

Airports:USA[®] DATAMINER[™]

The New Standard In Aviation Data & Market Intelligence

Airport Traffic Review

Data Points To Consider
4Q 2009 v 4Q 2008

Passengers: Flat (Nominal +.2%)

Average Fares: Down -5.4%

Average Fare Paid: \$182.30, including federal fees & PFCs

Fastest Growing O&D Airport:

Cincinnati/Northern Kentucky International

Local O&D Up: 32.8%. Average Local Fare Down 23.9%



Introduction

This document compares changes in passenger traffic in 2009 Q4 to that of 2008 Q4. The arrows next to each metric indicate substantial changes up or down. The top 150 airports are included. Subscribers to the **Airport Key Performance Metrics Report** will see this data included in their reports beginning with the 4Q 2009 edition.

The data are generated from Airports:USA® DataMiner™ - which is the new standard in aviation data and market intelligence. Unlike other sources, the data are first-sourced by Boyd Group International, and then processed through our proprietary software to scrub it for errors that are attendant to the reporting process. This is the reason that DataMiner™ numbers often do not match those of the BTS or those from other sources. The reason is simple: DataMiner™ is more accurate.

The #1 Aviation Intelligence Source. This report is just a snapshot of the quarterly data available to subscribers of Airports:USA DataMiner. For more information on DataMiner and how it can add Analytical Firepower to your planning, visit our website at www.AviationPlanning.com.



Also, if you're looking for the new standard in direct, accurate quarterly data for your airport, consider subscribing to the Airport Key Metrics Performance Report.

Whatever data you need, think of Boyd Group International. Data and market intelligence is our business.

Not a sideline.



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About This Review

This document is provided as a guide to compare certain traffic and fare metrics between airports. It is intended only to provide an overview, and is not a comprehensive analysis of the airports covered.

Metrics. Not Conclusions. Care must be taken in reviewing the information herein. It represents quantitative data, not necessarily qualitative data. Unfortunately, many media sources get comparative airport fare data, and assume that airports with higher average ticket prices are somehow inferior to those where consumers pay less.

The fares paid at a given airport are the result of a complex range of factors, including size of market, distance to connecting hubs, type of airliner supported, and other issues. To simply conclude and report that one airport is somehow “better” than another based on average fares is very sloppy journalism. Unfortunately, it is common.

The average fares shown herein are inclusive of federal fees and taxes, and reflect fare-paying passengers only. At every airport, there is a percentage of “zero-fare” passengers – typically those on frequent flyer tickets. These are not used in the computation of average fare at each airport. The most valuable metric is what passengers are actually paying for air travel when they fly.

“Average” May Not Be Fully Representative. Another pitfall is that the average fare data are for all destinations. In some cases, an airport may show an average fare much higher than another airport, yet fares to, say, the top five O&D destinations are comparable.

Average fares and traffic trends are not necessarily the best indicators of a city’s air service health. What matters is the levels of air service access to and from the rest of the globe. Youngstown, Ohio, for example may show strong enplanement growth and low average fares. But its air service access is minimal, in that all of its traffic is on Allegiant to Florida. Outstanding service and low fares, but not access to a connecting hub. Therefore, jumping to conclusions based only on fares and passenger levels is not recommended.

Data Notes: All passengers are included for each airport for the quarter. But the fare data herein are derived only from fared traffic. This gives a real-world indication of what passengers are actually paying. For comparison purposes, each airport’s average fare yield is adjusted to a 1,000 mile length of haul (LOH). The yield is the actual airline yield, net of federal fees and taxes. The average fares are inclusive of federal fees and taxes.

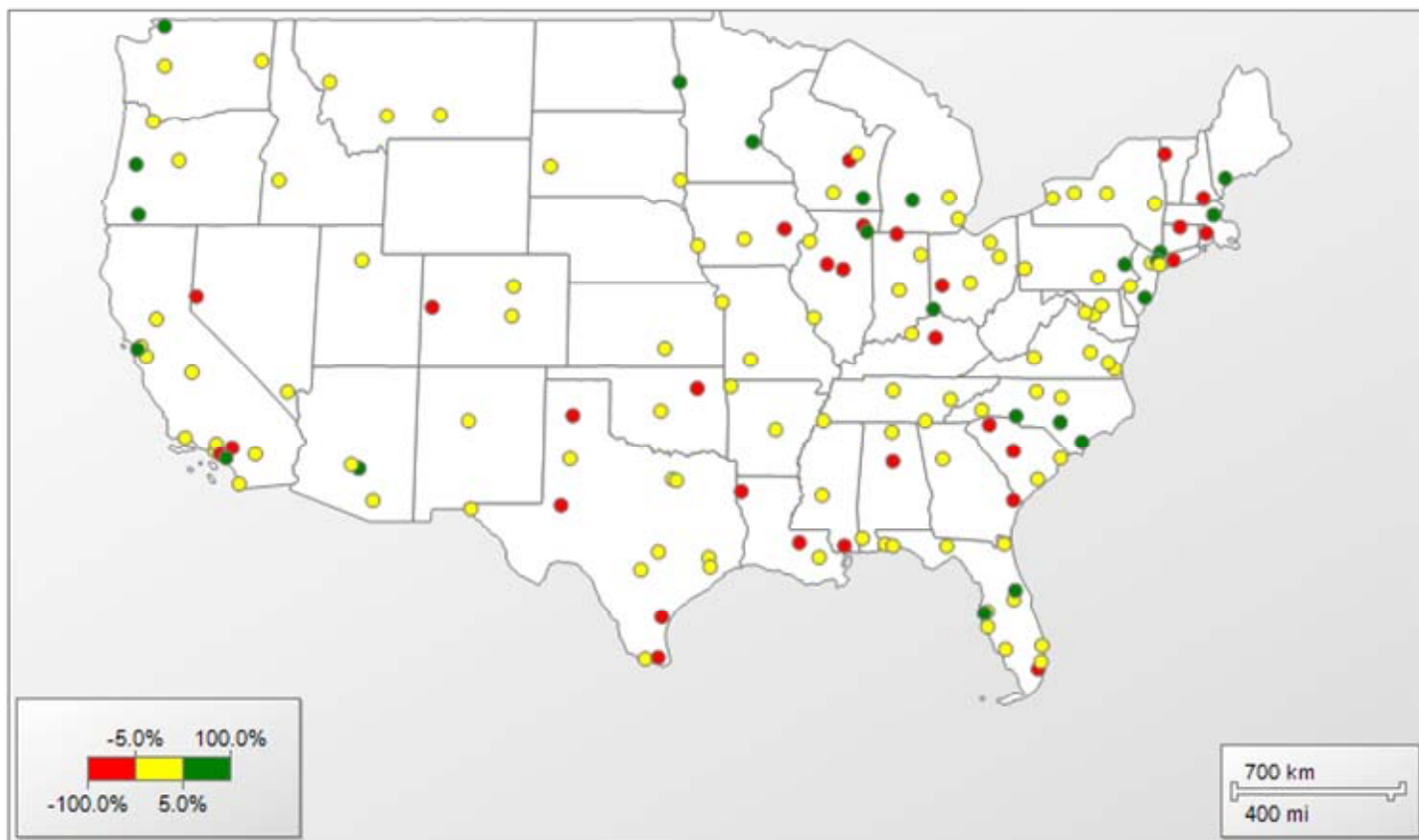
Note that AZA, PIE, and SFB are included in the overall alphabetic listing. However, in rankings of average fares and traffic shifts, they are not included for the simple reason that these airports reflect Allegiant traffic. Allegiant’s revenue streams are highly dependent on ancillary revenues derived from consumer-selected add-ons, such as hotel packages, these “fare” data are not comparable with other airline fare data. (Note that other carriers have ancillary revenue streams, but not anywhere to the percentage extent of the Allegiant model.)

Year-Over-Year. These data are comparative of the 4Q 2009 and the 4Q 2008. There are myriad other comparisons, such as full-year, last-v-current quarter, etc., that can be used.

We invite you to review this information. For more information on DataMiner™ and the other aviation intelligence tools from Boyd Group International, please give us a call.



