-
Delta	12.8%	11.0%	10.5%	10.5%	10.9%	10.1%	8.8%	10.6%	10.4%	10.5%
<i>Delta</i>	9.0	8.4	7.5	7.6	8.1	7.4	6.3	5.8	5.1	7.5
<i>Northwest</i>	2.6	2.7	3.0	2.8	2.8	2.6	2.5	2.5	2.9	-
<i>SkyWest</i>	1.2	-	-	-	-	-	-	1.9	2.2	3.0
<i>ExpressJet</i>	-	-	-	-	-	-	-	0.3	0.2	-
<i>Pinnacle</i>	-	-	-	-	0.0	0.1	-	-	-	-
US Airways	6.7%	6.6%	6.6%	5.7%	6.0%	6.4%	6.3%	5.5%	5.3%	5.2%
Frontier	1.2%	1.5%	1.6%	2.2%	2.8%	2.7%	2.9%	3.8%	3.9%	3.8%
<i>Frontier</i>	1.2	1.5	1.6	1.5	0.3	1.8	1.6	2.3	3.9	3.8
<i>Republic</i>	-	-	-	-	-	-	0.3	0.9	-	-
<i>Horizon</i>	-	-	-	0.7	2.5	0.9	1.1	0.6	-	-
All Other	2.4%	2.4%	2.7%	2.3%	1.5%	1.2%	1.1%	4.0%	1.1%	0.4%

(a) Includes America West and Mesa for all years shown.

Source: City of Albuquerque Aviation Department.

Table 8
Historical Domestic O&D Passengers, by Airline
Albuquerque International Sunport
(for Fiscal Years ended June 30; passengers in thousands)

Published Airline (a)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Compound annual growth rate			
											2000- 2003	2003- 2008	2008- 2010	2000- 2010
Total—All Airlines	2,686	2,514	2,473	2,550	2,652	2,761	2,701	2,824	2,498	2,418	-4.1%	2.7%	-7.5%	-1.2%
Southwest	1,274	1,220	1,193	1,248	1,267	1,319	1,323	1,363	1,290	1,290	-3.2%	2.7%	-2.7%	0.1%
American (b)	398	328	313	309	327	363	345	340	339	330	-11.3	1.6	-1.4	-2.1
Delta (c)	366	374	378	405	420	383	319	317	275	271	1.6	-3.5	-7.5	-3.3
United/Continental	341	300	290	310	335	371	415	408	298	290	-7.9	7.1	-15.7	-1.8
United	195	167	165	180	203	226	261	264	206	194	-8.2	9.9	-14.3	-0.1
Continental	146	134	125	130	132	145	154	145	92	96	-7.4	3.0	-18.4	-4.5
US Airways (d)	200	188	198	167	178	194	183	158	135	126	-0.4	-4.4	-10.6	-5.0
Frontier	35	46	47	74	88	85	86	114	109	104	16.2	19.4	-4.6	12.9
All Other	72	58	54	38	37	47	31	124	51	6	-13.8	18.3	-77.2	-23.5

(a) Includes regional code-sharing affiliates.

(b) Includes TWA.

(c) Includes Northwest.

(d) Includes America West.

Source: U.S. DOT, *Air Passenger Origin-Destination Survey*, reconciled to Schedules T100 and 298C T1.

Table 9
Historical Market Shares of Domestic O&D Passengers, by Airline
Albuquerque International Sunport
(for Fiscal Years ended June 30)

Published Airline (a)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Total—All Airlines	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Southwest	47.4%	48.5%	48.2%	49.0%	47.8%	47.8%	49.0%	48.3%	51.7%	53.4%
American (b)	14.8	13.1	12.7	12.1	12.3	13.1	12.8	12.0	13.6	13.6
Delta (c)	13.6	14.9	15.3	15.9	15.8	13.9	11.8	11.2	11.0	11.2
United/Continental	12.7	11.9	11.7	12.2	12.6	13.4	15.4	14.5	11.9	12.0
United	7.3	6.6	6.7	7.1	7.7	8.2	9.7	9.3	8.3	8.0
Continental	5.4	5.3	5.1	5.1	5.0	5.3	5.7	5.1	3.7	4.0
US Airways (d)	7.4	7.5	8.0	6.5	6.7	7.0	6.8	5.6	5.4	5.2
Frontier	1.3	1.8	1.9	2.9	3.3	3.1	3.2	4.0	4.4	4.3
All Other	2.7	2.3	2.2	1.5	1.4	1.7	1.2	4.4	2.1	0.3

(a) Includes regional code-sharing affiliates.

(b) Includes TWA.

(c) Includes Northwest.

(d) Includes America West.

Source: U.S. DOT, *Air Passenger Origin-Destination Survey*, reconciled to Schedules T100 and 298C T1.

