Final Report

Airline Competition Plan
Philadelphia International Airport

Prepared for

Federal Aviation Administration
in compliance with requirements of AIR21

Prepared by

City of Philadelphia
Division of Aviation
Philadelphia, Pennsylvania

August 31, 2000

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SUMMARY

Summary

AIRLINE COMPETITION PLAN
Philadelphia International Airport

The City of Philadelphia, owner and operator of Philadelphia International Airport, is required to submit annually to the Federal Aviation Administration an airline competition plan. The City's plan for 2000, as documented in the accompanying report, provides information regarding the availability of passenger terminal facilities, the use of passenger facility charge (PFC) revenues to fund terminal facilities, airline leasing arrangements, patterns of airline service, and average airfares for passengers originating their journeys at the Airport.

The plan also sets forth the City's current and planned initiatives to encourage competitive airline service at the Airport, construct terminal facilities needed to accommodate additional airline service, and ensure that access is provided to airlines wishing to serve the Airport on fair, reasonable, and nondiscriminatory terms. These initiatives are summarized in the following paragraphs.

Encourage New Airline Service

Airlines that have recently started scheduled domestic service at Philadelphia International Airport include AirTran Airways, America West Airlines, American Trans Air, Midway Airlines, Midwest Express Airlines, and National Airlines. Airlines that have recently started scheduled international service at the Airport include Air France and Lufthansa.

The City intends to continue its programs to encourage airlines to begin or increase service at the Airport. Air service development initiatives involve (1) the compilation and dissemination of data on passenger demand, (2) maintaining contacts with airline marketing and scheduling departments, and (3) making presentations to airline management regarding the Philadelphia air traffic market. The City is also developing policies and guidelines for joint marketing and advertising programs to assist airlines introducing new service.

Construct Facilities to Meet Demand

The Airport now provides aircraft parking positions and associated terminal facilities (gates) to accommodate 65 airline aircraft. Of these, 51 are leased for the exclusive use of airlines that are signatory to a 1974 Airport use and lease agreement that extends to June 2006, 8 are leased on a preferential-use basis, and 6 are available for common use*. Over the past 3 years, the City has enlarged and upgraded the passenger terminals and is currently undertaking a major construction program to provide additional gates. The layout of existing and planned terminals is shown on the exhibit at the end of this summary.

Terminal One. A new Terminal One will provide 13 additional gates, all capable of accommodating widebody aircraft in domestic or international service. Nine gates will be leased for preferential use by US Airways and the other 4 will be available for common use. Terminal One is scheduled to be operational in mid-2002.

Terminal D Enlargement. An enlargement to the Terminal D concourse will provide 4 additional preferential-use gates for domestic airline flights, to be operational by mid-2001.

The numbers of concourse gates available for use by large airline aircraft before and after completion of the Terminal One and Terminal D projects are or will be:

	Existing (2000)	Future (2002)
Exclusive	51	51
Nonexclusive		
Preferential use	8	21
Common use	6	10
Subtotal nonexclusive	14	31
Total	65	82
Percent nonexclusive	22%	38%

Terminal F. A new Terminal F will provide 38 gates for preferential use by US Airways Express and other regional airlines. US Airways Express currently loads and unloads passengers at remote aircraft parking aprons served to and from the terminal buildings by buses. Terminal F is scheduled to be operational in mid-2001.

*A gate that is leased by an airline on an exclusive-use basis may be made available to other airlines only through a subleasing or other arrangement with the leasing airline. A gate that is leased on a preferential-use basis may be made available to other airlines at the direction of the City if the gate is not being used by the leasing airline. A common-use gate is available for use by any airline, as assigned by the City.

Remote Aircraft Parking Apron. To supplement the concourse gates, additional aircraft parking positions (hardstands) are being constructed remote from the terminal buildings. The new remote positions, scheduled to be available in 2001, will be capable of accommodating up to 13 large aircraft. Up to 3 additional passenger transport vehicles (mobile lounges) are being acquired to serve the remote positions. All of the positions will be common use.

Use PFC Revenues to Fund Terminal Facilities

The City imposes a passenger facility charge (PFC) of $3 per enplaned passenger and is using most of its PFC revenues to fund additional passenger terminal capacity. PFC revenues have been approved by the FAA to fund Terminal One ($540 million) and Terminal F ($120 million). The City is in the process of applying for authority to use additional PFC revenues to fund the 4 gates being added to Terminal D. All facilities funded with PFC revenues will be for preferential use or common use.

Ensure Access to Facilities

To ensure maximum practicable access to gates, the City converts gates from exclusive airline use to preferential use or common use whenever it has the opportunity. For example, under the terms of an agreement with Continental Airlines, three gates in Terminal D, previously leased for the airline's exclusive use, are now being leased on a preferential-use basis. The City does not intend to enter into any further exclusive-use arrangements for gates and expects to lease gates constructed in the future only on a preferential-use or common-use basis.

"Use-or-lose" provisions of the Continental preferential-use agreement will be the model for future agreements: to keep its rights to gates, an airline must maintain a predetermined number of flights from those gates (equivalent to 4 aircraft turns per gate per day in the case of the Continental agreement). The City may assign another airline to a gate if the gate is unused for a specified period (2 hours in the case of the Continental agreement).

The agreement covering the US Airways preferential-use gates in the new Terminal One contains similar provisions requiring the airline to share its gates when they are not being used. The agreement covering the US Airways Express preferential-use gates in the new Terminal F provides that the City may periodically "recapture" gates that, in the City's judgement, are not required for the operation of scheduled flights.

Monitor Gate Use

The City currently monitors the use of common-use and preferential-use gates, but does not routinely monitor the use of exclusive-use gates. The Continental preferential-use agreement requires the airline to report its flight schedules and gate use to the City every 4 months. The City intends to incorporate the provisions of the Continental agreement into future airline agreements.

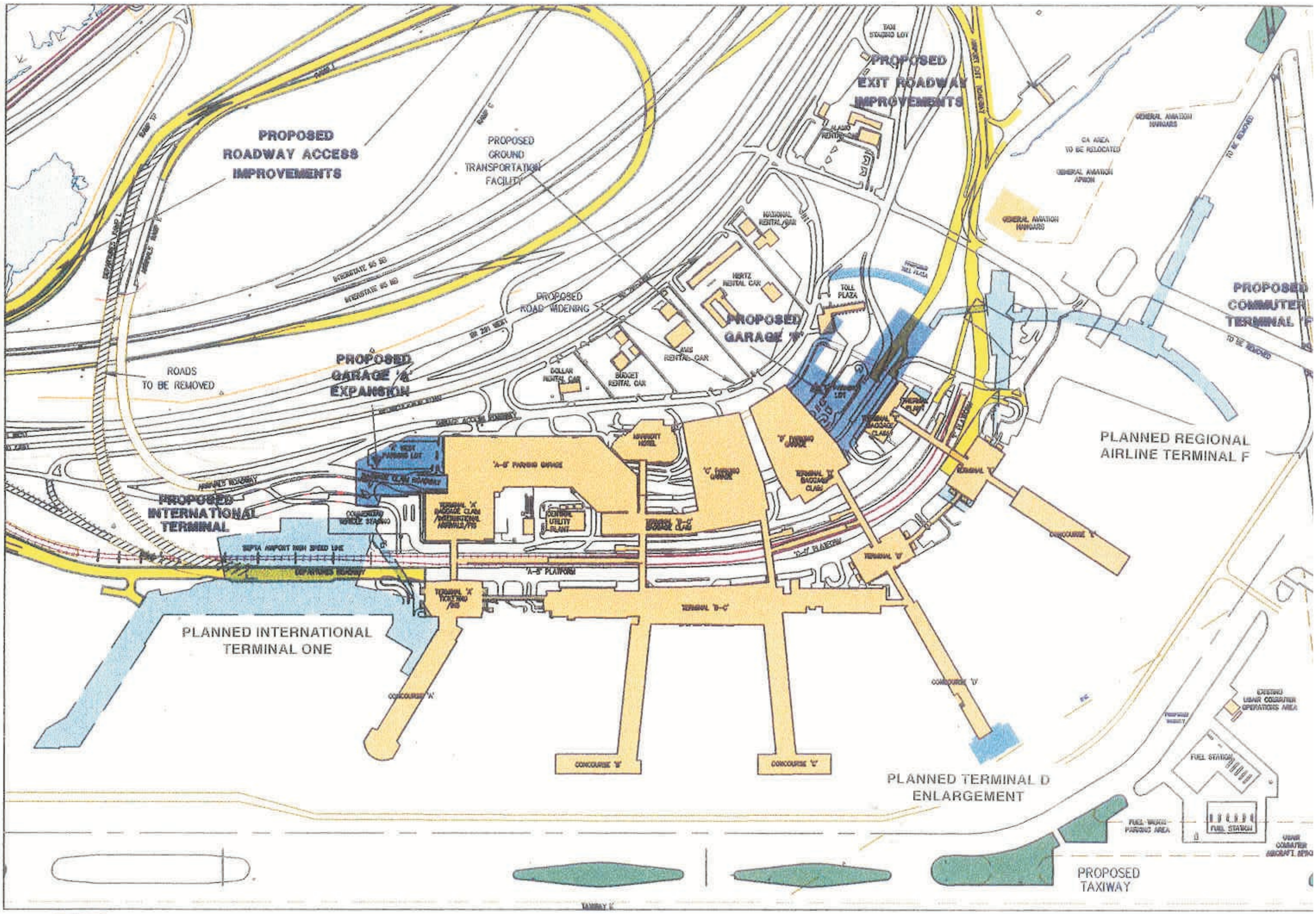
The City operates a multi-user flight information display system (FIDS) that records data on flight arrival and departure times. As part of the design of Terminal One, the City is evaluating a new FIDS that will incorporate more sophisticated facility management capabilities and will allow the use of all Airport gates to be monitored effectively.

Ensure Fair, Reasonable, and Nondiscriminatory Charges

The City intends to continue its current policy of reviewing and approving all airline subleasing and ground handling arrangements to ensure that rentals, fees, and charges paid by subleasing and handled airlines are fair, reasonable in relation to those paid by incumbent airlines, and nondiscriminatory. All agreements governing the preferential use of gates by an airline will require that other airlines be accommodated in a commercially reasonable manner, subject to approval by the City.

City's Commitment to Airline Competition

As summarized in this report, the City is committed to maximizing the opportunities for airlines to provide competitive service and airfares for travel to and from Philadelphia International Airport. The City's commitment to airline competition is evidenced by it ongoing and planned initiatives to (1) encourage new entrant airlines to serve the Airport, (2) construct additional gates, (3) require that all added gates are used on a preferential-use or common-use basis, (4) convert existing exclusive-use gates to preferential use or common use, (5) use PFC revenues to fund the construction of new gates, and (6) ensure that rentals, fees, and charges paid by new entrant airlines are fair, reasonable, and nondiscriminatory.



EXISTING AND PLANNED TERMINALS

Philadelphia International Airport

CONTENTS

CONTENTS *(continued)*

TABLES

FIGURES

BACKGROUND INFORMATION

BACKGROUND INFORMATION

1. PURPOSE OF PLAN

Among the provisions of the *Wendell H. Ford Aviation Investment and Reform Act for the 21st Century* (AIR 21), enacted in April 2000, is the requirement that an airline competition plan be filed annually with the Federal Aviation Administration (FAA) by the operators of certain airports before they can receive grants under the Airport Improvement Program (AIP) or be authorized to impose a new passenger facility charge (PFC).

The Congressional intent in requiring competition plans is to encourage the investment of AIP and PFC funds in ways that will ensure that opportunities are available for any airline to provide service, on fair and reasonable commercial terms, at hub airports where service is dominated by one or two airlines.

The requirement for a competition plan applies to any large-hub or medium-hub airport at which one or two airlines control more than 50% of enplaned passengers. At Philadelphia International Airport, the two busiest airlines in 1999 accounted for 67% of enplaned passengers (US Airways, 61% and Delta Air Lines, 6%). The operators of approximately 40 other airports are also required to submit competition plans.

2. CONTENT OF PLAN

Information required to be included in the competition plan, as specified in AIR 21, is as follows:

1. Availability of gates and related facilities
2. Leasing and subleasing arrangements
3. Gate use requirements
4. Patterns of air service
5. Gate assignment policy
6. Financial constraints
7. Airport controls over airside and landside capacity
8. Airport intention to provide common-use gates
9. Airfares in comparison with those at other airports

In May 2000, the FAA issued a Program Guidance Letter (PGL 00-3) that provides more specific suggestions for information to be considered for inclusion in a competition plan.

This competition plan report presents the information required by AIR 21, taking into account the suggestions made in PGL 00-3. Appendix D lists the information suggested in PGL 00-3, with references to the sections of this report containing the information.

Following the sections providing background information, the report is organized according to the principal initiatives of the city's competition plan, as follows:

- Encourage new airline service
- Construct facilities to meet demand
- Ensure airline access to facilities
- Ensure fair, reasonable, and nondiscriminatory charges

3. FRAMEWORK FOR AIRPORT OPERATIONS

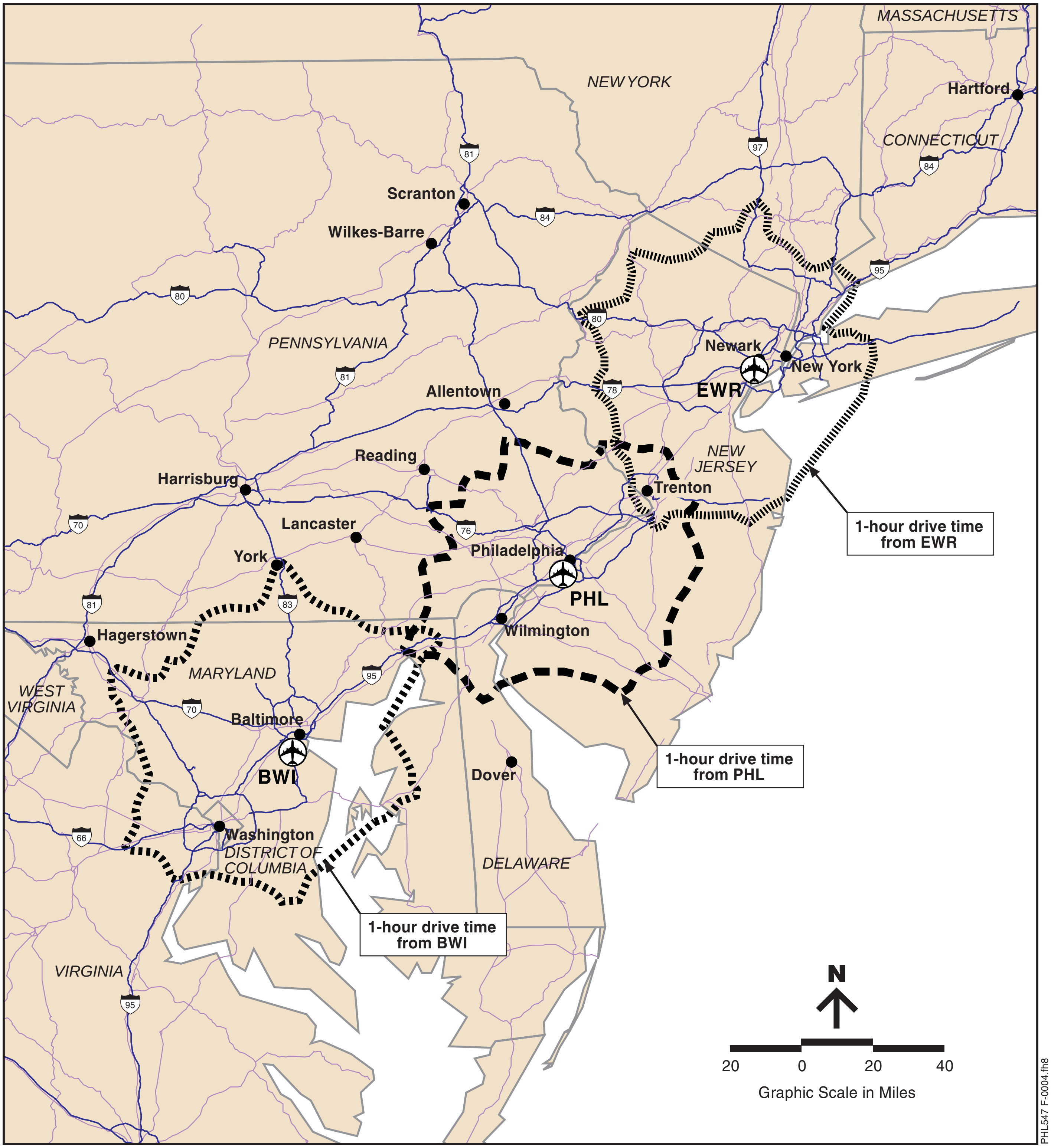
Philadelphia International Airport (also referred to in this report as the Airport or PHL) is owned by the City of Philadelphia and operated by the Division of Aviation of the Department of Commerce as a separate enterprise fund of the City. The Airport, together with Northeast Philadelphia Airport, an airport predominantly serving general aviation, constitute the City's Airport System.