Change in O&D Passengers



Airports Listed In Alphabetic Order

| Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q4 Info | |
|---------|----------------|-----------|----------|----------------|----------|----------|-----------------------------|----------|
| | 2008Q4 | 2009Q4 | %Change | 2008Q4 | 2009Q4 | %Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| ABE | 175,736 | 188,602 | 7.3% ↑ | \$203.37 | \$181.00 | -11.0% ↓ | 14.49¢ | 1,107 |
| ABQ | 1,294,010 | 1,277,379 | -1.3% → | \$192.49 | \$178.05 | -7.5% ↓ | 14.84¢ | 1,041 |
| ACY | 199,440 | 245,162 | 22.9% ↑ | \$100.13 | \$106.22 | 6.1% ↑ | 9.49¢ | 873 |
| ALB | 626,710 | 628,012 | 0.2% → | \$201.81 | \$202.58 | 0.4% → | 15.66¢ | 1,218 |
| AMA | 219,667 | 193,790 | -11.8% ↓ | \$179.70 | \$177.56 | -1.2% → | 17.31¢ | 759 |
| ATL | 6,383,198 | 6,095,158 | -4.5% → | \$175.08 | \$179.37 | 2.5% → | 16.69¢ | 873 |
| ATW | 124,332 | 116,480 | -6.3% ↓ | \$222.18 | \$211.02 | -5.0% ↓ | 16.92¢ | 1,113 |
| AUS | 1,930,200 | 1,910,428 | -1.0% → | \$190.51 | \$186.70 | -2.0% → | 15.17¢ | 1,103 |
| AVL | 143,448 | 144,440 | 0.7% → | \$215.24 | \$225.48 | 4.8% → | 19.51¢ | 970 |
| AZA | 113,938 | 155,927 | 36.9% ↑ | \$110.59 | \$103.61 | -6.3% ↓ | 8.28¢ | 1,095 |
| BDL | 1,362,473 | 1,267,104 | -7.0% ↓ | \$209.09 | \$210.34 | 0.6% → | 16.15¢ | 1,251 |
| BHM | 720,990 | 672,417 | -6.7% ↓ | \$194.29 | \$192.59 | -0.9% → | 17.19¢ | 913 |
| BIL | 185,583 | 186,838 | 0.7% → | \$227.19 | \$216.60 | -4.7% → | 17.02¢ | 1,179 |

| Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q3 Info | |
|---------|----------------|-----------|----------|----------------|----------|----------|-----------------------------|----------|
| | 2008Q3 | 2009Q3 | % Change | 2008Q3 | 2009Q3 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| BLI | 132,934 | 161,663 | 21.6% | \$150.65 | \$132.68 | -11.9% | 10.87¢ | 1,041 |
| BM | 126,548 | 120,133 | -5.1% | \$171.89 | \$168.82 | -1.8% | 14.00¢ | 1,004 |
| BNA | 1,914,815 | 1,868,533 | -2.4% | \$180.07 | \$179.77 | -0.2% | 16.10¢ | 914 |
| BOI | 670,861 | 661,156 | -1.4% | \$174.89 | \$175.67 | 0.4% | 15.29¢ | 953 |
| BOS | 4,642,351 | 5,010,402 | 7.9% | \$217.51 | \$194.66 | -10.5% | 14.97¢ | 1,271 |
| BTR | 172,457 | 160,091 | -7.2% | \$234.12 | \$223.28 | -4.6% | 18.43¢ | 1,065 |
| BTV | 345,327 | 323,816 | -6.2% | \$194.93 | \$206.31 | 5.8% | 16.10¢ | 1,181 |
| BUF | 1,210,597 | 1,215,644 | 0.4% | \$157.30 | \$152.51 | -3.0% | 12.77¢ | 1,001 |
| BUR | 1,247,337 | 1,211,060 | -2.9% | \$156.88 | \$145.94 | -7.0% | 13.97¢ | 787 |
| BWM | 3,864,535 | 4,011,652 | 3.8% | \$165.86 | \$153.77 | -7.3% | 13.31¢ | 970 |
| BZN | 137,189 | 138,607 | 1.0% | \$267.01 | \$257.19 | -3.7% | 19.54¢ | 1,292 |
| CAE | 263,615 | 244,140 | -7.4% | \$258.24 | \$256.46 | -0.7% | 21.95¢ | 1,015 |
| CAK | 355,120 | 349,832 | -1.5% | \$159.70 | \$157.77 | -1.2% | 13.25¢ | 995 |
| CHA | 137,684 | 137,343 | -0.2% | \$209.22 | \$199.30 | -4.7% | 17.96¢ | 878 |
| CHS | 521,479 | 538,288 | 3.2% | \$212.34 | \$210.89 | -0.7% | 18.34¢ | 959 |
| CID | 221,350 | 199,706 | -9.8% | \$233.96 | \$227.54 | -2.7% | 18.50¢ | 1,115 |
| CLE | 1,635,000 | 1,653,106 | 1.1% | \$198.72 | \$187.98 | -5.4% | 16.82¢ | 933 |
| CLT | 2,166,535 | 2,348,648 | 8.4% | \$202.67 | \$193.18 | -4.7% | 17.47¢ | 915 |
| CVH | 1,478,745 | 1,487,831 | 0.6% | \$179.65 | \$168.85 | -6.0% | 14.65¢ | 953 |
| COS | 433,959 | 429,874 | -0.9% | \$212.13 | \$204.42 | -3.6% | 15.97¢ | 1,173 |
| CRP | 176,936 | 164,644 | -6.9% | \$221.28 | \$208.65 | -5.7% | 18.47¢ | 927 |
| CVG | 818,005 | 1,085,927 | 32.8% | \$270.96 | \$206.07 | -23.9% | 18.55¢ | 935 |
| DAL | 1,460,876 | 1,419,311 | -2.8% | \$142.23 | \$140.73 | -1.1% | 16.39¢ | 536 |
| DAY | 695,854 | 570,019 | -18.1% | \$179.74 | \$172.60 | -4.0% | 14.44¢ | 1,008 |
| DCA | 3,218,401 | 3,352,103 | 4.2% | \$225.79 | \$211.33 | -6.4% | 18.71¢ | 968 |
| DEN | 5,663,412 | 5,867,412 | 3.6% | \$179.09 | \$166.10 | -7.3% | 14.03¢ | 1,040 |
| DFW | 5,042,124 | 4,820,468 | -4.4% | \$218.33 | \$209.57 | -4.0% | 17.86¢ | 1,054 |
| DSM | 385,385 | 372,945 | -3.2% | \$231.20 | \$220.79 | -4.5% | 17.62¢ | 1,152 |
| DTW | 3,471,459 | 3,377,615 | -2.7% | \$184.26 | \$187.91 | 2.0% | 16.02¢ | 1,033 |
| ELP | 727,068 | 728,314 | 0.2% | \$200.47 | \$188.35 | -6.0% | 15.85¢ | 1,027 |
| EUG | 155,630 | 169,406 | 8.9% | \$233.31 | \$212.54 | -8.9% | 15.81¢ | 1,308 |
| EVR | 4,320,933 | 4,251,549 | -1.6% | \$228.81 | \$218.25 | -4.6% | 16.44¢ | 1,361 |
| FAR | 155,749 | 168,914 | 8.5% | \$241.68 | \$214.40 | -11.3% | 16.71¢ | 1,203 |
| FAT | 251,217 | 261,510 | 4.1% | \$244.91 | \$216.50 | -11.6% | 15.71¢ | 1,384 |
| FAY | 111,949 | 123,552 | 10.4% | \$264.24 | \$249.19 | -5.7% | 20.23¢ | 1,106 |

| Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q3 Info | |
|---------|----------------|-----------|----------|----------------|----------|----------|-----------------------------|----------|
| | 2008Q3 | 2009Q3 | % Change | 2008Q3 | 2009Q3 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| FLL | 4,131,047 | 4,222,881 | 2.2% → | \$162.23 | \$155.24 | -4.3% → | 12.17¢ | 1,181 |
| FNT | 240,696 | 245,251 | 1.9% → | \$168.38 | \$158.28 | -6.0% ↓ | 12.80¢ | 1,059 |
| FSD | 165,950 | 160,842 | -3.1% → | \$260.37 | \$245.96 | -5.5% ↓ | 20.06¢ | 1,126 |
| FVA | 116,746 | 122,552 | 5.0% → | \$234.53 | \$215.42 | -8.1% ↓ | 17.67¢ | 1,072 |
| GEG | 740,815 | 729,830 | -1.5% → | \$178.04 | \$170.39 | -4.3% → | 13.96¢ | 1,061 |
| GJT | 114,038 | 100,308 | -12.0% ↓ | \$228.67 | \$217.80 | -4.8% → | 18.00¢ | 1,063 |
| GPT | 211,970 | 152,408 | -28.1% ↓ | \$186.37 | \$222.44 | 19.4% ↑ | 18.40¢ | 1,057 |
| GRB | 152,566 | 153,697 | 0.7% → | \$240.58 | \$216.07 | -10.2% ↓ | 17.39¢ | 1,095 |
| GRR | 371,598 | 405,664 | 9.2% ↑ | \$240.66 | \$223.73 | -7.0% ↓ | 17.82¢ | 1,152 |
| GSO | 448,997 | 428,218 | -4.6% → | \$197.20 | \$197.70 | 0.3% → | 17.55¢ | 912 |
| GSP | 305,063 | 288,446 | -5.4% ↓ | \$219.54 | \$217.09 | -1.1% → | 19.94¢ | 871 |
| HOU | 1,619,466 | 1,602,643 | -1.0% → | \$169.23 | \$162.20 | -4.2% → | 15.59¢ | 797 |
| HPN | 440,217 | 504,384 | 14.6% ↑ | \$177.85 | \$169.68 | -4.6% → | 14.37¢ | 1,026 |
| HRL | 190,231 | 174,812 | -8.1% ↓ | \$174.57 | \$161.16 | -7.7% ↓ | 16.05¢ | 721 |
| HSV | 275,632 | 265,500 | -3.7% → | \$268.48 | \$266.02 | -0.9% → | 22.57¢ | 1,041 |
| IAD | 2,246,653 | 2,270,376 | 1.1% → | \$239.53 | \$228.32 | -4.7% → | 16.71¢ | 1,434 |
| IAH | 3,224,616 | 3,201,384 | -0.7% → | \$222.21 | \$211.53 | -4.8% → | 17.58¢ | 1,110 |
| ICT | 354,957 | 343,391 | -3.3% → | \$204.85 | \$188.09 | -8.2% ↓ | 15.13¢ | 1,100 |
| ILM | 173,156 | 218,448 | 26.2% ↑ | \$213.21 | \$195.45 | -8.3% ↓ | 16.36¢ | 998 |
| IND | 1,763,239 | 1,748,601 | -0.8% → | \$177.93 | \$171.87 | -3.4% → | 14.54¢ | 1,004 |
| ISP | 494,182 | 444,734 | -10.0% ↓ | \$166.34 | \$156.45 | -5.9% ↓ | 13.17¢ | 1,027 |
| JAN | 319,111 | 304,191 | -4.7% → | \$208.73 | \$208.96 | 0.1% → | 18.31¢ | 950 |
| JAX | 1,375,101 | 1,310,664 | -4.7% → | \$174.02 | \$172.15 | -1.1% → | 14.48¢ | 1,006 |
| JFK | 4,363,209 | 4,274,882 | -2.0% → | \$210.01 | \$201.59 | -4.0% → | 14.01¢ | 1,596 |
| LAS | 7,090,426 | 7,127,812 | 0.5% → | \$170.80 | \$159.62 | -6.5% ↓ | 12.33¢ | 1,230 |
| LAX | 7,481,709 | 7,697,702 | 2.9% → | \$219.70 | \$203.85 | -7.2% ↓ | 14.18¢ | 1,568 |
| LBB | 271,758 | 268,485 | -1.2% → | \$172.79 | \$169.79 | -1.7% → | 16.66¢ | 742 |
| LEX | 211,944 | 201,273 | -5.0% ↓ | \$233.45 | \$224.76 | -3.7% → | 19.48¢ | 974 |
| LGA | 4,756,460 | 5,105,783 | 7.3% ↑ | \$188.92 | \$179.30 | -5.1% ↓ | 16.20¢ | 915 |
| LGB | 674,724 | 636,024 | -5.7% ↓ | \$149.94 | \$136.58 | -8.9% ↓ | 10.82¢ | 1,155 |
| LIT | 527,867 | 535,161 | 1.4% → | \$197.51 | \$190.43 | -3.6% → | 16.49¢ | 954 |
| MAF | 231,752 | 208,572 | -10.0% ↓ | \$186.65 | \$180.38 | -3.4% → | 17.61¢ | 761 |
| MCI | 2,219,816 | 2,243,697 | 1.1% → | \$178.97 | \$163.13 | -8.8% ↓ | 14.16¢ | 952 |
| MCO | 6,614,779 | 6,490,063 | -1.9% → | \$162.09 | \$152.25 | -6.1% ↓ | 12.38¢ | 1,097 |

| Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q3 Info | |
|---------|----------------|-----------|----------|----------------|----------|----------|-----------------------------|----------|
| | 2008Q3 | 2009Q3 | % Change | 2008Q3 | 2009Q3 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| MDT | 286,647 | 294,096 | 2.6% | \$229.38 | \$212.87 | -7.2% | 16.58¢ | 1,187 |
| MDW | 2,739,685 | 2,894,202 | 5.6% | \$158.09 | \$147.04 | -7.0% | 13.37¢ | 888 |
| MEM | 881,014 | 848,236 | -3.7% | \$224.17 | \$226.01 | 0.8% | 20.56¢ | 914 |
| MFE | 166,982 | 164,713 | -1.4% | \$229.14 | \$216.24 | -5.6% | 17.04¢ | 1,175 |
| MFR | 125,103 | 143,116 | 14.4% | \$225.58 | \$195.86 | -13.2% | 15.13¢ | 1,210 |
| MHT | 871,445 | 767,035 | -12.0% | \$177.86 | \$175.01 | -1.6% | 14.19¢ | 1,095 |
| MA | 2,262,569 | 2,121,421 | -6.2% | \$205.49 | \$195.80 | -4.7% | 15.03¢ | 1,275 |
| MKE | 1,304,795 | 1,590,922 | 21.9% | \$180.53 | \$142.12 | -21.3% | 11.81¢ | 1,018 |
| MLJ | 221,815 | 215,666 | -2.8% | \$192.11 | \$189.55 | -1.3% | 15.39¢ | 1,066 |
| MOB | 127,855 | 124,270 | -2.8% | \$260.72 | \$258.02 | -1.0% | 21.52¢ | 1,066 |
| MSN | 338,938 | 332,938 | -1.8% | \$218.39 | \$200.81 | -8.0% | 16.06¢ | 1,104 |
| MSO | 131,749 | 129,481 | -1.7% | \$243.58 | \$241.16 | -1.0% | 18.68¢ | 1,246 |
| MSP | 3,298,243 | 3,633,553 | 10.2% | \$235.42 | \$194.36 | -17.4% | 16.33¢ | 1,066 |
| MSY | 1,827,347 | 1,895,858 | 3.7% | \$174.76 | \$180.66 | 3.4% | 15.49¢ | 988 |
| MYR | 270,609 | 273,550 | 1.1% | \$154.36 | \$151.82 | -1.6% | 14.31¢ | 782 |
| OAK | 2,372,184 | 2,272,041 | -4.2% | \$156.55 | \$145.33 | -7.2% | 12.88¢ | 926 |
| OKC | 802,894 | 773,449 | -3.7% | \$205.77 | \$204.10 | -0.8% | 17.22¢ | 1,020 |
| OMA | 967,955 | 961,654 | -0.7% | \$183.94 | \$177.91 | -3.3% | 14.96¢ | 1,011 |
| ONT | 1,278,405 | 1,213,695 | -5.1% | \$179.55 | \$166.40 | -7.3% | 13.69¢ | 1,059 |
| ORD | 6,584,679 | 6,196,690 | -5.9% | \$198.89 | \$187.24 | -5.9% | 16.36¢ | 995 |
| ORF | 785,663 | 772,863 | -1.6% | \$205.65 | \$206.51 | 0.4% | 16.28¢ | 1,166 |
| FBI | 1,497,716 | 1,433,099 | -4.3% | \$177.67 | \$173.66 | -2.3% | 13.96¢ | 1,131 |
| FDX | 2,595,531 | 2,585,028 | -0.4% | \$198.86 | \$193.95 | -2.5% | 14.29¢ | 1,367 |
| FHF | 237,816 | 247,722 | 4.2% | \$168.70 | \$163.75 | -2.9% | 14.49¢ | 898 |
| FHL | 4,176,458 | 4,146,694 | -0.7% | \$191.00 | \$186.28 | -2.5% | 15.06¢ | 1,146 |
| FHX | 5,427,897 | 5,484,700 | 1.0% | \$187.07 | \$172.38 | -7.9% | 13.57¢ | 1,198 |
| FIA | 115,784 | 104,326 | -9.9% | \$204.10 | \$192.29 | -5.8% | 15.29¢ | 1,150 |
| FIE | 114,944 | 141,633 | 23.2% | \$95.90 | \$88.93 | -7.3% | 7.90¢ | 855 |
| FTT | 1,848,798 | 1,856,520 | 0.4% | \$174.50 | \$171.84 | -1.5% | 14.86¢ | 965 |
| FNS | 323,341 | 323,344 | 0.0% | \$211.05 | \$213.88 | 1.3% | 17.53¢ | 1,065 |
| PSP | 322,129 | 322,337 | 0.1% | \$232.59 | \$215.04 | -7.5% | 15.86¢ | 1,361 |
| PVD | 1,136,959 | 1,025,077 | -9.8% | \$181.62 | \$179.33 | -1.3% | 14.54¢ | 1,100 |
| PWM | 401,919 | 447,543 | 11.4% | \$199.99 | \$184.32 | -7.8% | 14.45¢ | 1,155 |

| Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q3 Info | |
|---------|----------------|-----------|----------|----------------|----------|----------|-----------------------------|----------|
| | 2008Q3 | 2009Q3 | % Change | 2008Q3 | 2009Q3 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| RAP | 117,550 | 123,215 | 4.8% | \$235.36 | \$209.76 | -10.9% | 16.76¢ | 1,128 |
| RDM | 110,291 | 112,703 | 2.2% | \$195.88 | \$178.71 | -8.8% | 14.20¢ | 1,125 |
| RDU | 2,114,311 | 2,092,681 | -1.0% | \$172.54 | \$163.79 | -5.1% | 14.51¢ | 911 |
| RIC | 805,031 | 792,253 | -1.6% | \$183.18 | \$184.38 | 0.7% | 15.69¢ | 991 |
| RNO | 849,643 | 791,403 | -6.9% | \$181.78 | \$174.85 | -3.8% | 14.72¢ | 1,022 |
| ROA | 136,946 | 136,080 | -0.6% | \$242.82 | \$232.14 | -4.4% | 19.75¢ | 1,008 |
| ROC | 603,239 | 595,356 | -1.3% | \$177.46 | \$170.00 | -4.2% | 13.96¢ | 1,046 |
| RSW | 1,756,505 | 1,679,290 | -4.4% | \$172.35 | \$168.49 | -2.2% | 13.26¢ | 1,172 |
| SAN | 3,852,060 | 3,897,527 | 1.2% | \$193.49 | \$177.53 | -8.2% | 13.24¢ | 1,319 |
| SAT | 1,867,528 | 1,807,425 | -3.2% | \$189.06 | \$182.81 | -3.3% | 14.73¢ | 1,106 |
| SAV | 399,086 | 371,225 | -7.0% | \$214.86 | \$224.64 | 4.6% | 18.99¢ | 1,023 |
| SBA | 184,031 | 176,828 | -3.9% | \$245.40 | \$233.27 | -4.9% | 16.96¢ | 1,392 |
| SBN | 157,843 | 140,928 | -10.7% | \$201.10 | \$208.75 | 3.8% | 17.04¢ | 1,078 |
| SDF | 788,400 | 760,776 | -3.5% | \$192.37 | \$191.47 | -0.5% | 16.87¢ | 932 |
| SEA | 4,843,630 | 4,846,803 | 0.1% | \$199.18 | \$184.95 | -7.1% | 13.19¢ | 1,464 |
| SFB | 209,013 | 234,211 | 12.1% | \$94.04 | \$83.28 | -11.4% | 7.46¢ | 826 |
| SFO | 5,208,991 | 5,763,186 | 10.6% | \$226.77 | \$200.50 | -11.6% | 14.00¢ | 1,554 |
| SGF | 175,583 | 174,926 | -0.4% | \$239.88 | \$221.45 | -7.7% | 18.32¢ | 1,084 |
| SHV | 122,388 | 102,252 | -16.5% | \$276.04 | \$303.78 | 10.0% | 25.45¢ | 1,083 |
| SJC | 2,084,764 | 1,988,016 | -4.6% | \$170.02 | \$156.74 | -7.8% | 13.22¢ | 1,020 |
| SJU | 1,393,631 | 1,432,597 | 2.8% | \$213.84 | \$194.77 | -8.9% | 12.90¢ | 1,706 |
| SLC | 2,382,911 | 2,304,139 | -3.3% | \$186.35 | \$185.91 | -0.2% | 15.49¢ | 1,072 |
| SMF | 2,211,913 | 2,141,233 | -3.2% | \$176.69 | \$166.71 | -5.6% | 13.62¢ | 1,089 |
| SNA | 2,100,248 | 2,224,372 | 5.9% | \$186.43 | \$163.62 | -12.2% | 13.48¢ | 1,069 |
| SRQ | 307,706 | 317,977 | 3.3% | \$178.04 | \$168.29 | -5.5% | 13.58¢ | 1,080 |
| STL | 2,440,425 | 2,398,857 | -1.7% | \$185.05 | \$173.11 | -6.5% | 15.55¢ | 908 |
| STT | 238,521 | 243,120 | 1.9% | \$298.82 | \$262.53 | -12.1% | 17.33¢ | 1,742 |
| SYR | 492,916 | 480,040 | -2.6% | \$211.10 | \$207.98 | -1.5% | 16.32¢ | 1,168 |
| TLH | 173,956 | 168,359 | -3.2% | \$238.75 | \$238.70 | 0.0% | 20.42¢ | 1,002 |
| TPA | 3,669,792 | 3,526,604 | -3.9% | \$166.32 | \$163.15 | -1.9% | 13.32¢ | 1,089 |
| TUL | 722,765 | 664,006 | -8.1% | \$196.83 | \$190.65 | -3.1% | 16.49¢ | 965 |
| TUS | 922,555 | 879,706 | -4.6% | \$207.61 | \$194.12 | -6.5% | 15.04¢ | 1,205 |
| TYS | 367,077 | 374,089 | 1.9% | \$232.88 | \$221.55 | -4.9% | 19.47¢ | 953 |

| Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q3 Info | |
|--------------|--------------------|--------------------|---------------|-----------------|-----------------|----------------|-----------------------------|--------------|
| | 2008Q3 | 2009Q3 | % Change | 2008Q3 | 2009Q3 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| VPS | 162,417 | 163,008 | 0.4% → | \$265.40 | \$260.54 | -1.8% → | 21.41¢ | 1,095 |
| XNA | 236,396 | 235,406 | -0.4% → | \$274.80 | \$246.72 | -10.2% ↓ | 20.97¢ | 1,037 |
| Total | 205,789,581 | 206,153,702 | 0.2% → | \$192.70 | \$182.30 | -5.4% ↓ | 20.98¢ | 1,122 |



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Airports Listed By Average Fare Includes Federal Fees & Taxes

| Rank | Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q4 Info | |
|------|---------|----------------|-----------|----------|----------------|-----------------|----------|--------------------------------|----------|
| | | 2008Q4 | 2009Q4 | % Change | 2008Q4 | 2009Q4 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| 1 | SHV | 122,388 | 102,252 | -16.5% | \$276.04 | \$303.78 | 10.0% | 25.45¢ | 1,083 |
| 2 | HSV | 275,632 | 265,500 | -3.7% | \$268.48 | \$266.02 | -0.9% | 22.57¢ | 1,041 |
| 3 | STT | 238,521 | 243,120 | 1.9% | \$298.82 | \$262.53 | -12.1% | 17.33¢ | 1,742 |
| 4 | VPS | 162,417 | 163,008 | 0.4% | \$265.40 | \$260.54 | -1.8% | 21.41¢ | 1,095 |
| 5 | MOB | 127,855 | 124,270 | -2.8% | \$260.72 | \$258.02 | -1.0% | 21.52¢ | 1,066 |
| 6 | BZN | 137,189 | 138,607 | 1.0% | \$267.01 | \$257.19 | -3.7% | 19.54¢ | 1,292 |
| 7 | CAE | 263,615 | 244,140 | -7.4% | \$258.24 | \$256.46 | -0.7% | 21.95¢ | 1,015 |
| 8 | FAY | 111,949 | 123,552 | 10.4% | \$264.24 | \$249.19 | -5.7% | 20.23¢ | 1,106 |
| 9 | XNA | 236,396 | 235,406 | -0.4% | \$274.80 | \$246.72 | -10.2% | 20.97¢ | 1,037 |
| 10 | FSD | 165,950 | 160,842 | -3.1% | \$260.37 | \$245.96 | -5.5% | 20.06¢ | 1,126 |
| 11 | MSO | 131,749 | 129,481 | -1.7% | \$243.58 | \$241.16 | -1.0% | 18.68¢ | 1,246 |
| 12 | TLH | 173,956 | 168,359 | -3.2% | \$238.75 | \$238.70 | 0.0% | 20.42¢ | 1,002 |
| 13 | SBA | 184,031 | 176,828 | -3.9% | \$245.40 | \$233.27 | -4.9% | 16.96¢ | 1,392 |
| 14 | ROA | 136,946 | 136,080 | -0.6% | \$242.82 | \$232.14 | -4.4% | 19.75¢ | 1,008 |
| 15 | IAD | 2,246,653 | 2,270,376 | 1.1% | \$239.53 | \$228.32 | -4.7% | 16.71¢ | 1,434 |
| 16 | CID | 221,350 | 199,706 | -9.8% | \$233.96 | \$227.54 | -2.7% | 18.50¢ | 1,115 |
| 17 | MEM | 881,014 | 848,236 | -3.7% | \$224.17 | \$226.01 | 0.8% | 20.56¢ | 914 |
| 18 | AVL | 143,448 | 144,440 | 0.7% | \$215.24 | \$225.48 | 4.8% | 19.51¢ | 970 |
| 19 | LEX | 211,944 | 201,273 | -5.0% | \$233.45 | \$224.76 | -3.7% | 19.48¢ | 974 |
| 20 | SAV | 399,086 | 371,225 | -7.0% | \$214.86 | \$224.64 | 4.6% | 18.99¢ | 1,023 |
| 21 | GRR | 371,598 | 405,664 | 9.2% | \$240.66 | \$223.73 | -7.0% | 17.82¢ | 1,152 |
| 22 | BTR | 172,457 | 160,091 | -7.2% | \$234.12 | \$223.28 | -4.6% | 18.43¢ | 1,065 |
| 23 | GPT | 211,970 | 152,408 | -28.1% | \$186.37 | \$222.44 | 19.4% | 18.40¢ | 1,057 |
| 24 | TYS | 367,077 | 374,089 | 1.9% | \$232.88 | \$221.55 | -4.9% | 19.47¢ | 953 |
| 25 | SGF | 175,583 | 174,926 | -0.4% | \$239.88 | \$221.45 | -7.7% | 18.32¢ | 1,084 |
| 26 | DSM | 385,385 | 372,945 | -3.2% | \$231.20 | \$220.79 | -4.5% | 17.62¢ | 1,152 |
| 27 | EWB | 4,320,933 | 4,251,549 | -1.6% | \$228.81 | \$218.25 | -4.6% | 16.44¢ | 1,361 |
| 28 | GJT | 114,038 | 100,308 | -12.0% | \$228.67 | \$217.80 | -4.8% | 18.00¢ | 1,063 |
| 29 | GSP | 305,063 | 288,446 | -5.4% | \$219.54 | \$217.09 | -1.1% | 19.94¢ | 871 |
| 30 | BIL | 185,583 | 186,838 | 0.7% | \$227.19 | \$216.60 | -4.7% | 17.02¢ | 1,179 |
| 31 | FAT | 251,217 | 261,510 | 4.1% | \$244.91 | \$216.50 | -11.6% | 15.71¢ | 1,384 |
| 32 | MFE | 166,982 | 164,713 | -1.4% | \$229.14 | \$216.24 | -5.6% | 17.04¢ | 1,175 |