Table 10
Historical Average One-Way Domestic Air Fare, by Airline
Albuquerque International Sunport
(for Fiscal Years ended June 30)

Published Airline (a)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Compound annual growth rate			
											2001- 2003	2003- 2008	2008- 2010	2000- 2010
Total—All Airlines	\$127	\$117	\$120	\$123	\$124	\$135	\$143	\$142	\$143	\$142	-2.8%	3.5%	-0.1%	1.3%
Southwest	\$98	\$93	\$97	\$98	\$101	\$112	\$116	\$117	\$123	\$122	-0.5%	3.9%	2.4%	2.5%
American (b)	156	141	142	149	143	151	162	164	165	164	-4.5	2.9	0.0	0.6
Delta (c)	168	155	161	166	160	173	190	190	181	178	-2.3	3.3	-3.1	0.6
United/Continental	165	151	149	154	154	168	177	179	179	174	-5.2	3.8	-1.4	0.6
United	172	158	150	154	154	168	176	181	181	177	-6.7	3.8	-1.0	0.3
Continental	157	141	148	153	156	167	178	176	173	168	-3.0	3.6	-2.4	0.7
US Airways (d)	115	106	113	123	123	134	146	151	156	157	-1.0	6.0	1.8	3.5
Frontier	150	135	124	118	127	134	139	123	111	112	-9.0	-0.3	-4.6	-3.3
All Other	113	115	103	105	110	115	112	126	127	98	-4.5	4.1	-11.7	-1.6

Note: Average one-way fares shown are net of all taxes, fees, and PFCs and exclude ancillary fees charged by the airlines

(a) Includes regional code-sharing affiliates.

(b) Includes TWA.

(c) Includes Northwest.

(d) Includes America West.

Source: U.S. DOT, *Air Passenger Origin-Destination Survey*, reconciled to Schedules T100 and 298C T1.

Table 11
Historical Average Domestic Stage Length, by Airline
Albuquerque International Sunport
(for Fiscal Years ended June 30; stage length in miles)

Published Airline (a)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Compound annual growth rate			
											2001- 2003	2003- 2008	2008- 2010	2000- 2010
Total—All Airlines	973	998	1,009	1,020	1,034	1,037	1,036	1,035	1,049	1,059	1.9%	0.5%	1.2%	1.0%
Southwest	692	732	734	734	748	780	783	790	814	835	3.0%	1.5%	2.8%	2.1%
American (b)	1,421	1,385	1,405	1,401	1,413	1,375	1,362	1,351	1,367	1,382	-0.6	-0.8	1.1	-0.3
Delta (c)	1,434	1,495	1,509	1,533	1,561	1,515	1,484	1,471	1,491	1,473	2.6	-0.5	0.1	0.3
United/Continental	1,291	1,345	1,343	1,403	1,375	1,308	1,291	1,310	1,368	1,322	2.0	-0.5	0.5	0.3
United	1,205	1,281	1,259	1,339	1,335	1,243	1,203	1,208	1,277	1,261	2.2	-0.8	2.1	0.5
Continental	1,405	1,424	1,455	1,492	1,437	1,408	1,440	1,495	1,572	1,446	1.8	0.5	-1.7	0.3
US Airways (d)	844	854	938	965	948	945	1,053	1,120	1,141	1,174	5.4	3.6	2.4	3.7
Frontier	710	810	828	906	922	873	877	950	948	920	8.0	2.8	-1.6	2.9
All Other	283	354	395	303	407	497	539	804	609	217	18.2	15.3	-48.0	-2.9

(a) Includes regional code-sharing affiliates.

(b) Includes TWA.

(c) Includes Northwest.

(d) Includes America West.

Source: U.S. DOT, *Air Passenger Origin-Destination Survey*, reconciled to Schedules T100 and 298C T1.

Table 12
Historical Average Daily Departures For Airports Served Nonstop
Albuquerque International Sunport
(for the month of July for each year shown)