The financial and property management functions of the Airport are largely determined by a 1977 Airline-Airport Use and Lease Agreement, as subsequently amended (the Airline Agreement) between the City and most of the major airlines serving the Airport. The Airline Agreement, which extends to June 2006, provides for the exclusive airline use of most gates and other terminal facilities. The financial operations of the Airport System are also governed by a 1995 amended and restated general Airport revenue bond ordinance (the Bond Ordinance), under which Airport revenue bonds may be issued to finance Airport improvements.

4. AIRPORT SERVICE REGION

Philadelphia is classified by the FAA as a large hub and the Airport is the principal air carrier airport serving Philadelphia and the surrounding region. According to data reported by Airports Council International, in 1999 the Airport ranked 20th in the nation in terms of passengers, with 11.9 million passengers enplaned. Of these, an estimated 63% originated their journeys at the Airport and the remaining 37% connected between flights. The Airport is an international gateway and a connecting hub for US Airways. The Airport also serves as an international gateway and cargo hub for United Parcel Service.

Figure 1 shows the location of the Airport relative to surrounding airports. Most of the passengers originating their air journeys at the Airport are generated from within the 1-hour drive time contour illustrated. Baltimore/Washington International Airport (102 miles to the southwest) and Newark International Airport (106 miles to the northeast) offer airline service comparable to that provided at the Airport. The two airports are the primary competing airports defining the boundaries of the Philadelphia International Airport service region. The population of the Airport service region is approximately 7.5 million.



LEGEND

Interstate Highway

Other Major Highway

Figure 1

AIRPORT SERVICE REGIONS

Airline Competition Plan
Philadelphia International Airport

August 2000

5. HISTORICAL PASSENGER DEMAND

Table 1 presents data on enplaned passengers at the Airport from 1989 through 1999. Over the period, the number of enplaned passengers at the Airport increased an average of 4.9% per year, compared with a national average of 4.1% per year.

Table 1

HISTORICAL ENPLANED PASSENGERS
Philadelphia International Airport
1989 - 1999

Calendar Year	Domestic	International	Total	Annual increase (decrease)
1989	6,980,888	365,456	7,346,344	--
1990	7,685,600	389,274	8,074,874	9.9
1991	7,048,768	468,033	7,516,801	(6.9)
1992	7,423,566	552,208	7,975,774	6.1
1993	7,651,112	599,234	8,250,346	3.4
1994	8,003,543	622,541	8,626,084	4.6
1995	8,537,947	627,468	9,165,415	6.3
1996	8,858,911	781,621	9,640,532	5.2
1997	10,193,677	1,002,383	11,196,060	16.1
1998	10,866,656	1,209,523	12,076,179	7.9
1999	10,533,308	1,322,471	11,855,779	(1.8)
	Average annual percent increase			
1989-1999	4.2%	13.7%	4.9%	
1994-1999	5.6%	16.3%	6.6%	

Source: City of Philadelphia, Division of Aviation.

As shown, the number of international passengers enplaned at the Airport has increased at higher rates than the number of domestic passengers. In 1999, trans-atlantic flights accounted for 57% of scheduled international service, Canadian flights for 29%, and Caribbean flights for 14%.

Table 2 presents data on the three key segments of the passenger market at the Airport in 1999: domestic originating passengers, domestic connecting passengers, and international passengers.

Table 2

PASSENGER MARKET SEGMENTS
Philadelphia International Airport
1999

	Enplaned passengers (millions)	Percent of domestic	Percent of total
Domestic originating	6.9	66%	58%
Domestic connecting	3.6	34	31
Subtotal	10.5	100%	89%
International	1.3		11
Total	11.8		100%

Source: Leigh Fisher Associates, from analysis of data from U.S. Department of Transportation and City of Philadelphia, Division of Aviation.

US Airways, together with its regional affiliates operating as US Airways Express, accounts for nearly all connecting passengers at the Airport. In 1999, an estimated 45% of US Airways' domestic passengers were connecting between flights of US Airways and US Airways Express.

Appendix A provides additional data on domestic originating passengers.

6. AIRLINES PROVIDING SERVICE

As of June 2000, scheduled service was provided from the Airport by the following airlines, grouped according to their primary lease or use arrangements.

Airport Use and Lease Agreement

American Airlines
Delta Air Lines
Northwest Airlines
Trans World Airlines (TWA)
United Airlines
US Airways

Preferential Use and Lease Agreement

Continental Airlines (including Continental Express)

Airline Operating License Agreement

Air Canada
AirTran Airways
American Eagle
American Trans Air (ATA)
America West Airlines
Mesa Airlines (operating as US Airways Express)
Midway Airlines
Midwest Express Airlines
National Airlines
Pennsylvania Commuter (operating US Airways Express)
PSA Airlines (operating as US Airways Express)

Memorandum of Understanding

Air France
Air Jamaica
British Airways
Lufthansa German Airlines

Fee Payment Agreement

Air Aruba
Atlantic Coast Airlines (operating as United Express)
Trans States Airlines (operating as Delta Connection and TWA Express)

7. AIRLINE OPERATING ARRANGEMENTS

Airlines serving the Airport operate under various use and lease arrangements, as discussed in the following sections.

7.1. Airline-Airport Use and Lease Agreement

Most of the major airlines serving the Airport (American, Delta, Northwest, TWA, United, and US Airways) are signatory to a 1974 Airline-Airport Use and Lease Agreement, as amended (the Airline Agreement), that extends to June 2006.

Under the Airline Agreement, the six signatory airlines, referred to as the Scheduled Airlines, are granted rights to the exclusive use of certain gates and other terminal facilities. Selected provisions of the Airline Agreement are discussed in various sections of this report. Since the early 1990s the City has not entertained requests from airlines to become signatory to the Airline Agreement because of the exclusive-use rights granted.

7.2. Preferential Use Agreement

The City and Continental are in the process of executing an Airline Operating License Agreement and Lease Agreement (AOLA) under which Continental (together with America West, its approved subtenant) will have preferential rights to use three gates in Terminal D. (A gate is defined in the agreement to include aircraft parking apron, passenger holdroom, ticket counter, baggage makeup, and other required terminal facilities.) The conditions governing Continental's rights to the preferential use of the gates are described in Section 15.2.

The agreement with Continental incorporates the standard provisions of the AOLA (discussed in the following section) and will have an initial term of 1 year, extendable year-to-year thereafter. Under the agreement, Continental will pay rentals and fees on the same basis as the Scheduled Airlines and will be responsible for the costs of operating and maintaining its preferentially leased space. The City expects to enter into similar agreements with Delta and US Airways for their preferential use of certain gates.

7.3. Airline Operating License Agreement

Since the early 1990s, all new entrant airlines have been given the opportunity to enter into a standard form of nonexclusive Airline Operating License Agreement. Most of the airlines serving the Airport, other than the Scheduled Airlines and the major foreign-flag airlines, now operate under a nonexclusive AOLA. The AOLA does not provide for the exclusive or preferential use of terminal facilities. Any such use rights are specified in separate lease agreements.

The standard term of the AOLA is 1 year, extendable year-to-year. Landing fees are payable at the Scheduled Airline (signatory) rate then in effect, as specified in the City's annual *Airline Rates and Charges Report*, subject to a minimum annual payment of $90,000 (the equivalent of maintaining a schedule of one flight per day using a typical narrowbody aircraft). The AOLA provides for self-invoicing by the airline, requires evidence of satisfactory insurance coverage, and requires a surety in the form of a performance bond or letter of credit in an amount equal to 3 months' estimated landing fees.

7.4. Memorandum of Understanding

The City has entered into a Memorandum of Understanding (MOU) with the principal foreign-flag airlines (Air France, Air Jamaica, British Airways, and Lufthansa) that operate from the common-use gates in Terminal A. The MOU provides these airlines with signatory status and documents how fees are to be calculated to allow the City to recover the net capital and operating costs allocable to Terminal A. The term of the MOU extends through June 2006, the same date as the Airline Agreement (or earlier if an international airline use and lease agreement is entered into before June 2006), and will generally apply to the combined Terminal A/Terminal One. (See Section 12.1 for a description of Terminal One, currently under construction.)

7.5. Fee Payment Agreement

An airline that elects not to enter into an AOLA may operate at the Airport under a month-to-month Fee Payment Agreement. Landing fees are payable at the nonsignatory rate then in effect, as specified in the City's annual *Airport Rates and Charges Regulation*, and are not subject to a minimum annual payment. The Fee Payment Agreement provides for self-invoicing by the airline, requires evidence of satisfactory insurance coverage, and requires a surety in the form of a performance bond in an amount equal to 3 months' estimated landing fees.

ENCOURAGE AIRLINE SERVICE

ENCOURAGE NEW AIRLINE SERVICE

8. AIRLINE SERVICE AND AIRFARES

Appendix A provides data on originating passengers, airline service, airfares, and airline yields (airfares per mile). The data document (1) trends for PHL from 1989 through 1999 and (2) 1999 comparisons of PHL with other large airports. The appendix also describes the various sources for the data.

Airfares and airline yields are relatively high for travel originating at PHL. In 1999, the average airline yield for PHL ($0.196) was 25% higher than the average airline yield for the 26 largest U.S. airports ($0.157). In short-haul markets, in which there are generally few competitors, airline yields for PHL were particularly high. PHL's relatively high average airline yield also correlates with a relatively high percentage of originating passengers traveling on US Airways and a relatively low number of competitors in many air travel markets.

Philadelphia enjoys a high level of airline service, as measured by the number of destinations served nonstop and the number of flight departures from the Airport. During 1999, nonstop airline service was provided to PHL's 29 largest passenger markets (cities individually accounting for 1% or more, and collectively accounting for 71%, of passengers). Nonstop service by more than one airline was provided to 21 of the 29 markets. As of June 2000, nonstop service was provided from the Airport to 42 small-hub communities.

9. PROPOSED UNITED-US AIRWAYS MERGER

In May 2000, United Airlines announced its proposed acquisition of most of the assets of US Airways. The proposed merger, which is subject to approval by anti-trust authorities and faces other obstacles, could result in increased dominance of air service at Philadelphia International Airport by a single airline. In 1999, United, US Airways, and their regional airline affiliates accounted for approximately 60% of the passengers originating their air journeys at the Airport and most of the connecting passengers. In combination, the airlines accounted for approximately 73% of scheduled airline seats. United and US Airways together lease, on an exclusive-use or preferential-use basis, 39 of the 65 gates at the Airport.

The City is assessing the potential effects of the proposed merger on airline service and competition at the Airport and is considering how it can best exert its influence to ensure that the terms of any approved merger would not hinder competitive airline service and airfares for travel to and from Philadelphia.

10. INITIATIVES TO ENCOURAGE NEW AIRLINE SERVICE

Airlines that have recently started scheduled domestic service at Philadelphia International Airport include AirTran, America West, ATA, Midway Airlines, Midwest Express, and National Airlines. Of these, AirTran, ATA and National are defined by the U.S. Department of Transportation (DOT) as “low-fare” airlines. Airlines that have recently started scheduled international service include Air France and Lufthansa.

Over the 10 years 1989 to 1999, the number of destinations served nonstop from the Airport increased 31%, from 85 in 1989 (76 domestic 9 international) to 111 in 1999 (93 domestic, 18 international). Over the same 10 years, the number of scheduled daily airline departures from the Airport increased 30%, from 422 in 1989 (416 domestic, 6 international) to 549 in 1999 (518 domestic, 31 international).

The City intends to continue its programs to encourage airlines to begin or increase service at the Airport. Air service development initiatives involve (1) the compilation and dissemination of data on passenger demand, (2) maintaining contacts with airline marketing and scheduling departments, and (3) making presentations to airline management regarding the Philadelphia air traffic market. The City is also developing policies and guidelines for joint marketing and advertising programs to assist airlines introducing new service.

CONSTRUCT FACILITIES

CONSTRUCT FACILITIES TO MEET DEMAND

11. AVAILABILITY AND USE OF EXISTING GATES

Tables 3 and 4 summarize the availability of gates at the Airport and the average number of flight departures per gate as of June 2000. The layout of the gates is shown on Figure 2. An inventory of the gates and their use status is given in Appendix B.

Table 3

GATE AVAILABILITY BY LOCATION
Philadelphia International Airport
As of June 2000

Terminal	Exclusive use	Preferential use	Common use	Total
A	4 *(a)*	2	6 *(b)*	12
B	15 *(c)*	--	--	15
C	15 *(d)*	--	--	15
D	7	5	--	12
E	10	1	--	11
Total	51	8	6	65

Note: All gates except passenger transport vehicle portal are equipped with loading bridges to serve separate aircraft parking positions.

(a) Excludes one gate (A1a) used for access to ramp walkway.
(b) Includes one gate used as portal for passenger transport vehicle.
(c) Excludes one gate (B12a/b/c) used for bus loading and unloading.
(d) Excludes one gate (C16) used for bus loading and unloading.

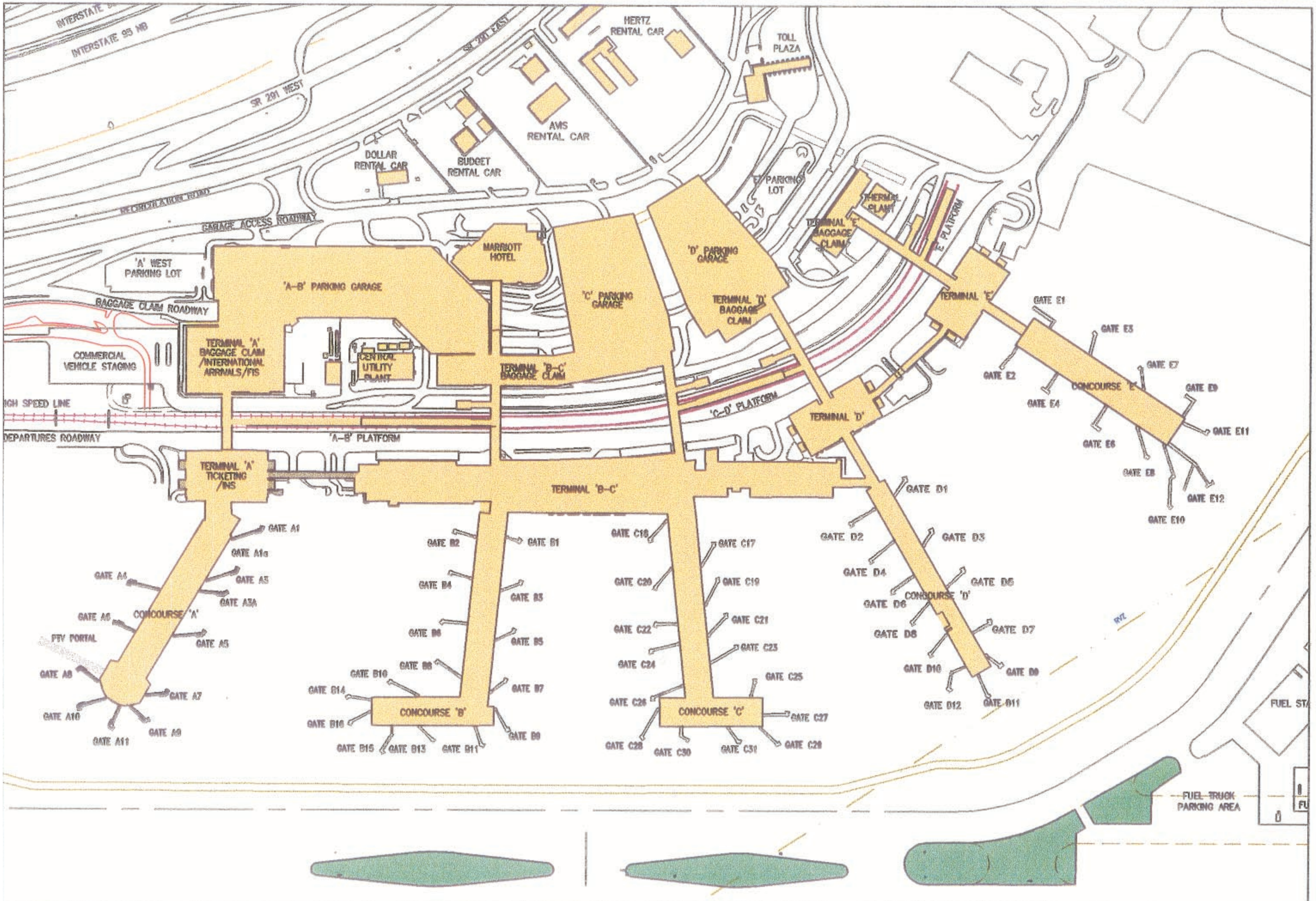
PHL522

Table 4

GATE AVAILABILITY BY AIRLINE
Philadelphia International Airport
As of June 2000

Leasing airline	Exclusive use	Preferential use	Common use	Total	Sublessee and other airlines	Average daily departures	Average daily departures per gate
American	4	2 *(a)*	--	6	American Eagle, Midway	27.2 *(b)*	4.5
Continental	--	3	--	3	America West, Continental Express	17.4	5.8
Delta	4	1	--	5	Delta Connection, Air France (international departures), Midwest Express	26.6	5.3
Northwest	3	--	--	3	National	19.0	6.3
Trans World	3	--	--	3	ATA, TWA Connection	21.0	7.0
United	7	--	--	7	Air Canada, AirTran, United Express	46.0	6.6
US Airways	30	2	--	32	US Airways (international departures except transatlantic), US Airways Express	245.0 *(c)*	7.7
Terminal A (common-use)	--	--	6 *(d)*	6	International, charter, and other airlines *(e)*	12.5	2.1
Total/average	51	8	6	65		414.7	6.4

(a) "Interim domestic" gates for which American has preferential-use rights only when the gates are not required for international flights.
(b) Excludes 13.3 average daily departures by American Eagle operating from ramp walkway gate (A1a).
(c) Excludes 137.1 average daily departures by US Airways Express operating from remote apron (through bus gates B12a/b/c and C16).
(d) Includes passenger transport vehicle portal.
(e) Includes US Airways transatlantic departures, Air Aruba, Air Jamaica, British Airways, and Lufthansa. Excludes charters.