| Rank | Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q4 Info | |
|------|---------|----------------|-----------|----------|----------------|-----------------|----------|-----------------------------|----------|
| | | 2008Q4 | 2009Q4 | % Change | 2008Q4 | 2009Q4 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| 33 | GRB | 152,566 | 153,697 | 0.7% | \$240.58 | \$216.07 | -10.2% | 17.39¢ | 1,095 |
| 34 | FWA | 116,746 | 122,552 | 5.0% | \$234.53 | \$215.42 | -8.1% | 17.67¢ | 1,072 |
| 35 | PSP | 322,129 | 322,337 | 0.1% | \$232.59 | \$215.04 | -7.5% | 15.86¢ | 1,361 |
| 36 | FAR | 155,749 | 168,914 | 8.5% | \$241.68 | \$214.40 | -11.3% | 16.71¢ | 1,203 |
| 37 | PNS | 323,341 | 323,344 | 0.0% | \$211.05 | \$213.88 | 1.3% | 17.53¢ | 1,065 |
| 38 | MDT | 286,647 | 294,096 | 2.6% | \$229.38 | \$212.87 | -7.2% | 16.58¢ | 1,187 |
| 39 | EUG | 155,630 | 169,406 | 8.9% | \$233.31 | \$212.54 | -8.9% | 15.81¢ | 1,308 |
| 40 | IAH | 3,224,616 | 3,201,384 | -0.7% | \$222.21 | \$211.53 | -4.8% | 17.58¢ | 1,110 |
| 41 | DCA | 3,218,401 | 3,352,103 | 4.2% | \$225.79 | \$211.33 | -6.4% | 18.71¢ | 968 |
| 42 | ATW | 124,332 | 116,480 | -6.3% | \$222.18 | \$211.02 | -5.0% | 16.92¢ | 1,113 |
| 43 | CHS | 521,479 | 538,288 | 3.2% | \$212.34 | \$210.89 | -0.7% | 18.34¢ | 959 |
| 44 | BDL | 1,362,473 | 1,267,104 | -7.0% | \$209.09 | \$210.34 | 0.6% | 16.15¢ | 1,251 |
| 45 | RAP | 117,550 | 123,215 | 4.8% | \$235.36 | \$209.76 | -10.9% | 16.76¢ | 1,128 |
| 46 | DFW | 5,042,124 | 4,820,468 | -4.4% | \$218.33 | \$209.57 | -4.0% | 17.86¢ | 1,054 |
| 47 | JAN | 319,111 | 304,191 | -4.7% | \$208.73 | \$208.96 | 0.1% | 18.31¢ | 950 |
| 48 | SEN | 157,843 | 140,928 | -10.7% | \$201.10 | \$208.75 | 3.8% | 17.04¢ | 1,078 |
| 49 | CRP | 176,936 | 164,644 | -6.9% | \$221.28 | \$208.65 | -5.7% | 18.47¢ | 927 |
| 50 | SYR | 492,916 | 480,040 | -2.6% | \$211.10 | \$207.98 | -1.5% | 16.32¢ | 1,168 |
| 51 | ORF | 785,663 | 772,863 | -1.6% | \$205.65 | \$206.51 | 0.4% | 16.28¢ | 1,166 |
| 52 | BTW | 345,327 | 323,816 | -6.2% | \$194.93 | \$206.31 | 5.8% | 16.10¢ | 1,181 |
| 53 | CVG | 818,005 | 1,085,927 | 32.8% | \$270.96 | \$206.07 | -23.9% | 18.55¢ | 935 |
| 54 | COS | 433,959 | 429,874 | -0.9% | \$212.13 | \$204.42 | -3.6% | 15.97¢ | 1,173 |
| 55 | OKC | 802,894 | 773,449 | -3.7% | \$205.77 | \$204.10 | -0.8% | 17.22¢ | 1,020 |
| 56 | LAX | 7,481,709 | 7,697,702 | 2.9% | \$219.70 | \$203.85 | -7.2% | 14.18¢ | 1,568 |
| 57 | ALB | 626,710 | 628,012 | 0.2% | \$201.81 | \$202.58 | 0.4% | 15.66¢ | 1,218 |
| 58 | JFK | 4,363,209 | 4,274,882 | -2.0% | \$210.01 | \$201.59 | -4.0% | 14.01¢ | 1,596 |
| 59 | MSN | 338,938 | 332,938 | -1.8% | \$218.39 | \$200.81 | -8.0% | 16.06¢ | 1,104 |
| 60 | SFO | 5,208,991 | 5,763,186 | 10.6% | \$226.77 | \$200.50 | -11.6% | 14.00¢ | 1,554 |
| 61 | CHA | 137,684 | 137,343 | -0.2% | \$209.22 | \$199.30 | -4.7% | 17.96¢ | 878 |
| 62 | GSO | 448,997 | 428,218 | -4.6% | \$197.20 | \$197.70 | 0.3% | 17.55¢ | 912 |
| 63 | MFR | 125,103 | 143,116 | 14.4% | \$225.58 | \$195.86 | -13.2% | 15.13¢ | 1,210 |
| 64 | MIA | 2,262,569 | 2,121,421 | -6.2% | \$205.49 | \$195.80 | -4.7% | 15.03¢ | 1,275 |
| 65 | ILM | 173,156 | 218,448 | 26.2% | \$213.21 | \$195.45 | -8.3% | 16.36¢ | 998 |
| 66 | SJU | 1,393,631 | 1,432,597 | 2.8% | \$213.84 | \$194.77 | -8.9% | 12.90¢ | 1,706 |
| 67 | BOS | 4,642,351 | 5,010,402 | 7.9% | \$217.51 | \$194.66 | -10.5% | 14.97¢ | 1,271 |
| 68 | MSP | 3,298,243 | 3,633,553 | 10.2% | \$235.42 | \$194.36 | -17.4% | 16.33¢ | 1,066 |