Nonstop City Market (a)	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Compound annual growth rate			
													2001- 2003	2003- 2008	2008- 2010	2001- 2010
Total—All Markets	173	177	170	158	158	153	149	144	131	121	116	126	-5.3%	-3.8%	-5.6%	-4.5%
Dallas/Forth Worth	14	14	15	15	16	15	13	16	17	16	15	15	5.8%	1.5%	-4.6%	1.0%
<i>Dallas/Fort Worth</i>	8	7	9	10	11	9	8	8	8	8	8	8	18.4	-4.1	-1.2	1.1
<i>Love Field</i>	7	7	6	6	6	6	6	8	9	8	7	7	-8.9	9.1	-7.8	1.0
Phoenix	18	19	21	17	17	16	15	16	14	14	13	14	-6.6%	-2.7%	-4.2%	-3.9%
Denver	10	10	9	10	13	13	12	12	15	12	13	15	-0.8%	8.4%	-7.5%	2.6%
Los Angeles	7	7	8	7	7	5	7	10	9	7	7	10	-2.4%	5.5%	-11.5%	-0.3%
<i>Los Angeles</i>	7	7	8	7	7	5	7	7	7	7	7	10	-2.4	0.5	-	-0.3
<i>Ontario</i>	-	-	-	-	-	-	-	3	2	-	-	-	n.a.	n.a.	-100.0	n.a.
Las Vegas	5	6	6	6	5	6	7	7	7	6	6	6	-1.9%	3.2%	-8.3%	-0.6%
Houston	7	7	6	7	7	8	11	10	10	10	9	9	0.0%	7.1%	-6.1%	2.4%
<i>Hobby</i>	2	2	2	2	2	2	3	3	3	3	3	3	-	7.3	-2.9	3.3
<i>Bush</i>	5	5	4	5	5	6	8	7	7	7	6	6	-	7.0	-7.5	2.1
Atlanta	3	3	2	3	3	4	4	4	3	3	3	3	-1.1%	0.4%	0.0%	0.0%
Salt Lake City	5	6	6	6	7	8	6	7	7	7	7	7	-0.3%	2.8%	-1.7%	1.1%
Chicago	2	2	3	4	5	7	6	6	6	5	5	5	38.5%	9.3%	-7.5%	11.0%
<i>Midway</i>	2	2	2	3	4	5	4	4	4	3	3	3	19.1	7.1	-11.1	5.2
<i>O'Hare</i>	(b)	-	1	1	1	2	2	2	2	2	2	2	n.a.	14.9	-0.8	n.a.
San Francisco	2	2	2	2	2	4	5	5	5	5	4	4	-3.9%	18.9%	-10.9%	6.4%
<i>Oakland</i>	2	2	2	2	2	2	3	3	3	3	3	3	-0.8	7.6	-2.3	3.4
<i>San Francisco</i>	-	(b)	-	-	-	2	2	2	2	2	1	1	n.a.	n.a.	-26.3	n.a.
Washington DC	-	1	1	1	1	1	1	2	3	3	3	3	0.0%	24.6%	-0.5%	12.8%
<i>Baltimore</i>	-	1	1	1	1	1	1	1	2	2	2	2	-	14.9	-0.8	7.8
<i>Dulles</i>	-	-	-	-	-	-	-	1	1	1	1	1	n.a.	n.a.	-	n.a.
San Diego	3	4	4	4	4	3	3	3	3	3	3	3	-0.4%	-6.3%	-1.1%	-3.9%
Minneapolis/St. Paul	2	2	3	2	2	3	2	2	2	2	2	2	0.0%	0.0%	0.0%	0.0%
Seattle/Tacoma	1	1	1	1	1	1	1	2	2	2	2	2	0.0%	14.9%	0.0%	8.0%
El Paso	6	6	6	5	3	3	3	3	2	2	2	2	-10.5%	-15.4%	-4.2%	-11.9%
All Other Markets (b)	87	87	79	70	65	57	54	39	27	27	25	28	-10.4%	-17.1%	-5.5%	-13.2%

Notes: The sum of all airports may not equal the total for each market due to rounding
n.a.=not applicable.

(a) Top 15 markets shown ranked by average daily departing seats for July 2011.

(b) Denotes less than 1 average daily departure.

Source: Official Airline Guides, Inc., online database accessed February 11, 2011.

Table 13
Historical Average Daily Departing Seats For Airports Served Nonstop
Albuquerque International Sunport
(for the month of July for each year shown)