Philadelphia International Airport

Figure 2
EXISTING TERMINAL GATE LAYOUT

Of the 65 existing gates, 51 are leased on an exclusive-use basis, 8 on a preferential-use basis, and 6 on a common-use basis.

Overall, gate use, as measured by the average number of flight departures per gate per day (6.4), is high relative to that at many airports, evidencing gate constraints. Although the average number of daily aircraft departures per gate for the 6 common-use gates in Terminal A is low (2.1), all gates are in use during the afternoon peak period when transatlantic flights depart. At this time, three aircraft are typically required to depart from hardstands served by passenger transport vehicles (mobile lounges).

12. CONSTRUCTION OF NEW GATES

This section summarizes recent and ongoing projects undertaken by the City to create additional preferential-use and common-use terminal gates and other facilities at the Airport. Priorities for the use of gates are discussed in Section 15.

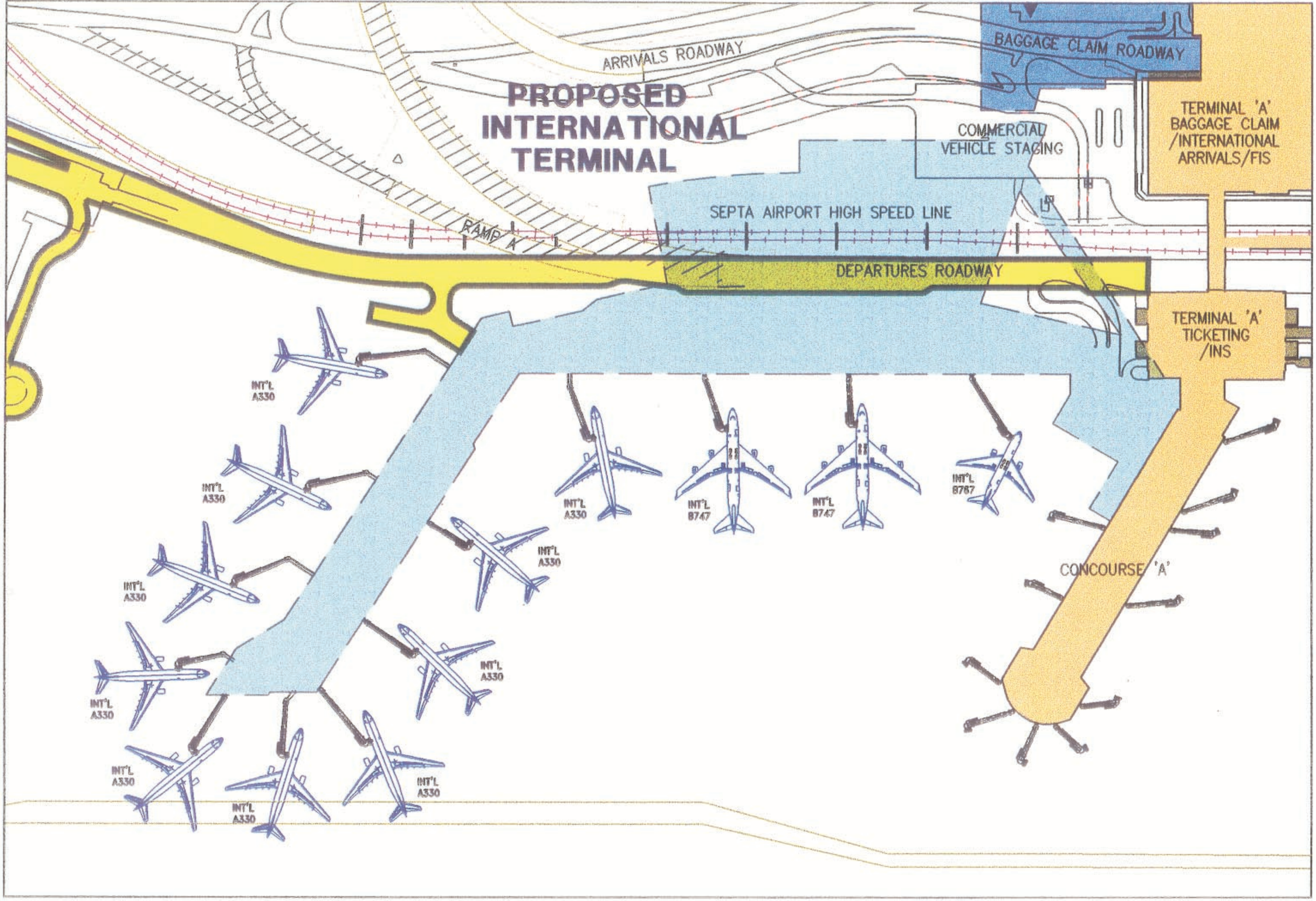
12.1. International Terminal One

The City is constructing a new four-level Terminal One, situated immediately west of Terminal A and intended primarily for use by international passengers. The planned layout is shown on Figure 3. Terminal One will be integrated with Terminal A and will provide new facilities for federal inspection services (FIS), baggage claim, ticketing, concession, and public areas for use by passengers arriving at and departing from either terminal. Terminal One will provide an additional 13 widebody aircraft gates, all but one sized for up to A-330/B-777 type aircraft and all capable of accommodating arriving international passengers. The new terminal is scheduled to be operational in mid-2002.

Construction of Terminal One was largely financed through the issuance of general Airport revenue bonds by the City in July 1998. (More accurately, the costs of terminal construction were financed through bonds issued by the Philadelphia Authority for Industrial Development (PAID), which, in turn, were secured by the contemporaneous issuance of general Airport revenue bonds to PAID by the City.) Debt service on the bonds is to be paid from terminal rentals and PFC revenues. PFC revenues are also being used to fund construction costs on a ”pay-as-you-go” basis.

To allow expeditious development of the new terminal, the City, US Airways, and PAID entered into a series of agreements under which US Airways is responsible for design and construction of the terminal building. The City will control terminal operations.

A 1998 supplemental amendment to the US Airways’ Airline Agreement provides for the airline’s use and occupancy of Terminal One through the termination date of



Philadelphia International Airport

Figure 3
PLANNED TERMINAL ONE GATE LAYOUT

the Airline Agreement in 2006. Under the amendment, US Airways will lease 9 of the 13 gates in the new terminal on a preferential-use basis. (A gate is defined in the supplemental amendment to mean a portion of aircraft parking apron and an appropriate amount of holdroom, baggage makeup, baggage recheck, and ticket counter space.) US Airways will, in addition, exclusively lease additional space for airline offices, operations areas, an airline clubroom, and a ramp control tower.

The remaining 4 gates are to be operated on a common-use basis by the City. The FIS and associated baggage claim facilities will also be available on a common-use basis to all airlines.

If US Airways operates an average of 10 or more international departures per day, it will have the right to add a tenth preferential-use gate. The City will have the right to recapture the gate for common use if the number of departures falls below an average of 10 departures per day.

12.2. Regional Airline Terminal F

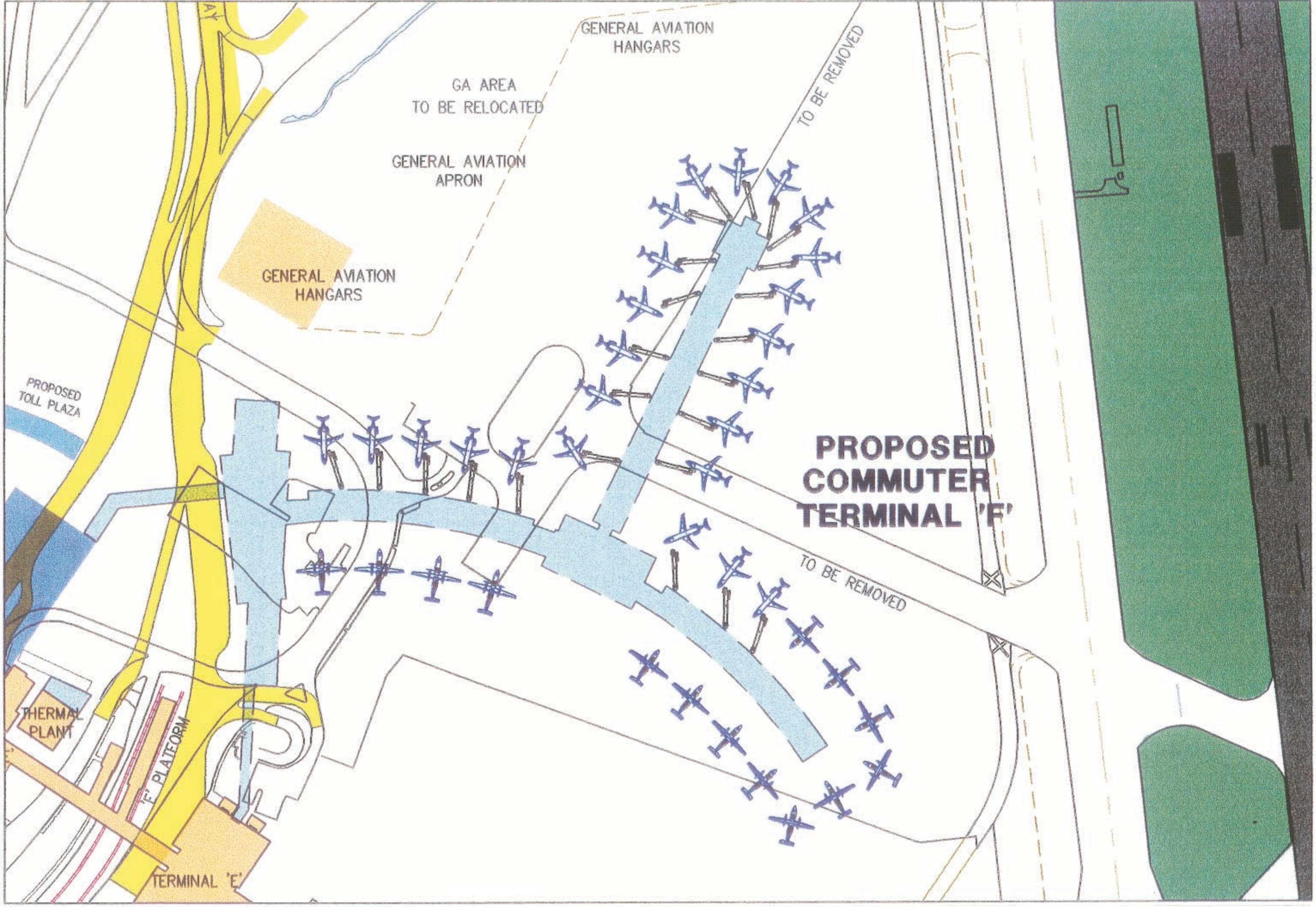
The City is constructing a new Terminal F to accommodate up to 38 gates for regional airline aircraft. The planned layout is shown on Figure 4. The terminal is expected to be operational in mid-2001 and to be used primarily by US Airways Express, which currently loads and unloads all aircraft at remote hardstands served from the main terminal buildings by bus. All gates in Terminal F will be preferential use. The Terminal F project was, like Terminal One, in effect largely financed with Airport revenue bonds to be repaid from PFC and other Airport revenues. Certain costs are being paid with PFC revenues on a “pay-as-you-go” basis.

12.3. Terminal D Reconfiguration

In 1998, the City reconfigured the aircraft parking layout for the Terminal D concourse to create 4 narrowbody aircraft gates from what had been 2 widebody aircraft gates. Also in 1998, when the lease for certain exclusive-use gates in Terminal D expired, the City converted the gates to preferential use. As a result, 5 Terminal D gates are now leased on a preferential-use basis (to Continental and US Airways).

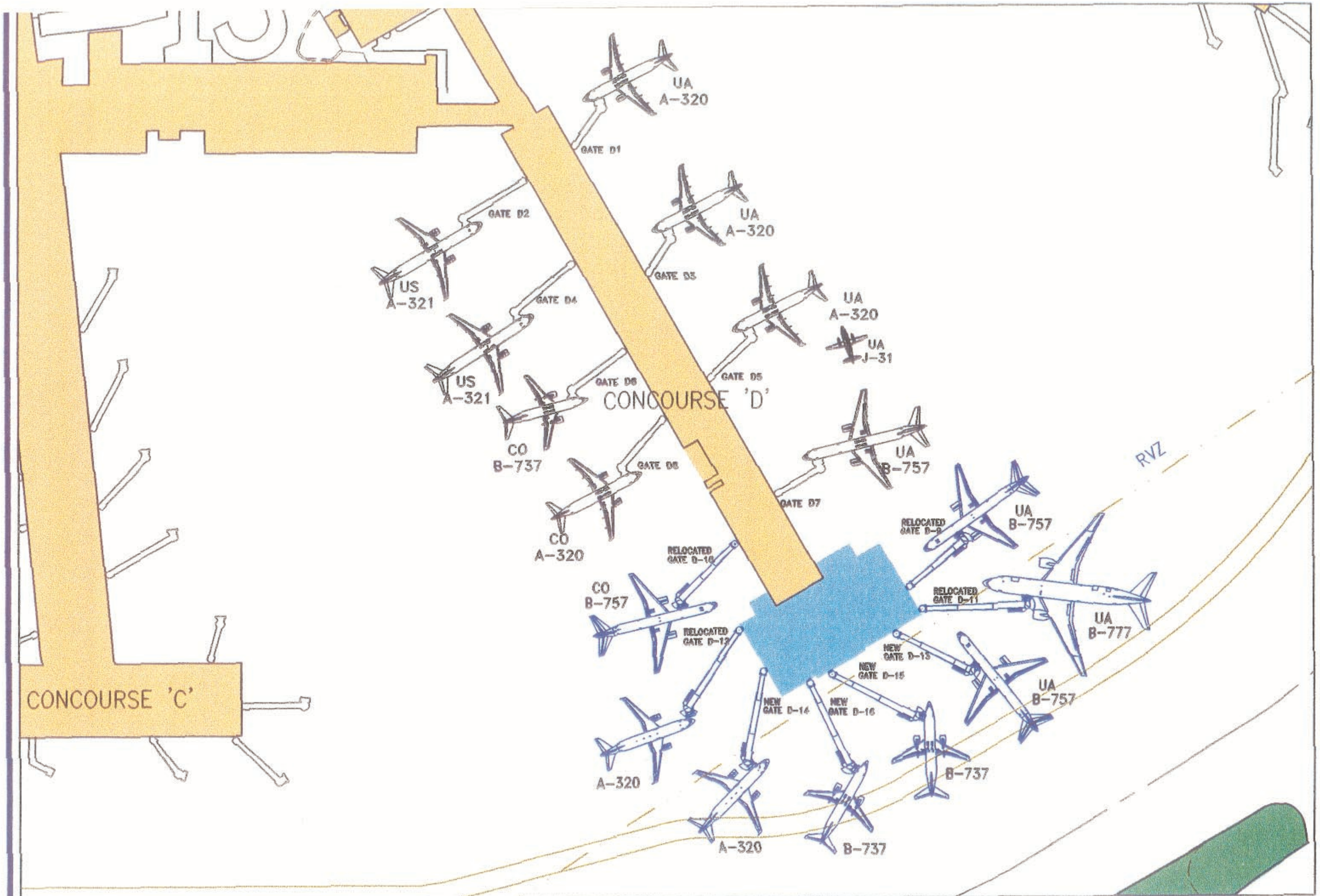
12.4. Terminal D Enlargement

The City is in the process of enlarging the Terminal D concourse to provide 4 additional gates for domestic flights (to increase the number of gates from 12 to 16). The planned layout is shown on Figure 5. The additional gates are expected to be leased on a preferential-use basis and to be available for use in mid-2001. The City has not yet determined leasing rights for the gates. The City is in the process of applying to the FAA for authority to use PFC revenues to fund certain of the project costs.