| Rank | Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q4 Info | |
|------|---------|----------------|-----------|----------|----------------|-----------------|----------|-----------------------------|----------|
| | | 2008Q4 | 2009Q4 | % Change | 2008Q4 | 2009Q4 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| 69 | TUS | 922,555 | 879,706 | -4.6% | \$207.61 | \$194.12 | -6.5% | 15.04¢ | 1,205 |
| 70 | PDX | 2,595,531 | 2,585,028 | -0.4% | \$198.86 | \$193.95 | -2.5% | 14.29¢ | 1,367 |
| 71 | CLT | 2,166,535 | 2,348,648 | 8.4% | \$202.67 | \$193.18 | -4.7% | 17.47¢ | 915 |
| 72 | BHM | 720,990 | 672,417 | -6.7% | \$194.29 | \$192.59 | -0.9% | 17.19¢ | 913 |
| 73 | PIA | 115,784 | 104,326 | -9.9% | \$204.10 | \$192.29 | -5.8% | 15.29¢ | 1,150 |
| 74 | SDF | 788,400 | 760,776 | -3.5% | \$192.37 | \$191.47 | -0.5% | 16.87¢ | 932 |
| 75 | TUL | 722,765 | 664,006 | -8.1% | \$196.83 | \$190.65 | -3.1% | 16.49¢ | 965 |
| 76 | LIT | 527,867 | 535,161 | 1.4% | \$197.51 | \$190.43 | -3.6% | 16.49¢ | 954 |
| 77 | MLI | 221,815 | 215,666 | -2.8% | \$192.11 | \$189.55 | -1.3% | 15.39¢ | 1,066 |
| 78 | ELP | 727,068 | 728,314 | 0.2% | \$200.47 | \$188.35 | -6.0% | 15.85¢ | 1,027 |
| 79 | ICT | 354,957 | 343,391 | -3.3% | \$204.85 | \$188.09 | -8.2% | 15.13¢ | 1,100 |
| 80 | CLE | 1,635,000 | 1,653,106 | 1.1% | \$198.72 | \$187.98 | -5.4% | 16.82¢ | 933 |
| 81 | DTW | 3,471,459 | 3,377,615 | -2.7% | \$184.26 | \$187.91 | 2.0% | 16.02¢ | 1,033 |
| 82 | ORD | 6,584,679 | 6,196,690 | -5.9% | \$198.89 | \$187.24 | -5.9% | 16.36¢ | 995 |
| 83 | AUS | 1,930,200 | 1,910,428 | -1.0% | \$190.51 | \$186.70 | -2.0% | 15.17¢ | 1,103 |
| 84 | PHL | 4,176,458 | 4,146,694 | -0.7% | \$191.00 | \$186.28 | -2.5% | 15.06¢ | 1,146 |
| 85 | SLC | 2,382,911 | 2,304,139 | -3.3% | \$186.35 | \$185.91 | -0.2% | 15.49¢ | 1,072 |
| 86 | SEA | 4,843,630 | 4,846,803 | 0.1% | \$199.18 | \$184.95 | -7.1% | 13.19¢ | 1,464 |
| 87 | RIC | 805,031 | 792,253 | -1.6% | \$183.18 | \$184.38 | 0.7% | 15.69¢ | 991 |
| 88 | PWM | 401,919 | 447,543 | 11.4% | \$199.99 | \$184.32 | -7.8% | 14.45¢ | 1,155 |
| 89 | SAT | 1,867,528 | 1,807,425 | -3.2% | \$189.06 | \$182.81 | -3.3% | 14.73¢ | 1,106 |
| 90 | ABE | 175,736 | 188,602 | 7.3% | \$203.37 | \$181.00 | -11.0% | 14.49¢ | 1,107 |
| 91 | MSY | 1,827,347 | 1,895,858 | 3.7% | \$174.76 | \$180.66 | 3.4% | 15.49¢ | 988 |
| 92 | MAF | 231,752 | 208,572 | -10.0% | \$186.65 | \$180.38 | -3.4% | 17.61¢ | 761 |
| 93 | ENA | 1,914,815 | 1,868,533 | -2.4% | \$180.07 | \$179.77 | -0.2% | 16.10¢ | 914 |
| 94 | ATL | 6,383,198 | 6,095,158 | -4.5% | \$175.08 | \$179.37 | 2.5% | 16.69¢ | 873 |
| 95 | PVD | 1,136,959 | 1,025,077 | -9.8% | \$181.62 | \$179.33 | -1.3% | 14.54¢ | 1,100 |
| 96 | LGA | 4,756,460 | 5,105,783 | 7.3% | \$188.92 | \$179.30 | -5.1% | 16.20¢ | 915 |
| 97 | RDM | 110,291 | 112,703 | 2.2% | \$195.88 | \$178.71 | -8.8% | 14.20¢ | 1,125 |
| 98 | ABQ | 1,294,010 | 1,277,379 | -1.3% | \$192.49 | \$178.05 | -7.5% | 14.84¢ | 1,041 |
| 99 | OMA | 967,955 | 961,654 | -0.7% | \$183.94 | \$177.91 | -3.3% | 14.96¢ | 1,011 |
| 100 | AMA | 219,667 | 193,790 | -11.8% | \$179.70 | \$177.56 | -1.2% | 17.31¢ | 759 |
| 101 | SAN | 3,852,060 | 3,897,527 | 1.2% | \$193.49 | \$177.53 | -8.2% | 13.24¢ | 1,319 |
| 102 | BOI | 670,861 | 661,156 | -1.4% | \$174.89 | \$175.67 | 0.4% | 15.29¢ | 953 |
| 103 | MHT | 871,445 | 767,035 | -12.0% | \$177.86 | \$175.01 | -1.6% | 14.19¢ | 1,095 |

| Rank | Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q4 Info | |
|------|---------|----------------|-----------|----------|----------------|-----------------|----------|-----------------------------|----------|
| | | 2008Q4 | 2009Q4 | % Change | 2008Q4 | 2009Q4 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| 104 | RNO | 849,643 | 791,403 | -6.9% | \$181.78 | \$174.85 | -3.8% | 14.72¢ | 1,022 |
| 105 | PEI | 1,497,716 | 1,433,099 | -4.3% | \$177.67 | \$173.66 | -2.3% | 13.96¢ | 1,131 |
| 106 | STL | 2,440,425 | 2,398,857 | -1.7% | \$185.05 | \$173.11 | -6.5% | 15.55¢ | 908 |
| 107 | DAY | 695,854 | 570,019 | -18.1% | \$179.74 | \$172.60 | -4.0% | 14.44¢ | 1,008 |
| 108 | PHX | 5,427,897 | 5,484,700 | 1.0% | \$187.07 | \$172.38 | -7.9% | 13.57¢ | 1,198 |
| 109 | JAX | 1,375,101 | 1,310,664 | -4.7% | \$174.02 | \$172.15 | -1.1% | 14.48¢ | 1,006 |
| 110 | IND | 1,763,239 | 1,748,601 | -0.8% | \$177.93 | \$171.87 | -3.4% | 14.54¢ | 1,004 |
| 111 | PIT | 1,848,798 | 1,856,520 | 0.4% | \$174.50 | \$171.84 | -1.5% | 14.86¢ | 965 |
| 112 | GEG | 740,815 | 729,830 | -1.5% | \$178.04 | \$170.39 | -4.3% | 13.96¢ | 1,061 |
| 113 | ROC | 603,239 | 595,356 | -1.3% | \$177.46 | \$170.00 | -4.2% | 13.96¢ | 1,046 |
| 114 | LBB | 271,758 | 268,485 | -1.2% | \$172.79 | \$169.79 | -1.7% | 16.66¢ | 742 |
| 115 | HPN | 440,217 | 504,384 | 14.6% | \$177.85 | \$169.68 | -4.6% | 14.37¢ | 1,026 |
| 116 | CMH | 1,478,745 | 1,487,831 | 0.6% | \$179.65 | \$168.85 | -6.0% | 14.65¢ | 953 |
| 117 | BMI | 126,548 | 120,133 | -5.1% | \$171.89 | \$168.82 | -1.8% | 14.00¢ | 1,004 |
| 118 | RSW | 1,756,505 | 1,679,290 | -4.4% | \$172.35 | \$168.49 | -2.2% | 13.26¢ | 1,172 |
| 119 | SRQ | 307,706 | 317,977 | 3.3% | \$178.04 | \$168.29 | -5.5% | 13.58¢ | 1,080 |
| 120 | SMF | 2,211,913 | 2,141,233 | -3.2% | \$176.69 | \$166.71 | -5.6% | 13.62¢ | 1,089 |
| 121 | ONT | 1,278,405 | 1,213,695 | -5.1% | \$179.55 | \$166.40 | -7.3% | 13.69¢ | 1,059 |
| 122 | DEN | 5,663,412 | 5,867,412 | 3.6% | \$179.09 | \$166.10 | -7.3% | 14.03¢ | 1,040 |
| 123 | RDU | 2,114,311 | 2,092,681 | -1.0% | \$172.54 | \$163.79 | -5.1% | 14.51¢ | 911 |
| 124 | PHF | 237,816 | 247,722 | 4.2% | \$168.70 | \$163.75 | -2.9% | 14.49¢ | 898 |
| 125 | SNA | 2,100,248 | 2,224,372 | 5.9% | \$186.43 | \$163.62 | -12.2% | 13.48¢ | 1,069 |
| 126 | TPA | 3,669,792 | 3,526,604 | -3.9% | \$166.32 | \$163.15 | -1.9% | 13.32¢ | 1,089 |
| 127 | MCI | 2,219,816 | 2,243,697 | 1.1% | \$178.97 | \$163.13 | -8.8% | 14.16¢ | 952 |
| 128 | HOU | 1,619,466 | 1,602,643 | -1.0% | \$169.23 | \$162.20 | -4.2% | 15.59¢ | 797 |
| 129 | HRL | 190,231 | 174,812 | -8.1% | \$174.57 | \$161.16 | -7.7% | 16.05¢ | 721 |
| 130 | LAS | 7,090,426 | 7,127,812 | 0.5% | \$170.80 | \$159.62 | -6.5% | 12.33¢ | 1,230 |
| 131 | FNT | 240,696 | 245,251 | 1.9% | \$168.38 | \$158.28 | -6.0% | 12.80¢ | 1,059 |
| 132 | CAK | 355,120 | 349,832 | -1.5% | \$159.70 | \$157.77 | -1.2% | 13.25¢ | 995 |
| 133 | SJC | 2,084,764 | 1,988,016 | -4.6% | \$170.02 | \$156.74 | -7.8% | 13.22¢ | 1,020 |
| 134 | ISP | 494,182 | 444,734 | -10.0% | \$166.34 | \$156.45 | -5.9% | 13.17¢ | 1,027 |
| 135 | FLL | 4,131,047 | 4,222,881 | 2.2% | \$162.23 | \$155.24 | -4.3% | 12.17¢ | 1,181 |
| 136 | BWM | 3,864,535 | 4,011,652 | 3.8% | \$165.86 | \$153.77 | -7.3% | 13.31¢ | 970 |