Nonstop City Market (a)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Compound annual growth rate			
												2001- 2003	2003- 2008	2008- 2010	2001- 2010
Total—All Markets	16,017	16,883	15,842	16,269	16,474	15,318	15,574	15,511	13,917	13,100	13,122	-0.5%	-0.4%	-8.1%	-2.2%
Dallas/Forth Worth	1,892	1,822	1,881	1,997	2,005	1,850	2,191	2,275	2,133	2,105	2,138	-0.3%	3.9%	-3.8%	1.2%
<i>Dallas/Fort Worth</i>	<i>988</i>	<i>1,089</i>	<i>1,122</i>	<i>1,263</i>	<i>1,255</i>	<i>1,111</i>	<i>1,120</i>	<i>1,111</i>	<i>1,106</i>	<i>1,084</i>	<i>1,120</i>	<i>6.6</i>	<i>-0.2</i>	<i>-1.2</i>	<i>1.0</i>
<i>Love Field</i>	<i>904</i>	<i>732</i>	<i>758</i>	<i>735</i>	<i>750</i>	<i>739</i>	<i>1,071</i>	<i>1,164</i>	<i>1,026</i>	<i>1,021</i>	<i>1,018</i>	<i>-8.4</i>	<i>8.9</i>	<i>-6.3</i>	<i>1.4</i>
Phoenix	2,573	2,734	2,198	2,214	2,214	2,025	2,117	1,986	1,885	1,627	1,616	-7.6%	-2.0%	-9.5%	-5.0%
Denver	1,297	1,038	998	1,278	973	989	1,099	1,609	1,271	1,117	1,148	-12.3%	10.0%	-16.7%	-1.6%
Los Angeles	920	967	880	918	657	695	852	761	683	674	827	-2.2%	-2.9%	-5.9%	-3.4%
<i>Los Angeles</i>	<i>920</i>	<i>967</i>	<i>880</i>	<i>918</i>	<i>657</i>	<i>695</i>	<i>710</i>	<i>669</i>	<i>683</i>	<i>674</i>	<i>827</i>	<i>-2.2</i>	<i>-5.3</i>	<i>0.4</i>	<i>-3.4</i>
<i>Ontario</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>142</i>	<i>92</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>n.a.</i>	<i>n.a.</i>	<i>-100.0</i>	<i>n.a.</i>
Las Vegas	781	778	767	720	887	927	1,024	902	753	768	765	-0.9%	3.3%	-7.7%	-0.2%
Houston	917	865	813	795	856	900	889	930	778	653	728	-5.8%	2.7%	-16.2%	-3.7%
<i>Hobby</i>	<i>274</i>	<i>272</i>	<i>274</i>	<i>274</i>	<i>274</i>	<i>389</i>	<i>411</i>	<i>389</i>	<i>371</i>	<i>357</i>	<i>366</i>	<i>-</i>	<i>7.3</i>	<i>-4.2</i>	<i>3.0</i>
<i>Bush</i>	<i>643</i>	<i>593</i>	<i>539</i>	<i>521</i>	<i>582</i>	<i>511</i>	<i>478</i>	<i>541</i>	<i>406</i>	<i>297</i>	<i>362</i>	<i>-8.4</i>	<i>0.1</i>	<i>-25.9</i>	<i>-8.2</i>
Atlanta	453	320	465	503	696	563	616	542	503	502	508	1.3%	3.1%	-3.8%	1.2%
Salt Lake City	466	487	385	429	496	374	429	513	461	455	489	-9.0%	5.9%	-5.8%	-0.3%
Chicago	280	453	534	670	869	682	698	691	621	619	486	38.2%	5.3%	-5.4%	9.2%
<i>Midway</i>	<i>-</i>	<i>137</i>	<i>137</i>	<i>137</i>	<i>264</i>	<i>264</i>	<i>274</i>	<i>274</i>	<i>274</i>	<i>255</i>	<i>270</i>	<i>n.a.</i>	<i>14.9</i>	<i>-3.5</i>	<i>n.a.</i>
<i>O'Hare</i>	<i>280</i>	<i>316</i>	<i>397</i>	<i>533</i>	<i>604</i>	<i>418</i>	<i>424</i>	<i>417</i>	<i>347</i>	<i>364</i>	<i>216</i>	<i>19.1</i>	<i>1.0</i>	<i>-6.6</i>	<i>2.9</i>
San Francisco	289	274	270	269	374	534	516	483	495	401	448	-3.5%	12.4%	-8.9%	3.7%
<i>Oakland</i>	<i>274</i>	<i>274</i>	<i>270</i>	<i>269</i>	<i>274</i>	<i>402</i>	<i>411</i>	<i>389</i>	<i>389</i>	<i>336</i>	<i>382</i>	<i>-0.8</i>	<i>7.6</i>	<i>-7.0</i>	<i>2.3</i>
<i>San Francisco</i>	<i>15</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>100</i>	<i>132</i>	<i>105</i>	<i>94</i>	<i>106</i>	<i>64</i>	<i>66</i>	<i>-100.0</i>	<i>n.a.</i>	<i>-17.2</i>	<i>17.2</i>
Washington DC	137	137	137	137	137	137	259	394	390	408	394	0.0%	23.5%	1.7%	12.9%
<i>Baltimore</i>	<i>137</i>	<i>137</i>	<i>137</i>	<i>137</i>	<i>137</i>	<i>137</i>	<i>137</i>	<i>274</i>	<i>270</i>	<i>270</i>	<i>274</i>	<i>-</i>	<i>14.9</i>	<i>-0.8</i>	<i>7.8</i>
<i>Dulles</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>122</i>	<i>120</i>	<i>121</i>	<i>138</i>	<i>120</i>	<i>n.a.</i>	<i>n.a.</i>	<i>7.2</i>	<i>n.a.</i>
San Diego	546	531	531	531	409	404	411	391	371	384	382	-1.4%	-5.9%	-0.9%	-3.8%
Minneapolis/St. Paul	296	415	296	296	344	292	293	296	272	293	296	0.0%	0.0%	-0.5%	-0.1%
Seattle/Tacoma	137	137	137	137	137	137	274	274	260	247	270	0.0%	14.9%	-5.1%	6.8%
El Paso	719	687	572	449	358	380	367	269	256	247	252	-10.8%	-14.0%	-4.1%	-11.2%
All Other Markets	4,314	5,238	4,978	4,926	5,062	4,429	3,541	3,194	2,785	2,599	2,376	7.4%	-8.5%	-9.8%	-5.5%

Notes: The sum of all airports may not equal the total for each market due to rounding
n.a.=not applicable.

(a) Top 15 markets shown ranked by average daily departing seats for July 2011.

Source: Official Airline Guides, Inc., online database accessed February 11, 2011.