Philadelphia International Airport

Figure 4
PLANNED TERMINAL F GATE LAYOUT



Philadelphia International Airport

Figure 5
PLANNED TERMINAL D GATE LAYOUT

12.5. Terminal E Enlargement

In 1998, Delta relinquished control of an exclusive-use gate in Terminal E, which the City converted to preferential use. The City is currently evaluating the costs and benefits of enlarging the Terminal E concourse, possibly to provide 2 additional gates. Any such additional gates would be leased on a preferential-use basis.

12.6. Remote Parking Positions

Six remote aircraft parking positions (hardstands) are now available for common use at the site of the previous international terminal at the east side of the Airport. The City purchased and uses passenger transport vehicles (PTVs) to transfer passengers between Terminal A and remote aircraft parking positions when gates equipped with loading bridges in Terminal A are not available. The City currently operates 3 PTVs and is acquiring up to 3 additional vehicles. The remote aircraft parking positions and PTVs are normally used for international and charter flights but are also available for scheduled domestic flights.

The City is currently constructing a deicing apron to accommodate 9 aircraft parking positions at the west side of the Airport (scheduled for completion in early 2001). The 9 positions will be available for the loading and unloading of passenger aircraft when the apron is not required for deicing.

When Terminal F opens (scheduled for mid-2001), the apron adjacent to Terminals D and E, now used for the remote loading and unloading of regional airline aircraft, will become available and could accommodate up to 4 parking positions for large jet aircraft.

With the addition of the 13 remote aircraft parking positions in 2001, the City will have a total of 19 common-use aircraft parking positions served by up to six PTVs.

13. USE OF PFC REVENUES TO FINANCE GATES

Gate and other terminal facilities at the Airport have historically been financed through a combination of Airport revenues, proceeds of general Airport revenue bonds, and PFC revenues. The City has authority to impose a PFC of $3 per eligible enplaned passenger and has imposed the PFC since September 1992. Through March 2000, $206 million in PFC revenues (including interest earnings) had been received.

The City is authorized to use a total of $831 million in PFC revenues for pay-as-you-go funding and to pay debt service on bonds. Of the total, $540 million is approved to fund the Terminal One building and apron and $120 million is approved to fund the Terminal F building and apron.

The City intends to apply to the FAA for additional PFC authority to fund the enlargement of Terminal D.

The funding of Terminal One, Terminal F, and the expansion of Terminal D with PFC revenues is an essential component of the City's Competition Plan. The terminal projects will increase the number of common-use and preferential-use gates, thereby increasing opportunities for competitive airline access to the Airport.

PFC Assurance #7, which the City agreed to as a condition of imposing the PFC, in effect requires an airline leasing PFC-funded facilities to make its other exclusive-use facilities available to other airlines if the leasing airline is not fully using those facilities. To date, the City has not needed to invoke this provision to make gates available.

14. AIRLINE MAJORITY-IN-INTEREST PROVISIONS

The City's control over the development of airside and groundside capacity is modified by the majority-in-interest (MII) provisions of the Airline Agreement. MII is defined as more than 50% in number of the Scheduled Airlines that accounted for more than 50% of landed weight during the preceding fiscal year (FY) ended June 30.

Capital expenditures for gates and other terminal facilities to be paid through the airline terminal rate base are deemed approved unless specifically disapproved by an MII. Given the actual distribution of landed weight in FY 1999, the negative votes of US Airways (which accounted for 48.5% of landed weight) and three other Scheduled Airlines are currently required to disapprove capital expenditures.

Since 1990, the MII provisions have been invoked on one occasion (in January 1995) to disapprove a total of $36 million in capital expenditures. The disapproved projects were an Airport maintenance center ($10 million) general aviation facilities ($5 million), taxiway edge lighting ($2.5 million), operations vehicles and equipment ($2 million), and various planning, design, and improvement projects ($16.5 million). None of the disapproved projects was directly related to the provision of additional gate capacity for competitive airline service.

The City will consider changes to the MII provisions of the Airline Agreement as part of its consideration of any new agreement to replace the Airline Agreement.

ENSURE ACCESS TO FACILITIES

ENSURE AIRLINE ACCESS TO FACILITIES

15. ASSIGNMENT AND USE OF GATES

15.1. Common-Use Gates in Terminal A

The following priorities are used for assigning common-use gates in Terminal A: (1) scheduled international flights by Scheduled Airlines and airlines signatory to the MOU governing the use of Terminal A, (2) scheduled flights by other airlines, (3) charter international flights, and (4) domestic flights. As discussed in Section 15.3 below, essentially the same priorities will apply to all common-use gates in the combined Terminal A / Terminal One.

Under the 1991 amendment to the Airline Agreement providing for the use and occupancy of Terminal A, the City may require any airline commencing service at the Airport to operate from Terminal A if and to the extent that space and facilities are available to accommodate the airline's operations.

Except for American, which has preferential-use rights to 2 gates in Terminal A when they are not required for international flights, no airlines providing scheduled domestic service routinely operate from common-use gates.

15.2. Preferential-Use Gates in Terminals D and E

The agreement between the City and Continental specifies rules for the preferential use of the three gates leased by Continental in Terminal D. In essence, these rules are:

1. The airline has the preferential right to use the gates for a designated aircraft-servicing period between scheduled arrival and departure times (90 minutes for aircraft with 200 or more seats and 60 minutes for aircraft with fewer than 200 seats) plus an additional 15-minute buffer before and after the scheduled times.

2. To maintain its preferential-use rights, the airline must maintain an aggregate number of operations, over 2 calendar months, equivalent to 4 aircraft turns per gate per day. If the airline does not maintain this level of activity, the City has the right to recapture one or more gates.

3. Even if the airline meets the overall minimum number of turns per gate criterion, the City may assign another airline to a gate if there is a block of 120 minutes or more during which the gate is unused.

The rules documented in the Continental agreement are expected also to apply to the other preferential-use gates in Terminal D (US Airways) and Terminal E (Delta).

15.3. Preferential-Use and Common-Use Gates in Terminal One

Under the provisions of a supplemental amendment to its Airline Agreement, US Airways will have the preferential right to use its gates in Terminal One for designated aircraft-servicing periods between scheduled arrival and departure times (150 minutes for aircraft with 200 or more seats and 120 minutes for aircraft with fewer than 200 seats) plus an additional 15-minute buffer before and after the scheduled times.

Outside these designated periods, the City may require US Airways to accommodate another airline if no common-use gate is available. In such circumstances, US Airways is required to accommodate the airline in a commercially reasonable manner. The manner of accommodation is subject to approval by the City.

The City will assign gates in Terminal One (both the common-use gates and any US Airways gates not being used) generally in accordance with the following priorities: (1) international flights over domestic flights, (2) international arriving flights over international departing flights, (3) scheduled flights over charter flights, (4) flights by US Airways over flights by other Scheduled Airlines, and (5) flights by Scheduled Airlines over flights by other airlines.

15.4. Preferential-Use Gates in Terminal F

Under the provisions of the same supplemental amendment to its Airline Agreement that governs US Airways' use of Terminal One, US Airways (including US Airways Express) will have the preferential right to use all 38 gates in Terminal F. The preferential-use rights apply for a designated aircraft-servicing period between scheduled arrival and departure times of 60 minutes plus an additional 15-minute buffer before and after the scheduled times.

Under the amendment, the City will review the anticipated schedule of flights at the terminal before its opening and every 6 months thereafter. The City has the right to recapture any gates that, in the City's judgement, are not required for operation of the anticipated flight schedule. US Airways is required to share its preferential-use gates in Terminal F when they are not being used and must do so in a commercially reasonable manner. The manner of accommodation is subject to approval by the City.

Under the amendment, the City will assign any gates in Terminal F not being used, generally in accordance with the following priorities: (1) scheduled and charter flights over unscheduled flights, (2) flights by US Airways over flights by other Scheduled Airlines, (3) flights by Scheduled Airlines over flights by other airlines.

15.5. Monitoring of Gate Use

The City currently monitors the use of common-use and preferential-use gates, but does not routinely monitor the use of exclusive-use gates. The Continental preferential-use agreement requires the airline to report its flight schedules and gate use to the City every 4 months. The City intends to incorporate these provisions of the Continental agreement into future airline agreements.

International and other airlines using the common-use gates in Terminal A report their flight schedules to the City 1 month in advance. The City assigns the gates as flight schedules are modified on a daily basis.

The City operates a multi-user flight information display system (FIDS) that records data on flight arrival and departure times. As part of the design of Terminal One, the City is evaluating a new FIDS that will incorporate more sophisticated facility management capabilities and will allow the use of all Airport gates to be monitored effectively.

15.6. Procedures for Resolving Conflicts

Airlines operating from common-use or preferential-use gates are required to submit their flight schedules, specifying aircraft type, in advance to the City. The City schedules the use of the common-use gates (and, if required, any preferential-use gates) and resolves any conflicts (e.g., by assigning flights to remote hardstands) in consultation with the affected airlines.

ENSURE REASONABLE CHARGES

ENSURE FAIR, REASONABLE, AND NONDISCRIMINATORY CHARGES

16. AIRLINE RENTALS, FEES, AND CHARGES

16.1. Calculation of Rentals, Fees, and Charges

The Airline Agreement provides that Scheduled Airline rentals, fees, and charges are to be adjusted at least annually to produce revenues sufficient to meet the funding and debt service coverage requirements of the Bond Ordinance. The Airline Agreement establishes a cost-center approach for calculating and adjusting airline rentals, fees, and charges and specifies procedures for their annual adjustment.

Operating expenses and debt service attributable to the domestic terminals are recovered through a combination of Scheduled Airline space rentals, terminal "payments-in-aid," and nonairline revenues. Space rentals are calculated, on a compensatory basis, to recover the costs of providing and maintaining the space leased. Other terminal revenues are used to pay the cost of providing, maintaining, and operating concession and public areas. To the extent that concession revenues are not sufficient to cover the costs of the public and concession areas, the Scheduled Airlines make additional payments-in-aid to ensure that all domestic terminal costs are covered. Thus, in effect, the Airline Agreement provides for a residual-cost calculation of terminal rents.

Fees for the use of the common-use facilities in Terminal A by international, charter, and other airlines are derived so as to recover debt service and operating expenses (net of certain concession and other nonairline revenues) attributable to the terminal. Fees are assessed to the airlines per enplaned or deplaned passenger.

Costs attributable to the airfield and other cost centers are supported by landing fees calculated according to a residual-cost approach.

As noted in Section 13, PFC revenues are being used to fund certain of the costs of terminal and other Airport improvement projects. To the extent that PFC revenues are used to pay eligible project costs (or associated debt service), airline rentals, fees, and charges are reduced.

16.2. Current Schedule of Rentals, Fees, and Charges

Uniform rentals and fees for use of the Airport are set forth in the City's *Airline Rate and Charges Report* and *Airport Rates and Charges Regulation*, which are revised annually. Selected rentals, fees, and charges in effect as of January 1, 2000, are shown in Table 5.

Table 5

SELECTED RENTALS, FEES, AND CHARGES
Philadelphia International Airport
Effective January 1, 2000

	Signatory airlines *(a)*	Nonsignatory airlines *(b)*
Landing fees per 1,000-pound unit *(c)*	$1.75	$2.10
Domestic terminal rentals (for exclusive-use and preferential-use facilities) per square foot per year		
Ticket counter and office space	$94 *(d)*	$112
Concourse upper level (holdroom) and baggage claim space	72 *(d)*	86
Concourse lower level (operations) and baggage makeup space	51 *(d)*	61
International terminal charges (for common-use facilities)		
Building use charge		
Arrival charge per deplaned passenger	$0.96	$1.10
Departure charge per enplaned passenger	1.14	1.31
Federal inspection services charge per deplaned passenger processed	4.84	5.57

(a) Airlines signatory to the Airline Agreement, Airline Operating License Agreement, or Memorandum of Understanding.
(b) Airlines party to Fee Payment Agreement and other airlines.
(c) Aircraft maximum allowable gross landing weight.
(d) Includes terminal payments-in-aid of approximately $7.

Source: *Airline Rates and Charges Report* for fiscal year ended June 30, 2000, and *Airport Rates and Charges Regulation*, revised August 20, 1999, City of Philadelphia, Division of Aviation.

17. SUBLEASING AND GROUND HANDLING BY AIRLINES

Airlines expressing an interest in serving the Airport are provided with copies of the Airline Operating License Agreement and the Fee Payment Agreement and are invited to enter into either agreement. Because of current space constraints, prospective new entrant airlines are now advised that they will initially have to operate as a subtenant to a Scheduled Airline or from common-use gates in Terminal A. The City actively assists new entrant airlines by identifying subleasing opportunities and facilitating discussions with the Scheduled Airlines.

Provided that the airline is able to comply with all requirements of the agreements regarding insurance, security, etc., execution of the Airline Operating License Agreement or Fee Payment Agreement can be completed within 45 days.

Under the Airline Agreement, a Scheduled Airline may sublet its premises only with the prior written consent of the City. The City may withhold such consent if the City can, within a reasonable time, make available to the proposed subleasing airline substantially identical premises. (Because of the demand for available gates, this provision, as a practical matter, is not currently applicable.)

The City reviews and approves all proposed subleasing and handling agreements. For approval, subleasing fees must be consistent with the standard rates specified in the then-current *Airport Rates and Charges Regulation* plus a reasonable administrative charge. In recent memory, no complaints or disputes regarding excessive subleasing fees or unneeded bundling of services have been received from subleasing airlines that have required resolution by the City. It has not been necessary to put in place any formal arrangements to resolve such disputes regarding the use of Airport facilities.

Appendix C provides a history of how new entrant airlines have been successfully accommodated at the Airport over the last 6 years.

18. GROUND HANDLING BY NONAIRLINE COMPANIES

Ground handling services at the Airport are provided under nonexclusive month-to-month license agreements with the following companies:

Aircraft Service International Group
American International Freight
Hudson General
International Total Services
Miami Aircraft Support
Worldwide Flight Services (formerly AMR Services)

Services covered by the ground handling license agreements include towing and parking airline aircraft; loading and unloading air cargo; handling passengers and baggage; aircraft servicing; and related services for commercial airlines. Specifically excluded from permitted services are fueling and food or beverage catering services. Ground handling licensees pay the City a privilege fee of 10% of gross revenues derived from services provided to airlines other than airlines signatory to an Airline Agreement, AOLA, or MOU.

Under the terms of the license agreements, ground-handling companies are required to provide services to airlines on a fair, equal, and nondiscriminatory basis and to charge fair, reasonable, and nondiscriminatory fees. Licensees may provide nondiscriminatory volume discounts only with the City's prior written consent.