| Rank | Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q4 Info | |
|------|---------|----------------|-----------|----------|----------------|-----------------|----------|-----------------------------|----------|
| | | 2008Q4 | 2009Q4 | % Change | 2008Q4 | 2009Q4 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| 137 | BUF | 1,210,597 | 1,215,644 | 0.4% | \$157.30 | \$152.51 | -3.0% | 12.77¢ | 1,001 |
| 138 | MCO | 6,614,779 | 6,490,063 | -1.9% | \$162.09 | \$152.25 | -6.1% | 12.38¢ | 1,097 |
| 139 | MYR | 270,609 | 273,550 | 1.1% | \$154.36 | \$151.82 | -1.6% | 14.31¢ | 782 |
| 140 | MDW | 2,739,685 | 2,894,202 | 5.6% | \$158.09 | \$147.04 | -7.0% | 13.37¢ | 888 |
| 141 | BUR | 1,247,337 | 1,211,060 | -2.9% | \$156.88 | \$145.94 | -7.0% | 13.97¢ | 787 |
| 142 | OAK | 2,372,184 | 2,272,041 | -4.2% | \$156.55 | \$145.33 | -7.2% | 12.88¢ | 926 |
| 143 | MKE | 1,304,795 | 1,590,922 | 21.9% | \$180.53 | \$142.12 | -21.3% | 11.81¢ | 1,018 |
| 144 | DAL | 1,460,876 | 1,419,311 | -2.8% | \$142.23 | \$140.73 | -1.1% | 16.39¢ | 536 |
| 145 | LGB | 674,724 | 636,024 | -5.7% | \$149.94 | \$136.58 | -8.9% | 10.82¢ | 1,155 |
| 146 | BLI | 132,934 | 161,663 | 21.6% | \$150.65 | \$132.68 | -11.9% | 10.87¢ | 1,041 |
| 147 | ACY | 199,440 | 245,162 | 22.9% | \$100.13 | \$106.22 | 6.1% | 9.49¢ | 873 |

(Note: SFB, AZA & PIE not shown. See Introductory Notes.)



**It Never Did Much To Keep Anybody In Or Out.
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Today, it's not uncommon for a consulting firm to work for competing airlines or airports or suppliers, assuring you that there's a "Chinese Wall" between the projects. Really? The Wall never worked real well for China separating anything.

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Or, in this case, a Chinese Wall.



Top 25 Local O&D Growth Airports – 4Q 09 v 4Q 10

| Rank | Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q4 Info | |
|------|---------|----------------|-----------|----------|----------------|----------|----------|-----------------------------|----------|
| | | 2008Q4 | 2009Q4 | % Change | 2008Q4 | 2009Q4 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| 1 | CVG | 818,005 | 1,085,927 | 32.8% | \$270.96 | \$206.07 | -23.9% | 18.55¢ | 935 |
| 2 | ILM | 173,156 | 218,448 | 26.2% | \$213.21 | \$195.45 | -8.3% | 16.36¢ | 998 |
| 3 | ACY | 199,440 | 245,162 | 22.9% | \$100.13 | \$106.22 | 6.1% | 9.49¢ | 873 |
| 4 | MKE | 1,304,795 | 1,590,922 | 21.9% | \$180.53 | \$142.12 | -21.3% | 11.81¢ | 1,018 |
| 5 | BLI | 132,934 | 161,663 | 21.6% | \$150.65 | \$132.68 | -11.9% | 10.87¢ | 1,041 |
| 6 | HPN | 440,217 | 504,384 | 14.6% | \$177.85 | \$169.68 | -4.6% | 14.37¢ | 1,026 |
| 7 | MFR | 125,103 | 143,116 | 14.4% | \$225.58 | \$195.86 | -13.2% | 15.13¢ | 1,210 |
| 8 | PWM | 401,919 | 447,543 | 11.4% | \$199.99 | \$184.32 | -7.8% | 14.45¢ | 1,155 |
| 9 | SFO | 5,208,991 | 5,763,186 | 10.6% | \$226.77 | \$200.50 | -11.6% | 14.00¢ | 1,554 |
| 10 | FAY | 111,949 | 123,552 | 10.4% | \$264.24 | \$249.19 | -5.7% | 20.23¢ | 1,106 |
| 11 | MSP | 3,298,243 | 3,633,553 | 10.2% | \$235.42 | \$194.36 | -17.4% | 16.33¢ | 1,066 |
| 12 | GRR | 371,598 | 405,664 | 9.2% | \$240.66 | \$223.73 | -7.0% | 17.82¢ | 1,152 |
| 13 | EUG | 155,630 | 169,406 | 8.9% | \$233.31 | \$212.54 | -8.9% | 15.81¢ | 1,308 |
| 14 | FAR | 155,749 | 168,914 | 8.5% | \$241.68 | \$214.40 | -11.3% | 16.71¢ | 1,203 |
| 15 | CLT | 2,166,535 | 2,348,648 | 8.4% | \$202.67 | \$193.18 | -4.7% | 17.47¢ | 915 |
| 16 | BOS | 4,642,351 | 5,010,402 | 7.9% | \$217.51 | \$194.66 | -10.5% | 14.97¢ | 1,271 |
| 17 | LGA | 4,756,460 | 5,105,783 | 7.3% | \$188.92 | \$179.30 | -5.1% | 16.20¢ | 915 |
| 18 | ABE | 175,736 | 188,602 | 7.3% | \$203.37 | \$181.00 | -11.0% | 14.49¢ | 1,107 |
| 19 | SNA | 2,100,248 | 2,224,372 | 5.9% | \$186.43 | \$163.62 | -12.2% | 13.48¢ | 1,069 |
| 20 | MDW | 2,739,685 | 2,894,202 | 5.6% | \$158.09 | \$147.04 | -7.0% | 13.37¢ | 888 |
| 21 | FWA | 116,746 | 122,552 | 5.0% | \$234.53 | \$215.42 | -8.1% | 17.67¢ | 1,072 |
| 22 | RAP | 117,550 | 123,215 | 4.8% | \$235.36 | \$209.76 | -10.9% | 16.76¢ | 1,128 |
| 23 | PHF | 237,816 | 247,722 | 4.2% | \$168.70 | \$163.75 | -2.9% | 14.49¢ | 898 |
| 24 | DCA | 3,218,401 | 3,352,103 | 4.2% | \$225.79 | \$211.33 | -6.4% | 18.71¢ | 968 |
| 25 | FAT | 251,217 | 261,510 | 4.1% | \$244.91 | \$216.50 | -11.6% | 15.71¢ | 1,384 |

Data Points

CVG: Total enplanements at this airport declined by 19.2%, including connecting passengers. The 23.9% decline in local fares sparked a major re-capture of lost and latent traffic.

MKE, LGA, BOS, MSP saw spikes in local O&D that were concurrent with declines in local fares due to entry of additional competition from “low cost” carriers.