Table 14
Historical Domestic O&D Passengers, Showing Detail for Markets with 2% or more of Domestic O&D Passengers in FY2010
Albuquerque International Sunport
(for Fiscal Years ended June 30; passengers in thousands)

Domestic O&D City Market (a)											% of Total	Compound annual growth rate			
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2010	2001- 2003	2003- 2008	2008- 2010	2000- 2010
Total—All Markets	2,686	2,514	2,473	2,550	2,652	2,761	2,701	2,824	2,498	2,418	100.0%	-4.1%	2.7%	-7.5%	-1.2%
Los Angeles	220	198	194	194	201	210	211	217	187	180	7.4%	-6.2%	2.3%	-9.0%	-2.2%
<i>Los Angeles</i>	153	129	123	122	126	129	128	126	111	113	4.7	-10.6	0.5	-5.2	-3.3
<i>Santa Ana</i>	9	17	21	24	24	27	28	25	23	26	1.1	54.0	3.2	1.5	12.4
<i>Ontario</i>	33	30	28	28	27	30	31	41	32	22	0.9	-7.7	7.8	-27.0	-4.5
<i>Burbank</i>	19	19	19	19	21	22	22	23	19	17	0.7	-0.3	3.4	-14.9	-1.8
<i>Long Beach</i>	5	3	2	2	3	3	2	3	3	3	0.1	-33.0	3.0	3.5	-6.3
Phoenix	263	231	231	243	239	235	225	216	178	176	7.3%	-6.3%	-1.3%	-9.9%	-4.4%
Dallas	190	167	164	161	162	167	169	170	148	134	5.5%	-6.9%	0.7%	-11.2%	-3.8%
<i>Love Field</i>	136	118	115	113	109	112	113	113	99	89	3.7	-8.1	-0.4	-11.2	-4.6
<i>Dallas/Fort Worth</i>	54	50	50	48	53	56	56	58	49	45	1.9	-4.1	3.0	-11.3	-2.0
San Francisco	140	127	125	130	133	137	141	140	129	132	5.5%	-5.6%	2.3%	-2.9%	-0.7%
<i>Oakland</i>	75	78	75	77	79	78	79	79	76	76	3.2	-0.3	1.1	-1.6	0.2
<i>San Francisco</i>	29	17	18	20	22	26	33	34	30	31	1.3	-21.3	13.4	-4.9	0.5
<i>San Jose</i>	36	32	32	33	32	32	29	27	23	25	1.0	-5.2	-3.2	-4.1	-3.9
Denver	57	47	54	64	71	77	79	119	121	126	5.2%	-2.2%	16.9%	2.8%	9.2%
Wash DC	131	130	124	133	140	141	134	133	129	125	5.2%	-2.5%	1.3%	-2.7%	-0.4%
<i>Baltimore</i>	61	70	61	61	57	57	49	58	64	66	2.7	-0.5	-1.0	6.8	0.8
<i>Dulles</i>	22	24	23	26	29	29	36	37	33	30	1.2	0.6	10.1	-9.1	3.4
<i>Reagan</i>	47	36	41	47	54	55	48	38	33	29	1.2	-6.7	-1.4	-12.3	-5.1
Las Vegas	125	127	114	113	119	129	128	125	106	107	4.4%	-4.6%	1.9%	-7.2%	-1.7%
Houston	83	76	71	75	78	88	93	102	92	85	3.5%	-7.2	7.4	-8.5	0.3
<i>Hobby</i>	40	38	36	38	38	43	48	53	47	48	2.0	-5.4	8.1	-4.7	2.1
<i>Bush</i>	43	39	36	37	41	44	44	49	44	38	1.6	-8.9	6.7	-12.7	-1.5
New York	77	65	72	73	80	87	90	95	87	81	3.4%	-3.5%	5.6%	-7.4%	0.6%
<i>LaGuardia</i>	37	32	40	43	44	48	48	49	52	50	2.0	4.8	3.9	0.5	3.3
<i>Newark</i>	34	27	25	23	27	29	33	38	28	25	1.1	-14.3	8.8	-18.3	-3.2
<i>Kennedy</i>	7	6	7	7	9	10	9	8	7	7	0.3	0.9	3.3	-9.3	-0.2
Chicago	73	74	73	77	86	89	80	85	80	81	3.3%	-0.4%	3.2%	-2.7%	1.1%
<i>Midway</i>	20	27	27	28	28	33	31	36	38	42	1.7	15.6	6.2	7.0	8.4
<i>O'Hare</i>	53	47	46	49	57	56	49	49	42	39	1.6	-7.1	1.3	-10.6	-3.4
San Diego	70	68	69	68	70	73	71	69	61	63	2.6%	-0.3%	0.0%	-4.3%	-1.1%
Seattle	57	53	54	57	58	63	60	66	61	61	2.5%	-2.2%	4.0%	-3.9%	0.8%
All Other Markets	1,200	1,151	1,127	1,161	1,215	1,264	1,221	1,287	1,119	1,066	44.1%	-3.1%	2.7%	-9.0%	-1.3%

(a) Markets ranked by domestic O&D passengers in FY2010.