19. AIRCRAFT FUELING

All airline aircraft fueling at the Airport is provided in accordance with the terms of an agreement between an airline consortium (the Philadelphia Fuel Facilities Corporation) and Aircraft Service International Group. Any airline serving the Airport may join the consortium upon payment of a standard membership fee and benefit from the lower fuel prices available to all members. Airlines electing not to join the consortium pay higher fuel prices.

A fuel flowage fee (currently $0.073 per gallon) is payable to the City on all fuel dispensed at the Airport to nonsignatory airlines. Signatory airlines are exempt from paying the fuel flowage fee.

20. AIRLINE CATERING

Airline catering at the Airport is provided under the terms of the City's concession agreements with Dobbs Houses and LSG Sky Chefs. Both companies operate from premises located off-Airport. Under the concession agreements, which extend month-to-month, the concessionaires have the nonexclusive privilege to sell food and beverages to airlines for in-flight consumption. The concessionaire pays the City a privilege fee of 8% of sales of food and nonalcoholic beverages and 15% of sales of alcoholic beverages.

Under the concession agreements, the concessionaires are required to furnish good, prompt, and efficient services adequate to meet the demand at the Airport; to furnish such services on a fair, equal, and nondiscriminatory basis to all users; and to charge fair, reasonable, and nondiscriminatory prices.

APPENDICES

Appendix A

AIRLINE SERVICE AND AIRFARE DATA

DATA SOURCES

Division of Aviation Data

Data on enplaned passengers and other measures of airline demand taken from Division of Aviation records are, for the most part, as reported directly to the City by the airlines serving the Airport.

OAG Data

Data on the number of scheduled airline departures by city-pair are from the OAG (formerly Official Airlines Guide) database, as reported by the airlines.

DOT Origin-Destination Survey Data

The data, for calendar years, are from the *Origin-Destination Survey of Airline Passenger Traffic, Domestic,* as compiled by the U.S. Department of Transportation (DOT) and are referred to in this appendix as the DOT Origin-Destination Survey Data. The data were obtained from a 10% sample of airline tickets for U.S. domestic travel. Data for passengers traveling internationally (or on the domestic portions of international journeys) are excluded. Data for a particular airport (e.g., average airfares or airline yields) are only for travel originating at the airport, not travel on connecting flights through the airport.

DOT Competition Plan Data

The data, for calendar year 1999, are as specified by the DOT for use in preparing competition plans. The data were obtained from the DOT web site (ostpxweb.ost.dot.gov/aviation, Table 3 city-pair data) and are referred to in this appendix as the DOT Competition Plan Data. The data were derived from the DOT Origin-Destination Survey Data for 1999 and summarize the numbers of domestic origin-destination (O-D) passengers and fare revenues for all travel to or from medium-hub and large-hub airports for city-pairs with an average of 10 or more passengers per day.

The statistics derived from the DOT Competition Plan Data (e.g., average airfares and average airline yields) differ from those derived from the DOT Origin-Destination Survey Data partly because the DOT Competition Plan Data exclude certain travel (i.e., travel from small-hub and non-hub airports and travel from medium-hub and large-hub airports in markets with less than 10 passengers per day). There may also be differences in the ways in which the various statistics are calculated.

The DOT Competition Plan Data (Table 3) provide the following information:

Number of competitors: A competitor on a given city-pair route is defined as an airline that accounted for a 10% or greater share of O-D passengers on the route. The average number of competitors is computed as a weighted average using O-D passengers as the weighting factor.

Low fare market: A low-fare market is defined as a city-pair route on which a low-fare airline accounted for a 10% or greater share of O-D passengers. Low-fare airlines operating in 1999 are defined by DOT to be the following:

Access Air
Air South
AirTran Airways *(a)*
American Trans Air (ATA) *(a)*
Carnival Air Lines
Frontier Airlines
KIWI International Airlines
National Airlines *(a)*
Pro Air *(a)*
Reno Air
Southwest Airlines
Spirit Airlines
Sun Country Airlines
Vanguard Airlines
Western Pacific Airlines

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(a) Served Philadelphia International Airport (PHL) during 1999.

O-D passengers: All domestic O-D passengers traveling on a city-pair route, including zero-fare passengers.

Fare revenue: Total reported fare revenue.

Average airfare: Total fare revenue divided by the total number of O-D passengers.

Nonstop miles: Average nonstop mileage computed as a weighted average using O-D passengers as the weighting factor.

Average airline yield: Total fare revenue divided by total O-D passenger-miles (nonstop).

The data are categorized by distance block and passenger density defined as follows:

Distance blocks:

250	Up to 250 miles
500	251 to 500 miles
750	501 to 750 miles
1000	751 to 1,000 miles
1500	1,001 to 1,500 miles
2000	1,501 to 2,000 miles
2001	Over 2,000 miles

Passenger density categories:

20	10 to 20 passengers per day
50	21 to 50 passengers per day
100	51 to 100 passengers per day
200	101 to 200 passengers per day
500	201 to 500 passengers per day
501	Over 500 passengers per day

DATA ON AIRLINE SERVICE AND AIRFARES

Tables A-1 through A-4 present information for 1989 through 1999 for PHL on, respectively, originating passengers, airline shares of originating passengers, average airfares, and average airline yields by airline. The source is the DOT Origin-Destination Survey Data.

Tables A-5 through A-7 present comparative information for 1989 through 1999 for PHL and the 25 other largest U.S. airports (all with 5 million or more originating passengers in 1999). The tables show, respectively, total originating passengers, overall average airfares, and overall average airline yields. The source of the information is the DOT Origin-Destination Survey Data.

Table A-8 presents data for 1989, 1994, and 1999 on the number of destinations served nonstop from PHL and the number of scheduled daily departures by airline. The source is the OAG Data.

Table A-9 presents information for 1999 on airline competition in the largest PHL O-D passenger markets. The sources are the DOT Origin-Destination Survey Data, the DOT Competition Plan Data, and the OAG Data.

Table A-10 presents information for PHL for 1999 on average airfares, average airline yields, and average numbers of airline competitors, summarized by distance block. The source is the DOT Competition Plan Data (Table 3).

Table A-11 presents comparative information for 1999 on airline yields and number of competitors, showing PHL in relation to the 25 other largest U.S. airports. The source is the DOT Competition Plan Data (Table 3).

Table A-12 presents detailed supporting information for PHL for 1999 on average airfares, average airline yields and numbers of airline competitors for all markets summarized by distance block. The source is the DOT Competition Plan Data (Table 3).

Table A-13 presents detailed supporting data for June 2000 on the number of scheduled daily departures by airline to all destinations served nonstop. The source is the OAG Data.

OBSERVATIONS REGARDING AIRLINE SERVICE AND AIRFARES

Observations and conclusions related to the data presented in Tables A-1 through A-13 follow, along with a reference to the applicable table. Except as noted, all data for passengers, airfares, airline yields and number of airline competitors are for domestic originating travel only.

Over the 10 years 1989 to 1999, the number of originating passengers at PHL increased an average of 2.8% per year (Table A-1), lower than the overall average for the 26 largest U.S. airports, 4.3% (Table A-5).

Between 1989 and 1999, the number of PHL originating passengers traveling on US Airways increased an average of 5.5% per year; the combined number traveling on the other airlines increased an average of 0.6% per year (Table A-1).

US Airways has steadily increased service and its share of originating passengers over the 10 years: in 1989, US Airways accounted for 39.0% of PHL originating passengers; in 1999 it accounted for 50.8% (Table A-2).

In 1989, 10 airlines each accounted for 1% or more of originating passengers, the same number as in 1999 (Table A-2).

Between 1989 and 1999, the average airfare for travel originating at PHL increased an average of 1.9% per year (Table A-3), more than the overall average for the 26 largest U.S. airports, 0.6% (Table A-6).

Between 1989 and 1999, the average airfare for travel originating at PHL on US Airways increased an average of 3.8% per year; the average airfare for travel on all other PHL airlines increased 1.0% (Table A-3).

Between 1993 and 1994, the period when new service was introduced by ATA, Midway, Spirit, and ValuJet, average airfares for travel originating at PHL decreased 10.1% (Table A-3).

Between 1989 and 1999, the trend in average airline yields (revenue per passenger-mile) was similar to that for average airfares: the average airline yield for travel originating at PHL increased an average of 1.7% per year (Table A-4), more than the overall average airline yield increase for the 26 largest U.S. airports, 0.4% (Table A-7).

Over the 10 years 1989 to 1999, the number of destinations served nonstop from PHL increased 31%, from 85 in 1989 (76 domestic, 9 international) to 111 in 1999 (93 domestic, 18 international) (Table A-8).

Over the 10 years, the number of scheduled daily airline departures from PHL increased 30%, from 422 in 1989 (416 domestic, 6 international) to 549 in 1999 (518 domestic, 31 international) (Table A-8).

The airlines serving PHL provide nonstop service to all of PHL's largest passenger markets. During 1999, nonstop service was provided to the 29 largest PHL passenger markets—cities individually accounting for 1% or more and collectively accounting for 71% of passengers. Nonstop service by more than one airline was provided in 21 of the 29 markets (Table A-9).

As of June 2000, nonstop service was provided from PHL to 42 small-hub communities (Table A-13).

Note that the information presented in Table A-9 regarding (1) the number of airlines providing nonstop service in particular markets (as compiled from the OAG Data) and (2) the number of "competing" airlines (as defined in the DOT Competition Plan Data) presents slightly different pictures of the extent to which airline competition exists in particular PHL markets. For example, for several airports, more airlines provided nonstop service than shown as the number of "competing" airlines in the DOT Competition Plan Data (e.g., ATL, BOS, MCO, MIA, and TPA).* In addition, connecting service was available from PHL to many airports for which little or no competing service is suggested by the DOT Competition Plan Data.

According to the definitions adopted for the DOT Competition Plan Data, in 1999, competition from "low-fare" airlines was provided from PHL in only three markets: Chicago (MDW), Detroit (DET), and Houston (HOU) (Table A-11).

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*A list of airport codes used in this appendix is presented at the end of the appendix.

Overall, airfares and airline yields are relatively high for travel originating in PHL. Average airline yields for PHL ($0.196) in 1999 were 25% higher than average airline yields for the largest 26 U.S. airports ($0.157) (Table A-11).

Airline yields for PHL in 1999 were particularly high for short-haul flights ($1.144 for PHL versus $0.456 large-airport average for flights up to 250 miles; $0.527 for PHL versus $0.293 large-airport average for flights between 251 and 500 miles) (Table A-11). These short-haul flights are also those for which there is the smallest average number of competitors (Table A-10).

Airports among the 26 largest with relatively high average airline yields (Table A-11) include:

- Slot-controlled airports (DCA, LGA, ORD)
- Airports with a high percentage of short-haul traffic for which yields are typically high (e.g., ATL, DCA, LGA, STL)
- Connecting hub airports where service to many destinations is dominated by one airline (e.g., ATL, DEN, DFW, IAH, MSP, STL)

Among the 26 largest U.S. airports, the 10 with the largest shares of passengers carried by the dominant airline (IAH, MSP, ATL, DFW, DTW, DEN, EWR, PHL, STL, and ORD) have an average airline yield of $0.199; the other 16 airports have an average airline yield of $0.135 (Table A-11).

Airports among the 26 largest with relatively low average yields (Table A-11) include:

- Airports with a high percentage of long-haul traffic for which yields are typically lower (e.g., SFO, HNL, LAX, SEA)
- Predominantly origin-destination airports with a relatively low percentage of passengers carried by any one airline (e.g., BOS, FLL, LAX, MCO, TPA)
- Airports with a relatively high number of competing airlines (e.g., FLL, HNL, LAS, LAX, PHX, SEA)
- Airports where Southwest has a large market share (e.g., BWI, MDW, LAS, SAN, SJC)

In summary, PHL's relatively high average airline yields may be attributed to a combination of :

- A high percentage of short-haul service for which yields are very high
- A high percentage of passengers traveling on the dominant airline (51% for PHL versus 41% average for the 26 largest U.S. airports)
- A low average number of competitors as defined by DOT (1.86 for PHL versus 2.16 average for the 26 largest U.S. airports)

Table A-1

TRENDS IN ORIGINATING PASSENGERS
Philadelphia International Airport
1989 - 1999

Airline	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Average annual change (89-99)
US Airways	1,910,370	2,094,270	2,165,730	2,225,770	2,437,270	2,528,050	2,653,690	2,869,180	3,226,220	3,373,800	3,275,990	5.5%
Delta	526,630	499,880	532,750	539,040	527,060	496,940	498,120	563,060	690,890	629,020	697,390	2.8%
United	575,050	564,220	574,000	551,610	545,250	610,110	592,990	591,940	606,050	568,420	569,850	-0.1%
American	510,880	589,270	622,990	702,150	677,250	683,590	625,170	625,150	611,360	569,310	535,090	0.5%
Northwest	356,730	346,810	348,050	340,240	352,940	354,800	370,730	403,070	356,740	326,200	398,430	1.1%
Continental	223,080	212,310	258,640	263,200	233,670	234,480	247,340	210,450	205,900	193,460	191,820	-1.5%
Trans World	210,220	185,680	166,310	223,760	192,290	158,590	152,090	155,880	155,910	170,430	177,880	-1.7%
America West	-	-	-	-	-	50,580	85,100	115,950	120,440	134,680	164,910	n.m.
Airtran/Valujet	-	-	-	-	-	43,880	102,980	59,320	63,830	122,940	111,050	n.m.
American Trans Air	-	-	-	-	3,330	18,880	-	-	-	-	83,310	n.m.
Midway (new)	-	-	-	-	-	22,830	31,540	49,970	43,020	43,280	58,430	n.m.
Midwest Express	15,160	20,580	25,790	26,850	27,220	31,380	33,920	35,740	35,740	40,560	40,480	10.3%
Pro Air	-	-	-	-	-	-	-	-	-	14,420	14,220	n.m.
Eastern	199,750	190,340	7,840	-	-	-	-	-	-	-	-	n.m.
Piedmont	165,780	-	-	-	-	-	-	-	-	-	-	n.m.
Midway (old)	129,500	536,480	185,490	-	-	-	-	-	-	-	-	n.m.
Pan Am	45,600	49,310	20,160	-	-	-	-	-	-	-	-	n.m.
Spirit	-	-	-	-	-	25,900	67,830	76,680	-	-	-	n.m.
Nations	-	-	-	-	-	-	57,800	16,300	-	-	-	n.m.
Other	30,910	221,360	230,550	240,490	224,000	63,770	193,020	194,490	130,600	109,270	127,540	15.2%
Total	4,899,660	5,510,510	5,138,300	5,113,110	5,220,280	5,323,780	5,712,320	5,967,180	6,246,700	6,295,790	6,446,390	2.8%
Percent change		12.5%	-6.8%	-0.5%	2.1%	2.0%	7.3%	4.5%	4.7%	0.8%	2.4%	

Note: Data for listed airlines include data for affiliated regional airlines, e.g., US Airways include US Airways Express.

n.m. = not meaningful

Source: U.S. Department of Transportation, *Origin-Destination Survey of Airline Traffic*, *Domestic*, calendar years.

Table A-2

TRENDS IN AIRLINE SHARES OF ORIGINATING PASSENGERS
Philadelphia International Airport
1989 - 1999

Airline	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Average annual change (89-99)
US Airways	39.0%	38.0%	42.1%	43.5%	46.7%	47.5%	46.5%	48.1%	51.6%	53.6%	50.8%	2.7%
Delta	10.7%	9.1%	10.4%	10.5%	10.1%	9.3%	8.7%	9.4%	11.1%	10.0%	10.8%	0.1%
United	11.7%	10.2%	11.2%	10.8%	10.4%	11.5%	10.4%	9.9%	9.7%	9.0%	8.8%	-2.8%
American	10.4%	10.7%	12.1%	13.7%	13.0%	12.8%	10.9%	10.5%	9.8%	9.0%	8.3%	-2.3%
Northwest	7.3%	6.3%	6.8%	6.7%	6.8%	6.7%	6.5%	6.8%	5.7%	5.2%	6.2%	-1.6%
Continental	4.6%	3.9%	5.0%	5.1%	4.5%	4.4%	4.3%	3.5%	3.3%	3.1%	3.0%	-4.2%
Trans World	4.3%	3.4%	3.2%	4.4%	3.7%	3.0%	2.7%	2.6%	2.5%	2.7%	2.8%	-4.3%
America West	-	-	-	-	-	1.0%	1.5%	1.9%	1.9%	2.1%	2.6%	n.m.
Airtran/Valujet	-	-	-	-	-	0.8%	1.8%	1.0%	1.0%	2.0%	1.7%	n.m.
American Trans Air	-	-	-	-	0.1%	0.4%	-	-	-	-	1.3%	n.m.
Midway (new)	-	-	-	-	-	0.4%	0.6%	0.8%	0.7%	0.7%	0.9%	n.m.
Midwest Express	0.3%	0.4%	0.5%	0.5%	0.5%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	7.3%
Pro air	-	-	-	-	-	-	-	-	-	0.2%	0.2%	n.m.
Eastern	4.1%	3.5%	0.2%	-	-	-	-	-	-	-	-	n.m.
Piedmont	3.4%	-	-	-	-	-	-	-	-	-	-	n.m.
Midway (old)	2.6%	9.7%	3.6%	-	-	-	-	-	-	-	-	n.m.
Pan Am	0.9%	0.9%	0.4%	-	-	-	-	-	-	-	-	n.m.
Spirit	-	-	-	-	-	0.5%	1.2%	1.3%	-	-	-	n.m.
Nations	-	-	-	-	-	-	1.0%	0.3%	-	-	-	n.m.
Other	0.6%	4.0%	4.5%	4.7%	4.3%	1.2%	3.4%	3.3%	2.1%	1.7%	2.0%	12.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Note: Data for listed airlines include data for affiliated regional airlines, e.g., US Airways include US Airways Express.

n.m. = not meaningful

Source: U.S. Department of Transportation, Origin-Destination Survey of Airline Traffic, Domestic, calendar years.