Top 25 Airports Ranked By Decline In Average Fare

| Rank | Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q4 Info | |
|------|---------|----------------|-----------|----------|----------------|----------|----------|-----------------------------|----------|
| | | 2008Q4 | 2009Q4 | % Change | 2008Q4 | 2009Q4 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| 1 | CVG | 818,005 | 1,085,927 | 32.8% | \$270.96 | \$206.07 | -23.9% | 18.55¢ | 935 |
| 2 | MKE | 1,304,795 | 1,590,922 | 21.9% | \$180.53 | \$142.12 | -21.3% | 11.81¢ | 1,018 |
| 3 | MSP | 3,298,243 | 3,633,553 | 10.2% | \$235.42 | \$194.36 | -17.4% | 16.33¢ | 1,066 |
| 4 | MFR | 125,103 | 143,116 | 14.4% | \$225.58 | \$195.86 | -13.2% | 15.13¢ | 1,210 |
| 5 | SNA | 2,100,248 | 2,224,372 | 5.9% | \$186.43 | \$163.62 | -12.2% | 13.48¢ | 1,069 |
| 6 | STT | 238,521 | 243,120 | 1.9% | \$298.82 | \$262.53 | -12.1% | 17.33¢ | 1,742 |
| 7 | BLI | 132,934 | 161,663 | 21.6% | \$150.65 | \$132.68 | -11.9% | 10.87¢ | 1,041 |
| 8 | FAT | 251,217 | 261,510 | 4.1% | \$244.91 | \$216.50 | -11.6% | 15.71¢ | 1,384 |
| 9 | SFO | 5,208,991 | 5,763,186 | 10.6% | \$226.77 | \$200.50 | -11.6% | 14.00¢ | 1,554 |
| 10 | FAR | 155,749 | 168,914 | 8.5% | \$241.68 | \$214.40 | -11.3% | 16.71¢ | 1,203 |
| 11 | ABE | 175,736 | 188,602 | 7.3% | \$203.37 | \$181.00 | -11.0% | 14.49¢ | 1,107 |
| 12 | RAP | 117,550 | 123,215 | 4.8% | \$235.36 | \$209.76 | -10.9% | 16.76¢ | 1,128 |
| 13 | BOS | 4,642,351 | 5,010,402 | 7.9% | \$217.51 | \$194.66 | -10.5% | 14.97¢ | 1,271 |
| 14 | XNA | 236,396 | 235,406 | -0.4% | \$274.80 | \$246.72 | -10.2% | 20.97¢ | 1,037 |
| 15 | GRB | 152,566 | 153,697 | 0.7% | \$240.58 | \$216.07 | -10.2% | 17.39¢ | 1,095 |
| 16 | SJU | 1,393,631 | 1,432,597 | 2.8% | \$213.84 | \$194.77 | -8.9% | 12.90¢ | 1,706 |
| 17 | LGB | 674,724 | 636,024 | -5.7% | \$149.94 | \$136.58 | -8.9% | 10.82¢ | 1,155 |
| 18 | EUG | 155,630 | 169,406 | 8.9% | \$233.31 | \$212.54 | -8.9% | 15.81¢ | 1,308 |
| 19 | MCI | 2,219,816 | 2,243,697 | 1.1% | \$178.97 | \$163.13 | -8.8% | 14.16¢ | 952 |
| 20 | RDM | 110,291 | 112,703 | 2.2% | \$195.88 | \$178.71 | -8.8% | 14.20¢ | 1,125 |
| 21 | ILM | 173,156 | 218,448 | 26.2% | \$213.21 | \$195.45 | -8.3% | 16.36¢ | 998 |
| 22 | SAN | 3,852,060 | 3,897,527 | 1.2% | \$193.49 | \$177.53 | -8.2% | 13.24¢ | 1,319 |
| 23 | ICT | 354,957 | 343,391 | -3.3% | \$204.85 | \$188.09 | -8.2% | 15.13¢ | 1,100 |
| 24 | FWA | 116,746 | 122,552 | 5.0% | \$234.53 | \$215.42 | -8.1% | 17.67¢ | 1,072 |
| 25 | MSN | 338,938 | 332,938 | -1.8% | \$218.39 | \$200.81 | -8.0% | 16.06¢ | 1,104 |

Top 25 Airports Ranked By O&D Passengers

| Rank | Airport | O&D Passengers | | | O&D Gross Fare | | | 2009Q4 Info | |
|------|---------|----------------|-----------|----------|----------------|----------|----------|-----------------------------|----------|
| | | 2008Q4 | 2009Q4 | % Change | 2008Q4 | 2009Q4 | % Change | 1,000 mi LOH Adjusted Yield | Avg. LOH |
| 1 | LAX | 7,481,709 | 7,697,702 | 2.9% | \$219.70 | \$203.85 | -7.2% | 14.18¢ | 1,568 |
| 2 | LAS | 7,090,426 | 7,127,812 | 0.5% | \$170.80 | \$159.62 | -6.5% | 12.33¢ | 1,230 |
| 3 | MCO | 6,614,779 | 6,490,063 | -1.9% | \$162.09 | \$152.25 | -6.1% | 12.38¢ | 1,097 |
| 4 | ORD | 6,584,679 | 6,196,690 | -5.9% | \$198.89 | \$187.24 | -5.9% | 16.36¢ | 995 |
| 5 | ATL | 6,383,198 | 6,095,158 | -4.5% | \$175.08 | \$179.37 | 2.5% | 16.69¢ | 873 |
| 6 | DEN | 5,663,412 | 5,867,412 | 3.6% | \$179.09 | \$166.10 | -7.3% | 14.03¢ | 1,040 |
| 7 | SFO | 5,208,991 | 5,763,186 | 10.6% | \$226.77 | \$200.50 | -11.6% | 14.00¢ | 1,554 |
| 8 | PHX | 5,427,897 | 5,484,700 | 1.0% | \$187.07 | \$172.38 | -7.9% | 13.57¢ | 1,198 |
| 9 | LGA | 4,756,460 | 5,105,783 | 7.3% | \$188.92 | \$179.30 | -5.1% | 16.20¢ | 915 |
| 10 | BOS | 4,642,351 | 5,010,402 | 7.9% | \$217.51 | \$194.66 | -10.5% | 14.97¢ | 1,271 |
| 11 | SEA | 4,843,630 | 4,846,803 | 0.1% | \$199.18 | \$184.95 | -7.1% | 13.19¢ | 1,464 |
| 12 | DFW | 5,042,124 | 4,820,468 | -4.4% | \$218.33 | \$209.57 | -4.0% | 17.86¢ | 1,054 |
| 13 | JFK | 4,363,209 | 4,274,882 | -2.0% | \$210.01 | \$201.59 | -4.0% | 14.01¢ | 1,596 |
| 14 | EWR | 4,320,933 | 4,251,549 | -1.6% | \$228.81 | \$218.25 | -4.6% | 16.44¢ | 1,361 |
| 15 | FLL | 4,131,047 | 4,222,881 | 2.2% | \$162.23 | \$155.24 | -4.3% | 12.17¢ | 1,181 |
| 16 | PHL | 4,176,458 | 4,146,694 | -0.7% | \$191.00 | \$186.28 | -2.5% | 15.06¢ | 1,146 |
| 17 | BWI | 3,864,535 | 4,011,652 | 3.8% | \$165.86 | \$153.77 | -7.3% | 13.31¢ | 970 |
| 18 | SAN | 3,852,060 | 3,897,527 | 1.2% | \$193.49 | \$177.53 | -8.2% | 13.24¢ | 1,319 |
| 19 | MSP | 3,298,243 | 3,633,553 | 10.2% | \$235.42 | \$194.36 | -17.4% | 16.33¢ | 1,066 |
| 20 | TPA | 3,669,792 | 3,526,604 | -3.9% | \$166.32 | \$163.15 | -1.9% | 13.32¢ | 1,089 |
| 21 | DTW | 3,471,459 | 3,377,615 | -2.7% | \$184.26 | \$187.91 | 2.0% | 16.02¢ | 1,033 |
| 22 | DCA | 3,218,401 | 3,352,103 | 4.2% | \$225.79 | \$211.33 | -6.4% | 18.71¢ | 968 |
| 23 | IAH | 3,224,616 | 3,201,384 | -0.7% | \$222.21 | \$211.53 | -4.8% | 17.58¢ | 1,110 |
| 24 | MDW | 2,739,685 | 2,894,202 | 5.6% | \$158.09 | \$147.04 | -7.0% | 13.37¢ | 888 |
| 25 | PDX | 2,595,531 | 2,585,028 | -0.4% | \$198.86 | \$193.95 | -2.5% | 14.29¢ | 1,367 |



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