Source: U.S. DOT, *Air Passenger Origin-Destination Survey*, reconciled to Schedules T100 and 298C T1.

Table 15
Historical Market Shares of Domestic O&D Passengers, Showing Detail for Markets with 2% or more of Domestic O&D Passengers in FY2010
Albuquerque International Sunport
(for Fiscal Years ended June 30)

Domestic O&D City Market (a)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Total—All Markets	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Los Angeles	8.2%	7.9%	7.8%	7.6%	7.6%	7.6%	7.8%	7.7%	7.5%	7.4%
<i>Los Angeles</i>	5.7	5.1	5.0	4.8	4.7	4.7	4.7	4.5	4.4	4.7
<i>Santa Ana</i>	0.3	0.7	0.9	0.9	0.9	1.0	1.0	0.9	0.9	1.1
<i>Ontario</i>	1.2	1.2	1.1	1.1	1.0	1.1	1.1	1.5	1.3	0.9
<i>Burbank</i>	0.7	0.7	0.8	0.7	0.8	0.8	0.8	0.8	0.8	0.7
<i>Long Beach</i>	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Phoenix	9.8%	9.2%	9.3%	9.5%	9.0%	8.5%	8.3%	7.7%	7.1%	7.3%
Dallas	7.1%	6.7%	6.6%	6.3%	6.1%	6.1%	6.3%	6.0%	5.9%	5.5%
<i>Love Field</i>	5.0	4.7	4.6	4.4	4.1	4.0	4.2	4.0	4.0	3.7
<i>Dallas/Fort Worth</i>	2.0	2.0	2.0	1.9	2.0	2.0	2.1	2.0	2.0	1.9
San Francisco	5.2%	5.0%	5.1%	5.1%	5.0%	5.0%	5.2%	5.0%	5.2%	5.5%
<i>Oakland</i>	2.8	3.1	3.0	3.0	3.0	2.8	2.9	2.8	3.0	3.2
<i>San Francisco</i>	1.1	0.7	0.7	0.8	0.8	0.9	1.2	1.2	1.2	1.3
<i>San Jose</i>	1.3	1.3	1.3	1.3	1.2	1.2	1.1	1.0	0.9	1.0
Denver	2.1%	1.9%	2.2%	2.5%	2.7%	2.8%	2.9%	4.2%	4.9%	5.2%
Wash DC	4.9%	5.2%	5.0%	5.2%	5.3%	5.1%	5.0%	4.7%	5.2%	5.2%
<i>Baltimore</i>	2.3	2.8	2.5	2.4	2.2	2.1	1.8	2.0	2.6	2.7
<i>Dulles</i>	0.8	1.0	0.9	1.0	1.1	1.1	1.3	1.3	1.3	1.2
<i>Reagan</i>	1.8	1.4	1.7	1.8	2.0	2.0	1.8	1.4	1.3	1.2
Las Vegas	4.7%	5.1%	4.6%	4.4%	4.5%	4.7%	4.7%	4.4%	4.2%	4.4%
Houston	3.1%	3.0%	2.9%	2.9%	3.0%	3.2%	3.4%	3.6%	3.7%	3.5%
<i>Hobby</i>	1.5	1.5	1.4	1.5	1.4	1.6	1.8	1.9	1.9	2.0
<i>Bush</i>	1.6	1.5	1.4	1.4	1.5	1.6	1.6	1.7	1.8	1.6
New York	2.9%	2.6%	2.9%	2.9%	3.0%	3.2%	3.3%	3.4%	3.5%	3.4%
<i>LaGuardia</i>	1.4	1.3	1.6	1.7	1.7	1.8	1.8	1.7	2.1	2.0
<i>Newark</i>	1.3	1.1	1.0	0.9	1.0	1.0	1.2	1.3	1.1	1.1
<i>Kennedy</i>	0.2	0.2	0.3	0.3	0.3	0.4	0.3	0.3	0.3	0.3
Chicago	2.7%	2.9%	2.9%	3.0%	3.2%	3.2%	3.0%	3.0%	3.2%	3.3%
<i>Midway</i>	0.8	1.1	1.1	1.1	1.1	1.2	1.1	1.3	1.5	1.7
<i>O'Hare</i>	2.0	1.9	1.9	1.9	2.2	2.0	1.8	1.7	1.7	1.6
San Diego	2.6%	2.7%	2.8%	2.7%	2.7%	2.6%	2.6%	2.4%	2.5%	2.6%
Seattle	2.1%	2.1%	2.2%	2.2%	2.2%	2.3%	2.2%	2.3%	2.4%	2.5%
All Other Markets	44.7%	45.8%	45.6%	45.5%	45.8%	45.8%	45.2%	45.6%	44.8%	44.1%

(a) Markets ranked by domestic O&D passengers in FY2010.

Source: U.S. DOT, *Air Passenger Origin-Destination Survey*, reconciled to Schedules T100 and 298C T1.