Table A-3

TRENDS IN AVERAGE AIRFARES
Philadelphia International Airport
1989 - 1999

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Average annual change (89-99)
US Airways	$125	$135	$154	$169	$177	$154	$155	$167	$170	$178	$182	3.8%
Delta	174	179	189	180	188	173	168	162	150	161	163	-0.7%
United	201	222	204	199	217	187	218	255	261	275	270	3.0%
American	195	198	190	181	209	182	194	198	200	216	218	1.1%
Northwest	173	182	181	177	184	179	190	194	210	187	177	0.2%
Continental	169	197	171	166	182	167	196	219	219	210	220	2.7%
Trans World	197	230	202	161	183	196	229	241	245	213	203	0.3%
America West	-	-	-	-	-	155	159	160	170	187	202	n.m.
AirTran/Valujet	-	-	-	-	-	88	105	105	86	92	107	n.m.
American Trans Air	-	-	-	-	80	78	-	-	-	-	128	n.m.
Midway (new)	-	-	-	-	-	90	123	126	131	132	135	n.m.
Midwest Express	152	172	154	190	163	141	161	184	188	182	186	2.0%
Pro Air	-	-	-	-	-	-	-	-	-	66	77	n.m.
Eastern	123	128	145	-	-	-	-	-	-	-	-	n.m.
Piedmont	148	-	-	-	-	-	-	-	-	-	-	n.m.
Midway (old)	134	110	111	-	-	-	-	-	-	-	-	n.m.
Pan Am	166	197	245	-	-	-	-	-	-	-	-	n.m.
Spirit	-	-	-	-	-	61	78	77	-	-	-	n.m.
Nations	-	-	-	-	-	-	56	62	-	-	-	n.m.
Average (a)	$157	$159	$168	$171	$183	$165	$169	$180	$183	$188	$189	1.9%
Percent change		1.4%	5.3%	2.2%	7.1%	-10.1%	2.2%	6.8%	1.8%	2.5%	0.5%	

Note: Data for listed airlines include data for affiliated regional airlines, e.g., US Airways include US Airways Express.
(a) Includes other carriers not listed.

Source: U.S. Department of Transportation, *Origin-Destination Survey of Airline Traffic*, *Domestic*, calendar years.
n.m. = not meaningful

Table A-4

TRENDS IN AVERAGE AIRLINE YIELDS
Philadelphia International Airport
1989 - 1999

Airline	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Average annual change (89-99)
US Airways	$0.179	$0.185	$0.205	$0.219	$0.220	$0.191	$0.193	$0.207	$0.202	$0.214	$0.217	1.9%
Delta	0.174	0.172	0.177	0.162	0.164	0.157	0.158	0.150	0.144	0.143	0.148	-1.6%
United	0.111	0.126	0.117	0.117	0.126	0.108	0.124	0.142	0.146	0.156	0.151	3.1%
American	0.137	0.139	0.137	0.132	0.152	0.127	0.127	0.127	0.131	0.141	0.144	0.5%
Northwest	0.160	0.158	0.157	0.153	0.160	0.156	0.168	0.170	0.186	0.167	0.166	0.4%
Continental	0.112	0.134	0.114	0.111	0.124	0.137	0.152	0.169	0.162	0.152	0.158	3.5%
Trans World	0.119	0.143	0.126	0.112	0.142	0.140	0.154	0.166	0.172	0.160	0.143	1.8%
America West	-	-	-	-	-	0.086	0.088	0.086	0.088	0.087	0.088	n.m.
AirTran/Valujet	-	-	-	-	-	0.106	0.121	0.123	0.108	0.122	0.114	n.m.
ATA	-	-	-	-	0.084	0.083	-	-	-	-	0.104	n.m.
Midway	-	-	-	-	-	0.119	0.181	0.195	0.226	0.229	0.198	n.m.
Midwest Express	0.209	0.233	0.209	0.246	0.213	0.194	0.218	0.246	0.249	0.245	0.246	1.7%
Pro Air	-	-	-	-	-	-	-	-	-	0.146	0.159	n.m.
Eastern	0.119	0.118	0.132	-	-	-	-	-	-	-	-	n.m.
Piedmont	0.275	-	-	-	-	-	-	-	-	-	-	n.m.
Midway (old)	0.153	0.127	0.105	-	-	-	-	-	-	-	-	n.m.
Pan Am	0.107	0.151	0.199	-	-	-	-	-	-	-	-	n.m.
Spirit	-	-	-	-	-	0.070	0.088	0.102	-	-	-	n.m.
Nations	-	-	-	-	-	-	0.206	0.226	-	-	-	n.m.
Airport Average (a)	0.147	0.155	0.159	0.162	0.174	0.152	0.159	0.168	0.170	0.176	0.173	1.7%
Percent Change		5.2%	3.0%	1.8%	7.5%	-12.9%	4.6%	5.9%	0.8%	3.7%	-1.5%	

Notes: Yield is defined as average revenue per passenger-mile, expressed in dollars.
Data for listed airlines include data for affiliated regional airlines, e.g., US Airways include US Airways Express.

n.m. = not meaningful
(a) including other carriers not listed.
Source: U.S. Department of Transportation, *Origin-Destination Survey of Airline Traffic*, *Domestic,* calendar years.

Table A-5

COMPARATIVE TRENDS IN ORIGINATING PASSENGERS
Largest U.S. Airports
1989-1999

Airport	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Average annual change (89-99)
Los Angeles	12,141,200	12,914,150	12,758,890	12,637,260	12,893,420	13,782,340	14,890,320	15,924,460	15,852,970	15,974,320	16,683,850	3.2%
Chicago O'Hare	10,309,010	11,203,220	11,383,350	12,175,910	11,778,240	11,570,260	12,280,780	13,057,300	13,473,840	13,603,530	13,387,460	2.6%
Atlanta	6,246,720	7,076,540	6,581,430	7,110,120	7,779,980	9,529,290	10,016,650	10,826,560	11,524,400	12,418,640	12,983,530	7.6%
Las Vegas	5,084,420	6,345,110	6,562,740	6,862,060	7,470,640	9,006,810	9,489,760	10,727,450	10,786,130	10,551,310	11,889,500	8.9%
San Francisco	8,620,950	9,011,420	9,397,040	9,206,820	9,326,610	9,240,300	9,840,670	10,547,790	11,062,830	11,000,130	11,173,430	2.6%
Orlando	5,454,470	6,464,100	5,993,140	6,283,530	6,569,280	7,260,570	7,867,950	9,451,510	10,241,870	10,378,850	11,002,020	7.3%
Phoenix	6,809,740	7,166,760	7,258,880	7,170,920	7,641,030	8,431,720	9,044,150	9,785,050	9,877,270	9,791,920	10,227,800	4.2%
La Guardia	9,202,010	10,002,840	8,604,700	8,411,910	8,335,310	8,670,150	8,656,250	8,671,470	9,152,930	9,694,220	10,167,900	1.0%
Newark	7,387,600	8,126,260	7,540,810	7,835,470	8,469,070	9,150,550	8,764,580	9,371,100	9,588,200	9,862,580	9,860,530	2.9%
Dallas/Ft. Worth	6,620,110	7,684,400	7,453,980	7,823,530	7,788,030	7,843,050	8,467,220	8,774,170	9,273,540	9,710,920	9,833,780	4.0%
Boston	7,515,970	8,263,340	7,646,190	7,927,400	8,161,990	8,686,500	8,888,380	9,437,890	9,476,900	9,597,400	9,689,050	2.6%
Seattle/Tacoma	4,376,800	5,269,650	5,275,810	5,872,890	6,417,680	7,230,340	8,069,090	8,798,320	8,819,730	8,847,110	9,305,080	7.8%
Denver	5,579,310	5,962,270	5,978,290	6,282,310	6,482,120	7,044,430	7,210,710	7,277,140	8,032,980	8,382,180	8,497,650	4.3%
Detroit (Wayne County)	5,374,570	5,472,120	5,069,970	5,049,270	5,101,270	5,790,330	6,209,010	6,437,140	6,614,020	6,763,420	7,217,810	3.0%
Baltimore/Washington	2,496,220	2,833,660	2,786,670	2,823,340	3,244,760	4,402,690	4,689,040	5,071,190	5,661,550	6,247,640	6,945,900	10.8%
San Diego	4,831,710	5,034,630	5,093,890	5,295,870	5,331,250	5,734,630	6,022,320	6,246,140	6,443,290	6,616,930	6,829,130	3.5%
Tampa	3,710,130	4,343,260	3,845,190	3,871,430	4,107,560	4,868,400	4,670,530	5,494,880	5,657,300	5,936,630	6,524,310	5.8%
Philadelphia	4,899,660	5,510,510	5,138,350	5,113,110	5,220,280	5,323,780	5,712,320	5,967,190	6,246,700	6,295,790	6,446,390	2.8%
Minneapolis/St. Paul	4,148,980	4,284,240	4,288,090	4,414,590	4,511,050	4,598,270	5,021,830	5,411,820	5,750,780	5,736,650	6,365,600	4.4%
Honolulu	5,422,650	6,326,580	6,049,060	5,795,590	5,926,170	6,084,420	6,424,530	6,602,020	6,359,640	5,988,530	6,087,150	1.2%
Fort Lauderdale/Hollywood	3,104,810	3,636,440	3,180,150	3,177,510	3,554,980	4,288,440	3,941,180	4,540,210	5,094,290	5,228,450	5,965,720	6.7%
Washington National	5,994,750	6,558,040	6,141,500	6,372,530	6,651,540	6,241,440	6,145,300	5,979,460	6,148,740	6,003,380	5,731,640	-0.4%
Chicago Midway	2,501,690	2,653,550	2,126,160	1,855,910	2,812,180	4,087,190	4,188,110	4,115,950	4,011,380	4,479,440	5,326,540	7.9%
Houston Intercontinental	3,179,910	3,730,600	3,621,670	3,641,820	3,787,720	4,272,530	4,451,300	4,618,960	4,866,480	5,036,990	5,314,660	5.3%
St. Louis	3,906,610	4,363,490	3,925,650	4,400,050	4,311,060	4,937,950	5,109,380	5,289,850	5,072,070	5,124,840	5,290,030	3.1%
San Jose	2,409,950	2,562,610	2,469,130	2,499,000	2,874,940	3,715,980	4,013,990	4,535,580	4,648,820	4,729,020	5,110,520	7.8%
Average	5,666,537	6,261,530	6,006,567	6,150,390	6,405,698	6,992,014	7,310,975	7,806,177	8,066,871	8,230,801	8,609,884	4.3%
Percent change		10.5%	-4.1%	2.4%	4.2%	9.2%	4.6%	6.8%	3.3%	2.0%	4.6%	

Source: U.S. Department of Transportation, *Origin-Destination Survey of Airline Traffic* , *Domestic* , calendar years.

Table A-6

COMPARATIVE TRENDS IN AVERAGE AIRFARES
Largest U.S. Airports
1989-1999

Airport	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Average annual change (89-99)
Dallas/Ft. Worth	$166	$177	$172	$162	$189	$175	$175	$188	$186	$186	$192	1.5%
Philadelphia	157	159	168	171	183	165	169	180	183	188	189	1.9%
Newark	162	165	170	163	163	145	166	174	180	182	188	1.5%
Minneapolis/St. Paul	162	178	175	167	179	189	184	197	192	196	186	1.4%
San Francisco	157	163	149	151	162	161	159	170	172	178	186	1.7%
Denver	156	165	160	153	166	148	156	161	152	167	181	1.5%
Chicago O'Hare	158	172	161	158	175	149	155	167	171	173	178	1.2%
Houston Intercontinent	157	156	162	156	169	156	164	169	171	173	177	1.2%
Boston	147	154	157	156	166	156	166	173	175	171	173	1.6%
La Guardia	144	153	161	157	164	148	162	171	173	170	168	1.5%
Washington National	135	148	153	150	162	152	158	167	167	166	165	2.0%
Los Angeles	151	159	149	145	154	143	139	143	148	152	153	0.1%
Atlanta	165	170	178	168	172	143	148	144	151	146	148	-1.1%
Seattle/Tacoma	175	178	177	155	148	137	131	130	137	143	144	-1.9%
Detroit (Wayne County	129	136	138	142	155	149	148	157	152	144	143	1.1%
St. Louis	138	144	139	126	133	124	128	137	141	142	143	0.3%
San Diego	116	125	118	115	122	114	113	118	121	127	131	1.2%
San Jose	145	154	147	147	143	108	110	110	117	122	130	-1.1%
Baltimore/Washington	155	161	161	159	153	120	131	137	131	129	126	-2.0%
Phoenix	98	104	101	104	110	109	109	109	115	121	124	2.3%
Tampa	135	126	141	145	145	123	135	121	121	123	123	-0.9%
Fort Lauderdale/Hollyw	135	125	140	146	143	121	135	121	119	123	121	-1.1%
Orlando	124	120	134	139	140	126	129	118	114	118	119	-0.4%
Honolulu	95	94	101	100	100	104	100	107	105	112	118	2.2%
Las Vegas	96	100	97	97	98	94	92	92	97	103	108	1.2%
Chicago Midway	100	100	95	78	80	78	83	85	88	93	99	-0.1%
Average	$143	$148	$148	$145	$152	$138	$142	$146	$148	$150	$152	0.6%
Percent change		3.7%	-0.1%	-2.1%	4.9%	-9.3%	2.8%	2.7%	1.4%	1.8%	1.3%	

Source: U.S. Department of Transportation, *Origin-Destination Survey of Airline Traffic*, *Domestic*, calendar years.