Table 16
Historical Average Domestic One-Way Fare, Showing Detail for Markets with 2% or more of Domestic O&D Passengers in FY2010
Albuquerque International Sunport
(for Fiscal Years ended June 30)

Domestic O&D City Market (a)											Compound annual growth rate			
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2001- 2003	2003- 2008	2008- 2010	2000- 2010
Total—All Markets	\$127	\$117	\$120	\$123	\$124	\$135	\$143	\$142	\$143	\$142	-2.8%	3.5%	-0.1%	1.3%
Los Angeles	\$111	\$104	\$106	\$111	\$115	\$125	\$126	\$128	\$134	\$127	-2.2%	3.8%	-0.6%	1.5%
<i>Los Angeles</i>	108	102	105	109	113	124	126	129	137	126	-1.6	4.2	-1.2	1.7
<i>Santa Ana</i>	174	114	114	114	119	129	129	135	137	124	-19.1	3.5	-4.4	-3.7
<i>Ontario</i>	111	106	105	113	117	127	126	120	119	132	-2.5	2.6	5.1	2.0
<i>Burbank</i>	108	104	108	112	117	128	124	131	135	131	-0.3	4.1	-0.1	2.1
<i>Long Beach</i>	105	103	113	120	118	131	130	120	126	113	3.7	1.2	-2.8	0.8
Phoenix	\$58	\$55	\$56	\$54	\$58	\$68	\$72	\$78	\$89	\$90	-2.3%	7.0%	7.6%	5.0%
Dallas	\$95	\$91	\$94	\$97	\$100	\$108	\$106	\$108	\$121	\$128	-0.4%	2.8%	9.0%	3.4%
<i>Love Field</i>	89	87	90	94	97	105	103	106	119	125	0.6	3.3	8.7	3.8
<i>Dallas/Fort Worth</i>	108	100	103	103	105	115	112	112	126	135	-2.6	1.7	9.7	2.4
San Francisco	\$132	\$124	\$127	\$132	\$133	\$144	\$136	\$135	\$134	\$130	-2.0%	1.3%	-2.1%	-0.2%
<i>Oakland</i>	129	122	127	132	134	141	134	130	128	128	-0.7	0.4	-0.7	-0.1
<i>San Francisco</i>	138	135	126	133	133	157	132	141	142	133	-4.1	2.2	-2.7	-0.3
<i>San Jose</i>	132	122	125	133	132	142	147	143	145	129	-2.9	2.8	-5.1	-0.3
Denver	\$182	\$158	\$137	\$128	\$130	\$135	\$133	\$90	\$74	\$75	-13.4%	-7.9%	-9.2%	-9.5%
Wash DC	\$157	\$144	\$155	\$150	\$147	\$164	\$185	\$200	\$198	\$203	-0.8%	5.3%	0.8%	2.9%
<i>Baltimore</i>	130	117	133	132	130	141	167	167	156	165	1.2	4.6	-0.7	2.6
<i>Dulles</i>	195	179	175	163	160	175	190	228	242	254	-5.2	5.4	5.5	2.9
<i>Reagan</i>	175	174	175	168	158	182	201	223	236	239	0.0	5.0	3.4	3.5
Las Vegas	\$87	\$79	\$90	\$95	\$95	\$101	\$101	\$105	\$115	\$113	1.6%	3.1%	3.7%	2.9%
Houston	\$124	\$117	\$120	\$126	\$129	\$132	\$132	\$134	\$137	\$140	-1.6	2.3	2.2	1.4
<i>Hobby</i>	115	110	112	116	121	124	121	121	130	135	-1.5	1.7	5.6	1.8
<i>Bush</i>	132	124	128	136	136	140	144	148	144	147	-1.5	2.9	-0.4	1.2
New York	\$183	\$172	\$165	\$165	\$158	\$166	\$173	\$174	\$163	\$154	-5.2%	1.2%	-6.1%	-1.9%
<i>LaGuardia</i>	178	163	152	157	150	157	158	160	149	150	-7.8	1.1	-3.3	-1.9
<i>Newark</i>	190	184	185	180	174	182	195	191	191	160	-1.3	0.7	-8.6	-1.9
<i>Kennedy</i>	171	161	165	162	150	160	176	181	160	162	-1.9	1.9	-5.5	-0.6
Chicago	\$151	\$132	\$130	\$136	\$133	\$138	\$159	\$152	\$135	\$130	-7.4%	3.2%	-7.5%	-1.7%
<i>Midway</i>	133	122	119	120	115	127	147	143	127	123	-5.6	3.8	-7.4	-0.9
<i>O'Hare</i>	158	138	136	146	142	145	167	158	143	138	-7.1	3.1	-6.7	-1.5
San Diego	\$110	\$102	\$103	\$110	\$112	\$122	\$122	\$128	\$134	\$124	-3.5%	4.6%	-1.9%	1.3%
Seattle	\$132	\$125	\$124	\$134	\$131	\$142	\$159	\$148	\$150	\$144	-3.1%	3.6%	-1.2%	1.0%
All Other Markets	\$143	\$131	\$134	\$139	\$138	\$150	\$163	\$161	\$160	\$161	-3.2%	3.8%	-0.1%	1.3%

Note: Average one-way fares shown are net of all taxes, fees, and PFCs and exclude ancillary fees charged by the airlines

(a) Markets ranked by domestic O&D passengers in FY2010.