Table A-7

COMPARATIVE TRENDS IN AVERAGE AIRLINE YIELDS
Largest U.S. Airports
1989-1999

Airport	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	Average Annual change (89-99)
Washington National	$0.170	$0.183	$0.182	$0.178	$0.190	$0.177	$0.183	$0.195	$0.196	$0.197	$0.195	1.4%
Dallas/Ft. Worth	0.182	0.193	0.185	0.171	0.200	0.189	0.187	0.197	0.191	0.189	0.193	0.6%
La Guardia	0.163	0.170	0.177	0.170	0.183	0.163	0.176	0.189	0.193	0.190	0.190	1.5%
Chicago O'Hare	0.171	0.181	0.171	0.166	0.186	0.157	0.166	0.175	0.181	0.182	0.185	0.8%
Minneanapolis/St Paul	0.163	0.179	0.175	0.167	0.179	0.187	0.186	0.198	0.192	0.196	0.185	1.3%
Atlanta	0.202	0.211	0.215	0.197	0.206	0.178	0.185	0.175	0.184	0.180	0.183	-1.0%
Lambert-St Louis	0.172	0.191	0.176	0.161	0.173	0.162	0.165	0.175	0.175	0.176	0.175	0.2%
Philadelphia	0.147	0.155	0.160	0.162	0.175	0.152	0.159	0.169	0.170	0.176	0.174	1.7%
Houston Intercontinental	0.156	0.161	0.161	0.154	0.171	0.158	0.169	0.170	0.170	0.171	0.172	1.0%
Denver	0.145	0.156	0.151	0.144	0.158	0.139	0.152	0.155	0.146	0.157	0.167	1.4%
Detroit (Wayne County)	0.148	0.156	0.157	0.161	0.177	0.171	0.170	0.174	0.165	0.157	0.154	0.4%
Newark	0.142	0.146	0.146	0.141	0.145	0.128	0.142	0.146	0.149	0.148	0.150	0.5%
Boston	0.134	0.142	0.141	0.140	0.148	0.138	0.146	0.148	0.150	0.147	0.149	1.0%
San Jose	0.147	0.146	0.137	0.127	0.136	0.120	0.124	0.126	0.128	0.129	0.133	-1.0%
Chicago Midway	0.152	0.150	0.140	0.131	0.126	0.118	0.115	0.117	0.117	0.123	0.126	-1.8%
Tampa	0.131	0.122	0.135	0.137	0.140	0.122	0.131	0.120	0.118	0.120	0.118	-1.0%
San Francisco	0.103	0.106	0.101	0.097	0.107	0.102	0.102	0.111	0.111	0.113	0.118	1.3%
Baltimore/Washington	0.151	0.161	0.157	0.154	0.158	0.127	0.131	0.130	0.123	0.119	0.114	-2.8%
Phoenix	0.103	0.106	0.104	0.104	0.112	0.108	0.108	0.106	0.108	0.112	0.113	0.9%
San Diego	0.103	0.109	0.104	0.097	0.106	0.101	0.101	0.104	0.104	0.107	0.109	0.6%
Orlando	0.114	0.110	0.122	0.124	0.128	0.116	0.120	0.111	0.107	0.108	0.108	-0.5%
Fort Lauderdale	0.118	0.109	0.120	0.125	0.125	0.113	0.117	0.110	0.109	0.112	0.108	-0.9%
Los Angeles	0.101	0.105	0.102	0.098	0.108	0.102	0.102	0.106	0.105	0.106	0.107	0.5%
Seattle/Tacoma	0.116	0.123	0.120	0.104	0.107	0.101	0.099	0.101	0.103	0.105	0.106	-0.9%
Las Vegas	0.089	0.093	0.092	0.092	0.095	0.094	0.092	0.087	0.090	0.095	0.098	1.0%
Honolulu	0.061	0.062	0.066	0.069	0.069	0.069	0.071	0.074	0.071	0.072	0.075	2.0%
Average yield	$0.131	$0.137	$0.135	$0.131	$0.141	$0.129	$0.133	$0.135	$0.135	$0.137	$0.137	0.4%
Percent change		4.0%	-1.1%	-2.9%	7.4%	-8.5%	3.0%	1.7%	0.1%	1.0%	0.4%	

Note: Yield is defined as average revenue per passenger-mile, expressed in dollars.
Source: U.S. Department of Transportation, *Origin-Destination Survey of Airline Traffic* , Domestic, calendar years

Table A-8

TRENDS IN DESTINATIONS SERVED AND AIRLINE SERVICE
Philadelphia International Airport
1989, 1994, and 1999

	1989		1994		1999	
	Destinations served (a)	Scheduled daily departures	Destinations served (a)	Scheduled daily departures	Destinations served (a)	Scheduled daily departures
International service						
US Airways	2	0.4	5	10.2	16	21.3
Air Aruba	-	-	-	-	1	0.6
British Airways	2	0.7	1	1.0	1	2.0
Air Canada	-	-	-	-	1	3.6
Lufthansa	1	0.7	-	-	1	0.7
Air Jamaica	1	0.2	-	-	1	1.0
Northwest	-	-	-	-	1	0.8
US Airways Express	-	-	-	-	1	0.6
American	-	-	1	0.6	-	-
Eastern	3	1.8	-	-	-	-
Mexicana	2	1.7	-	-	-	-
Trans World	1	0.4	-	-	-	-
Bahamas Air	1	0.2	-	-	-	-
International total	9	6.1	6	11.8	18	30.6
Domestic service						
US Airways	52	110.9	54	171.2	53	214.8
US Airways Express	22	63.5	34	116.9	44	144.6
United	5	14.3	6	19.6	5	25.1
American	6	17.9	6	25.2	5	22.1
Delta	5	20.7	5	14.8	4	20.9
Northwest	4	15.6	4	13.7	3	15.3
Continental	3	8.5	5	11.6	3	9.2
Business Express	4	8.6	5	13.4	1	8.7
Trans States	-	-	-	-	2	8.7
American Eagle	2	5.4	3	6.9	2	6.1
Trans World	3	8.0	3	6.6	1	5.7
AirTran/Valujet (b)	-	-	1	1.8	2	5.1
America West	-	-	2	2.8	2	5.0
Midway (new)	-	-	1	2.1	2	4.7
Midwest Express	-	-	4	2.5	2	3.1
Continental Express	-	-	1	5.3	2	3.0
ATA (b)	-	-	3	0.3	1	1.8
Pro Air (b)	-	-	-	-	3	1.8
Romavia	1	22.4	-	-	-	-
Suburban	13	21.3	-	-	-	-
Eastern	14	15.9	-	-	-	-
Piedmont	8	12.4	-	-	-	-
Precision	6	8.5	-	-	-	-
Midway (old)	12	8.1	-	-	-	-
Bar harbor	3	6.9	-	-	-	-
Pan American	2	0.7	2	0.2	-	-
Domestic total	76	415.8	86	431.4	93	517.9
US Airways total	54	111.3	59	182.4	69	236.2
Total	85	421.8	92	444.2	111	548.5

Note: Destinations served are not additive because some destinations were served by more than one airline.
(a) Destinations are counted if there was any scheduled service during the year.
(b) Low fare carriers as designated in DOT Competition Plan Data.
Source: OAG Data.

Table A-9

AIRLINE COMPETITION IN TOP ORIGIN - DESTINATION MARKETS
Philadelphia International Airport
1999

	Market	Percent of O-D passengers (b)	Cumulative percent of O-D passengers (b)	Number of airlines providing nonstop service (c)	Number of competing airlines per DOT (d)
1	Atlanta	6.3%	6.3%	3	2
2	Chicago (a	5.8%	12.1%	2 MDW, 3 ORD	1 (LF) MDW, 3 ORD
3	Boston	5.6%	17.7%	6	1
4	Orlando	5.1%	22.8%	2	1
5	Los Angele	4.2%	27.0%	2	2 LAX, 3 ONT, 3 BUR, 3 SNA
6	Miami (a)	4.2%	31.2%	1 FLL, 3 MIA	1 FLL, 2 MIA
7	San Franci	3.6%	34.8%	2	2 SFO, 3 SJC, 3 OAK
8	Dallas/Ft. W	2.8%	37.5%	2	2
9	Las Vegas	2.7%	40.2%	3	3
10	Tampa	2.6%	42.8%	2	1
11	Detroit (a)	2.5%	45.3%	1 DET, 2 DTW	1 (LF) DET, 2 DTW
12	Pittsburgh	2.4%	47.8%	2	1
13	Houston (a	2.0%	49.8%	2	2 IAH, 3 (LF) HOU
14	Denver	1.9%	51.7%	2	2
15	Phoenix	1.8%	53.5%	2	2
16	Minneapoli	1.6%	55.1%	2	2
17	West Palm	1.6%	56.7%	1	1
18	San Juan	1.5%	58.2%	2	2
19	Charlotte	1.5%	59.7%	1	1
20	Raleigh/Du	1.3%	61.0%	2	2
21	New Orlean	1.3%	62.3%	1	2
22	Seattle	1.2%	63.6%	1	2
23	San Diego	1.2%	64.8%	1	4
24	St. Louis	1.2%	65.9%	2	2
25	Jacksonvill	1.1%	67.0%	1	2
26	Indianapoli	1.1%	68.1%	1	1
27	Columbus	1.1%	69.2%	2	1
28	Cincinnati	1.0%	70.2%	2	2
29	Fort Myers	1.0%	71.2%	1	1
Total, listed destination		71.2%	71.2%		

(a) Markets served by two or more airports.
(b) Source: U.S. Department of Transportation, Origin-Destination Survey of Airline Traffic, Domestic.
(c) Source: OAG Data. An airline is counted if it provided any scheduled service during the year.
(d) Source: DOT Competition Plan Data. A competing carrier is one carrying 10% or more of passengers (on nonstop or connecting flights). LF = Low-fare carrier as designated by DOT.

Table A-10

AIRFARE, AIRLINE YIELD, AND COMPETITION DATA
Philadelphia International Airport
1999

Distance (mi)	O-D Passengers	Share	Average number of competitors	Revenue per passenger	Average Miles	Average airline yield
250 mi	550,780	4.4%	1.11	211	184	$1.144
500 mi	2,491,550	19.7%	1.29	183	347	0.527
750 mi	2,716,740	21.5%	2.12	186	647	0.288
1000 mi	2,412,820	19.1%	1.36	173	913	0.190
1500 mi	1,484,320	11.7%	2.20	239	1,202	0.199
2000 mi	726,080	5.7%	2.36	239	1,644	0.145
2001 mi	2,252,890	17.8%	2.51	269	2,441	0.110
Overall	12,635,180	100.0%	1.86	208	1,061	0.196

Source: DOT Competition Plan Data. See accompanying text for definitions and explanations.

Table A-11

COMPARATIVE AVERAGE AIRLINE YIELDS AND COMPETITION DATA

Largest U.S. Airports

1999

Airline Yield by Distance Block

	250 Yield	Pax Sh.		500 Yield	Pax Sh.		750 Yield	Pax Sh.
PHL	$1.144	4.4%	PHL	$0.527	19.7%	DCA	$0.316	15.7%
MSP	0.950	1.7%	MSP	0.489	18.0%	LGA	0.313	16.7%
EWR	0.862	6.3%	LGA	0.478	9.9%	ORD	0.309	28.0%
ATL	0.862	3.3%	DCA	0.465	22.6%	BOS	0.304	7.3%
PHX	0.862	0.1%	EWR	0.445	10.0%	DTW	0.301	19.6%
DEN	0.773	0.8%	ORD	0.420	15.2%	MSP	0.294	15.3%
SAN	0.745	0.8%	DEN	0.408	5.7%	PHL	0.288	21.5%
BOS	0.731	13.1%	BOS	0.389	16.2%	EWR	0.280	19.3%
BWI	0.673	3.4%	ATL	0.374	22.3%	DFW	0.263	16.4%
DCA	0.668	20.8%	DTW	0.335	20.2%	DEN	0.258	18.8%
LGA	0.641	19.3%	STL	0.320	32.5%	STL	0.251	18.7%
ORD	0.588	5.4%	IAH	0.313	9.7%	ATL	0.222	43.0%
DTW	0.477	14.1%	MCO	0.311	5.5%	TPA	0.219	8.3%
MCO	0.446	2.3%	DFW	0.296	8.6%	FLL	0.214	10.7%
IAH	0.424	10.0%	TPA	0.287	9.2%	IAH	0.207	9.4%
SEA	0.401	6.8%	BWI	0.278	24.8%	LAS	0.194	4.0%
SFO	0.399	0.7%	SEA	0.238	2.8%	BWI	0.190	19.1%
DFW	0.393	6.7%	MDW	0.234	30.0%	PHX	0.184	16.7%
TPA	0.377	7.1%	FLL	0.231	2.4%	MCO	0.181	7.5%
STL	0.332	5.2%	SFO	0.228	22.8%	MDW	0.180	18.8%
FLL	0.330	6.7%	LAS	0.212	24.5%	SAN	0.178	4.3%
HNL	0.310	55.5%	SJC	0.211	43.9%	LAX	0.171	4.5%
MDW	0.305	8.0%	LAX	0.202	22.4%	SFO	0.161	10.8%
SJC	0.291	2.7%	PHX	0.197	26.5%	SJC	0.148	19.5%
LAS	0.285	14.8%	SAN	0.180	39.6%	SEA	0.140	19.9%
LAX	0.282	6.6%	HNL			HNL		
Weighted Avg.	**$0.456**			**$0.293**			**$0.233**	

Note: See listing of airport codes following Table A-13.
Source: DOT Competition Plan Data. See accompanying text for definitions and explanations.

Table A-11

COMPARATIVE AVERAGE AIRLINE YIELDS AND COMPETITION DATA

Largest U.S. Airports

1999

Airline Yield by Distance Block

	1,000 Yield	Pax Sh.		1,500 Yield	Pax Sh.		2,000 Yield	Pax Sh.		2,000+ Yield	Pax Sh.
SJC	$0.251	3.9%	DFW	$0.208	36.9%	DFW	0.183	5.2%	ATL	$0.124	5.0%
ORD	0.248	16.6%	PHL	0.199	11.7%	BOS	0.156	9.3%	SJC	0.122	15.8%
DFW	0.244	24.9%	IAH	0.193	34.5%	IAH	0.152	11.0%	SFO	0.117	42.7%
MSP	0.241	18.6%	SJC	0.180	6.5%	LGA	0.147	5.3%	LGA	0.112	6.3%
DEN	0.234	33.5%	EWR	0.180	22.0%	MSP	0.146	11.8%	PHL	0.110	17.8%
STL	0.233	18.9%	DCA	0.177	11.5%	PHL	0.145	5.7%	EWR	0.110	22.1%
BOS	0.228	13.0%	MSP	0.177	32.9%	ORD	0.145	17.7%	BOS	0.109	18.7%
IAH	0.214	24.1%	LGA	0.175	26.6%	SJC	0.144	7.7%	IAH	0.103	1.3%
ATL	0.213	14.7%	DEN	0.175	22.4%	ATL	0.140	8.6%	DTW	0.103	4.0%
LGA	0.205	15.9%	ATL	0.168	3.2%	DEN	0.139	17.4%	LAX	0.102	34.4%
PHX	0.204	5.8%	SFO	0.158	4.4%	EWR	0.137	7.8%	SAN	0.101	21.8%
SFO	0.201	4.8%	ORD	0.151	15.2%	SFO	0.133	13.9%	PHX	0.101	9.6%
DCA	0.197	17.0%	LAX	0.151	7.0%	SEA	0.132	13.5%	SEA	0.099	23.4%
PHL	0.190	19.1%	BWI	0.147	9.9%	STL	0.130	11.9%	DCA	0.097	8.4%
SAN	0.172	6.0%	STL	0.142	11.6%	LAX	0.121	16.3%	DEN	0.093	1.5%
EWR	0.170	12.5%	SAN	0.142	12.6%	DCA	0.119	3.9%	STL	0.090	1.1%
LAX	0.163	8.8%	DTW	0.141	13.6%	SAN	0.118	14.9%	DFW	0.088	1.4%
DTW	0.158	12.9%	BOS	0.133	22.4%	PHX	0.108	16.3%	MSP	0.087	1.7%
TPA	0.152	35.0%	SEA	0.133	16.7%	DTW	0.103	15.6%	ORD	0.084	1.9%
MDW	0.144	20.5%	TPA	0.126	28.3%	FLL	0.103	2.5%	TPA	0.084	7.2%
FLL	0.142	17.7%	LAS	0.123	11.9%	MCO	0.102	4.6%	MDW	0.082	0.9%
BWI	0.141	17.7%	PHX	0.122	25.2%	TPA	0.096	4.9%	LAS	0.082	17.9%
MCO	0.138	43.2%	FLL	0.121	51.3%	BWI	0.096	6.1%	BWI	0.082	19.0%
SEA	0.135	17.0%	MCO	0.117	27.2%	LAS	0.092	19.6%	MCO	0.081	9.7%
LAS	0.124	7.2%	MDW	0.116	9.5%	MDW	0.089	12.3%	FLL	0.079	8.6%
HNL			HNL			HNL			HNL	0.072	44.5%
	$0.187			**$0.151**			**$0.123**			**$0.099**	

Note: See listing of airport codes following Table A-13.
Source: DOT Competition Plan Data. See accompanying text for definitions and explanations.