Source: U.S. DOT, *Air Passenger Origin-Destination Survey*, reconciled to Schedules T100 and 298C T1.

Table 17
Historical Airlines Providing Scheduled Nonstop Service, Showing Detail for Markets with 2% or more of Domestic O&D Passengers in FY2010
Albuquerque International Sunport
(for Fiscal Years ended June 30)

Domestic O&D City Market (a)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Los Angeles	WN	WN	AA,WN	WN	WN	UA,WN	UA,WN,XE	UA,WN,XE	UA,WN,XE	UA,WN
<i>Los Angeles</i>	WN	WN	AA,WN	WN	WN	UA,WN	UA,WN	UA,WN	UA,WN	UA,WN
<i>Santa Ana</i>	-	-	-	-	-	-	-	-	-	-
<i>Ontario</i>	-	-	-	-	-	-	XE	XE	XE	-
<i>Burbank</i>	-	-	-	-	-	-	-	-	-	-
<i>Long Beach</i>	-	-	-	-	-	-	-	-	-	-
Phoenix	US,WN	US,WN	US,WN	US,WN	US,WN	US,WN	US,WN	US,WN	US,WN	US,WN
Dallas	AA,DL,WN	AA,DL,WN	AA,DL,WN	AA,DL,WN	AA,DL,WN	AA,WN	AA,WN	AA,WN	AA,WN	AA,WN
<i>Love Field</i>	WN	WN	WN	WN	WN	WN	WN	WN	WN	WN
<i>Dallas/Fort Worth</i>	AA,DL	AA,DL	AA,DL	AA,DL	AA,DL	AA	AA	AA	AA	AA
San Francisco	UA,WN	UA,WN	WN	WN	UA,WN	UA,WN	UA,WN	UA,WN	UA,WN	UA,WN
<i>Oakland</i>	WN	WN	WN	WN	WN	WN	WN	WN	WN	WN
<i>San Francisco</i>	UA	UA	-	-	UA	UA	UA	UA	UA	UA
<i>San Jose</i>	-	-	-	-	-	-	-	-	-	-
Denver	F9,UA	F9,UA	F9,UA	F9,UA	F9,UA	F9,UA	F9,UA	F9,UA,WN	F9,UA,WN	F9,UA,WN
Wash DC	WN	WN	WN	WN	WN	WN	UA,WN	UA,WN	UA,WN	UA,WN
<i>Baltimore</i>	WN	WN	WN	WN	WN	WN	WN	WN	WN	WN
<i>Dulles</i>	-	-	-	-	-	-	UA	UA	UA	UA
<i>Reagan</i>	-	-	-	-	-	-	-	-	-	-
Las Vegas	WN	WN	WN	WN	US,WN	US,WN	US,WN	US,WN	WN	WN
Houston	CO,WN	CO,WN	CO,WN	CO,WN	CO,WN	CO,WN	CO,WN	CO,WN	CO,WN	CO,WN
<i>Hobby</i>	WN	WN	WN	WN	WN	WN	WN	WN	WN	WN
<i>Bush</i>	CO	CO	CO	CO	CO	CO	CO	CO	CO	CO
New York	CO	CO	-	CO	CO	CO	CO	CO	CO	-
<i>LaGuardia</i>	-	-	-	-	-	-	-	-	-	-
<i>Newark</i>	CO	CO	-	CO	CO	CO	CO	CO	CO	-
<i>Kennedy</i>	-	-	-	-	-	-	-	-	-	-
Chicago	AA,WN	AA,WN	AA,UA,WN	AA,WN	AA,UA,WN	AA,UA,WN	AA,UA,WN	AA,UA,WN	AA,UA,WN	AA,UA,WN
<i>Midway</i>	WN	WN	WN	WN	WN	WN	WN	WN	WN	WN
<i>O'Hare</i>	AA	AA	AA,UA	AA	AA,UA	AA,UA	AA,UA	AA,UA	AA,UA	AA,UA
San Diego	WN	WN	WN	WN	WN	WN	WN	WN	WN	WN
Seattle	WN	WN	WN	WN	WN	WN	WN	WN	WN	WN

Notes: Airlines shown include regional code-sharing affiliates; American includes TWA; Delta includes Northwest; US Airways includes America West

Airline code legend: AA=American, CO=Continental, DL=Delta, F9=Frontier, UA=United, US=US Airways, WN=Southwest, XE=ExpressJet

(a) Markets ranked by domestic O&D passengers in FY2010.

Source: Official Airline Guides, Inc., online database accessed February 11, 2011.