Table A-11

COMPARATIVE AVERAGE AIRLINE YIELDS AND COMPETITION DATA

Largest U.S. Airports

1999

Sorted by Overall Yield

	Total passenger	Overall yield	#1 Airline	% Share	# Comp.
DCA	11,209,500	**$0.230**	US	35%	1.91
DFW	19,528,570	**0.221**	AA	56%	2.10
LGA	19,818,610	**0.216**	US	28%	2.06
MSP	12,527,200	**0.213**	NW	62%	1.86
ORD	26,658,610	**0.211**	UA	46%	2.26
ATL	25,605,850	**0.209**	DL	62%	1.76
STL	10,428,290	**0.202**	TW	50%	2.07
PHL	12,635,180	**0.196**	US	51%	1.86
IAH	10,633,350	**0.196**	CO	64%	1.78
DEN	16,708,710	**0.194**	UA	54%	2.19
DTW	14,233,030	**0.178**	NW	56%	1.99
EWR	19,607,050	**0.169**	CO	54%	2.02
BOS	18,810,080	**0.168**	US	26%	1.94
SJC	10,111,570	**0.155**	WN	37%	2.41
MDW	10,552,360	**0.144**	WN	46%	1.70
TPA	12,728,960	**0.139**	US	23%	2.18
SFO	22,472,900	**0.132**	UA	46%	2.30
BWI	13,944,840	**0.132**	WN	30%	2.17
PHX	19,843,800	**0.130**	WN	33%	2.45
SAN	13,343,120	**0.126**	WN	35%	2.20
FLL	11,907,920	**0.125**	DL	29%	2.33
MCO	21,092,330	**0.124**	DL	31%	2.18
SEA	18,075,390	**0.123**	AS	33%	2.35
LAX	32,548,170	**0.121**	UA	24%	2.54
LAS	22,917,490	**0.112**	WN	35%	2.41
HNL	11,980,820	**0.084**	HA	32%	2.49
		$0.157			**2.16**

Sorted by No. 1 Airline Share

	Total passenger	Overall yield	#1 Airline	% Share	# Comp.
IAH	10,633,350	$0.196	CO	**64%**	1.78
MSP	12,527,200	0.213	NW	**62%**	1.86
ATL	25,605,850	0.209	DL	**62%**	1.76
DFW	19,528,570	0.221	AA	**56%**	2.10
DTW	14,233,030	0.178	NW	**56%**	1.99
DEN	16,708,710	0.194	UA	**54%**	2.19
EWR	19,607,050	0.169	CO	**54%**	2.02
PHL	12,635,180	0.196	US	**51%**	1.86
STL	10,428,290	0.202	TW	**50%**	2.07
ORD	26,658,610	0.211	UA	**46%**	2.26
MDW	10,552,360	0.144	WN	**46%**	1.70
SFO	22,472,900	0.132	UA	**46%**	2.30
SJC	10,111,570	0.155	WN	**37%**	2.41
DCA	11,209,500	0.230	US	**35%**	1.91
SAN	13,343,120	0.126	WN	**35%**	2.20
LAS	22,917,490	0.112	WN	**35%**	2.41
PHX	19,843,800	0.130	WN	**33%**	2.45
SEA	18,075,390	0.123	AS	**33%**	2.35
HNL	11,980,820	0.084	HA	**32%**	2.49
MCO	21,092,330	0.124	DL	**31%**	2.18
BWI	13,944,840	0.132	WN	**30%**	2.17
FLL	11,907,920	0.125	DL	**29%**	2.33
LGA	19,818,610	0.216	US	**28%**	2.06
BOS	18,810,080	0.168	US	**26%**	1.94
LAX	32,548,170	0.121	UA	**24%**	2.54
TPA	12,728,960	0.139	US	**23%**	2.18
Average of top 10 airports		**$0.199**		**55%**	**2.01**
Average of the rest		**$0.135**		**32%**	**2.26**
Average of all airports		**$0.157**		**41%**	**2.16**

Note: See listing of airport codes following Table A-13.

Source: DOT Competition Plan Data. See accompanying text for definitions and explanations.

Table A-11

COMPARATIVE AVERAGE AIRLINE YIELDS AND COMPETITION DATA

Largest U.S. Airports

1999

Sorted by # Competitors

	Total passenger	Overall yield	#1 Airline	% Share	# Comp.
MDW	10,552,360	$0.144	WN	46%	**1.70**
ATL	25,605,850	0.209	DL	62%	**1.76**
IAH	10,633,350	0.196	CO	64%	**1.78**
MSP	12,527,200	0.213	NW	62%	**1.86**
PHL	12,635,180	0.196	US	51%	**1.86**
DCA	11,209,500	0.230	US	35%	**1.91**
BOS	18,810,080	0.168	US	26%	**1.94**
DTW	14,233,030	0.178	NW	56%	**1.99**
EWR	19,607,050	0.169	CO	54%	**2.02**
LGA	19,818,610	0.216	US	28%	**2.06**
STL	10,428,290	0.202	TW	50%	**2.07**
DFW	19,528,570	0.221	AA	56%	**2.10**
BWI	13,944,840	0.132	WN	30%	**2.17**
MCO	21,092,330	0.124	DL	31%	**2.18**
TPA	12,728,960	0.139	US	23%	**2.18**
DEN	16,708,710	0.194	UA	54%	**2.19**
SAN	13,343,120	0.126	WN	35%	**2.20**
ORD	26,658,610	0.211	UA	46%	**2.26**
SFO	22,472,900	0.132	UA	46%	**2.30**
FLL	11,907,920	0.125	DL	29%	**2.33**
SEA	18,075,390	0.123	AS	33%	**2.35**
SJC	10,111,570	0.155	WN	37%	**2.41**
LAS	22,917,490	0.112	WN	35%	**2.41**
PHX	19,843,800	0.130	WN	33%	**2.45**
HNL	11,980,820	0.084	HA	32%	**2.49**
LAX	32,548,170	0.121	UA	24%	**2.54**
		$0.157			**2.16**

Sorted by Airport Code

	Total passenger	Overall yield	#1 Airline	% Share	# Comp.
ATL	25,605,850	$0.209	DL	62%	1.76
BOS	18,810,080	0.168	US	26%	1.94
BWI	13,944,840	0.132	WN	30%	2.17
DCA	11,209,500	0.230	US	35%	1.91
DEN	16,708,710	0.194	UA	54%	2.19
DFW	19,528,570	0.221	AA	56%	2.10
DTW	14,233,030	0.178	NW	56%	1.99
EWR	19,607,050	0.169	CO	54%	2.02
FLL	11,907,920	0.125	DL	29%	2.33
HNL	11,980,820	0.084	HA	32%	2.49
IAH	10,633,350	0.196	CO	64%	1.78
LAS	22,917,490	0.112	WN	35%	2.41
LAX	32,548,170	0.121	UA	24%	2.54
LGA	19,818,610	0.216	US	28%	2.06
MCO	21,092,330	0.124	DL	31%	2.18
MDW	10,552,360	0.144	WN	46%	1.70
MSP	12,527,200	0.213	NW	62%	1.86
ORD	26,658,610	0.211	UA	46%	2.26
PHL	12,635,180	0.196	US	51%	1.86
PHX	19,843,800	0.130	WN	33%	2.45
SAN	13,343,120	0.126	WN	35%	2.20
SEA	18,075,390	0.123	AS	33%	2.35
SFO	22,472,900	0.132	UA	46%	2.30
SJC	10,111,570	0.155	WN	37%	2.41
STL	10,428,290	0.202	TW	50%	2.07
TPA	12,728,960	0.139	US	23%	2.18
		$0.157			**2.16**

Note: See listing of airport codes following Table A-13.
Source: DOT Competition Plan Data. See accompanying text for definitions and explanations.

Table A-11

COMPARATIVE AVERAGE AIRLINE YIELDS AND COMPETITION DATA

Largest U.S. Airports

1999

Sorted by # Passengers

	Total passenger	Overall yield	#1 Airline	% Share	# Comp.
LAX	**32,548,170**	$0.121	UA	24%	2.54
ORD	**26,658,610**	0.211	UA	46%	2.26
ATL	**25,605,850**	0.209	DL	62%	1.76
LAS	**22,917,490**	0.112	WN	35%	2.41
SFO	**22,472,900**	0.132	UA	46%	2.30
MCO	**21,092,330**	0.124	DL	31%	2.18
PHX	**19,843,800**	0.130	WN	33%	2.45
LGA	**19,818,610**	0.216	US	28%	2.06
EWR	**19,607,050**	0.169	CO	54%	2.02
DFW	**19,528,570**	0.221	AA	56%	2.10
BOS	**18,810,080**	0.168	US	26%	1.94
SEA	**18,075,390**	0.123	AS	33%	2.35
DEN	**16,708,710**	0.194	UA	54%	2.19
DTW	**14,233,030**	0.178	NW	56%	1.99
BWI	**13,944,840**	0.132	WN	30%	2.17
SAN	**13,343,120**	0.126	WN	35%	2.20
TPA	**12,728,960**	0.139	US	23%	2.18
PHL	**12,635,180**	0.196	US	51%	1.86
MSP	**12,527,200**	0.213	NW	62%	1.86
HNL	**11,980,820**	0.084	HA	32%	2.49
FLL	**11,907,920**	0.125	DL	29%	2.33
DCA	**11,209,500**	0.230	US	35%	1.91
IAH	**10,633,350**	0.196	CO	64%	1.78
MDW	**10,552,360**	0.144	WN	46%	1.70
STL	**10,428,290**	0.202	TW	50%	2.07
SJC	**10,111,570**	0.155	WN	37%	2.41
		$0.157			**2.16**

Note: See listing of airport codes following Table A-13.
Source: DOT Competition Plan Data. See accompanying text for definitions and explanations.

Table A-12
DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY DESTINATION CITY
Philadelphia International Airport
1999

Airport Competition Plan Fare Data City-Pair Detail (Table 3) **PHL**
All city-pairs with an average of 10 or more passengers per day.
See accompanying notes for definitions and explanations.

O or D	Distance block	Pax density	Comp-etitors	Low-fare or not	O-D Pax	Revenue	Revenue per pax	Nonstop miles	Yield (rev/ pax/miles)
EWR	250	20	1	NLF	4,640	$581,640	$125	81	$1.548
MDT	250	20	1	NLF	3,980	432,000	109	83	1.308
BGM	250	20	1	NLF	3,680	735,420	200	165	1.211
SWF	250	20	1	NLF	4,210	646,380	154	128	1.199
SCE	250	20	1	NLF	6,880	1,238,320	180	152	1.184
ELM	250	20	1	NLF	4,980	792,120	159	180	0.884
ORH	250	20	1	NLF	4,980	900,360	181	242	0.747
SBY	250	20	1	NLF	6,000	434,280	72	106	0.683
ISP	250	50	1	NLF	8,690	1,959,900	226	130	1.735
BWI	250	50	1	NLF	8,470	1,165,640	138	90	1.529
LGA	250	50	1	NLF	13,020	1,881,460	145	96	1.505
IAD	250	50	2	NLF	18,420	3,129,360	170	134	1.268
HVN	250	50	1	NLF	9,790	1,814,400	185	157	1.180
CHO	250	50	1	NLF	11,600	2,676,000	231	210	1.099
PHF	250	50	1	NLF	12,520	2,446,220	195	200	0.977
HPN	250	100	1	NLF	18,760	3,375,650	180	116	1.551
DCA	250	100	1	NLF	27,680	4,587,840	166	119	1.393
JFK	250	100	3	NLF	21,280	2,048,760	96	94	1.024
SYR	250	100	1	NLF	33,650	7,567,560	225	228	0.986
RIC	250	200	1	NLF	64,150	16,159,350	252	198	1.272
ALB	250	200	1	NLF	42,470	9,848,440	232	212	1.094
PVD	250	200	1	NLF	63,520	16,046,280	253	238	1.061
ORF	250	200	1	NLF	59,560	11,886,200	200	211	0.946
BDL	250	500	1	NLF	97,850	23,707,020	242	196	1.236
Subtotal			1.11		550,780	$116,060,600	$211	184	$1.144
Percent of total					4.4%	4.4%			

Table A-12
DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY DESTINATION CITY
Philadelphia International Airport
1999

Airport Competition Plan Fare Data City-Pair Detail (Table 3) **PHL**
All city-pairs with an average of 10 or more passengers per day.
See accompanying notes for definitions and explanations.

O or D	Distance block	Pax density	Comp-etitors	Low-fare or not	O-D Pax	Revenue	Revenue per pax	Nonstop miles	Yield (rev/ pax/miles)
PKB	500	20	1	NLF	5,680	$1,928,880	$340	332	$1.023
FLO	500	20	1	NLF	3,750	1,061,340	283	463	0.611
EWN	500	20	2	NLF	4,130	770,180	186	345	0.541
BGR	500	20	3	NLF	4,660	867,180	186	473	0.393
ERI	500	50	1	NLF	10,550	2,826,270	268	300	0.893
CAK	500	50	2	NLF	9,170	2,261,510	247	335	0.736
TRI	500	50	2	NLF	10,830	2,785,200	257	454	0.566
FAY	500	50	1	NLF	7,810	1,540,200	197	391	0.504
ILM	500	50	1	NLF	17,440	3,008,100	172	413	0.418
TOL	500	50	3	NLF	14,510	2,333,100	161	464	0.347
FNT	500	50	2	NLF	10,410	1,451,800	139	490	0.285
ROA	500	100	1	NLF	19,500	4,688,680	240	310	0.776
CRW	500	100	1	NLF	21,130	5,808,960	275	356	0.772
BTV	500	100	1	NLF	35,540	6,114,180	172	336	0.512
MYR	500	100	2	NLF	24,150	3,335,590	138	473	0.292
DET	500	100	1	LF	24,720	2,113,020	85	441	0.194
ROC	500	200	1	NLF	65,020	13,407,100	206	257	0.802
BUF	500	200	1	NLF	62,910	13,439,010	214	279	0.766
MHT	500	200	1	NLF	56,840	12,090,990	213	290	0.734
PWM	500	200	1	NLF	58,070	10,807,440	186	365	0.510
DAY	500	200	1	NLF	56,700	11,996,600	212	477	0.444
CLE	500	500	2	NLF	126,930	34,496,400	272	363	0.749
RDU	500	500	2	NLF	173,400	33,954,930	196	336	0.583
CMH	500	500	1	NLF	110,370	24,534,100	222	405	0.549
GSO	500	500	1	NLF	91,100	16,193,670	178	365	0.487
PIT	500	501	1	NLF	318,870	58,272,480	183	267	0.684
BOS	500	501	1	NLF	624,680	97,209,500	156	280	0.556
CLT	500	501	1	NLF	191,690	47,180,460	246	447	0.551
DTW	500	501	2	NLF	330,990	39,497,500	119	453	0.263
Subtotal			1.29		2,491,550	$455,974,370	$183	347	$0.527
Percent of total					19.7%	17.3%			

Table A-12
DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY DESTINATION CITY
Philadelphia International Airport
1999

Airport Competition Plan Fare Data City-Pair Detail (Table 3) **PHL**
All city-pairs with an average of 10 or more passengers per day.
See accompanying notes for definitions and explanations.

O or D	Distance block	Pax density	Comp-etitors	Low-fare or not	O-D Pax	Revenue	Revenue per pax	Nonstop miles	Yield (rev/ pax/miles)
CMI	750	20	4	NLF	4,920	$1,153,200	$234	691	$0.339
TVC	750	20	2	NLF	5,060	1,061,760	210	627	0.335
CSG	750	20	2	NLF	4,750	684,740	144	741	0.195
LEX	750	50	2	NLF	17,840	4,241,900	238	519	0.458
FWA	750	50	2	NLF	13,040	3,042,900	233	529	0.441
AVL	750	50	2	NLF	11,590	2,512,560	217	503	0.431
EVV	750	50	4	NLF	10,500	2,805,600	267	673	0.397
AZO	750	50	2	NLF	10,900	2,307,240	212	562	0.377
AGS	750	50	2	NLF	10,520	2,175,120	207	583	0.355
HSV	750	50	2	NLF	18,210	4,695,360	258	730	0.353
CHA	750	50	2	NLF	18,070	3,681,600	204	640	0.318
MBS	750	50	1	NLF	9,820	1,554,300	158	522	0.303
GRB	750	50	3	NLF	11,830	2,566,800	217	733	0.296
ATW	750	50	2	NLF	10,790	2,340,370	217	746	0.291
LAN	750	50	2	NLF	12,550	1,831,410	146	525	0.278
HHH	750	50	1	NLF	14,460	2,262,960	156	609	0.257
BMI	750	50	3	NLF	11,180	1,675,520	150	724	0.207
CAE	750	100	2	NLF	27,090	6,295,140	232	522	0.445
SBN	750	100	3	NLF	20,810	4,314,300	207	594	0.349
GRR	750	100	2	NLF	28,630	5,433,030	190	573	0.331
GSP	750	200	2	NLF	44,480	10,820,520	243	514	0.473
SDF	750	200	2	NLF	60,470	12,354,050	204	576	0.355
CHS	750	200	2	NLF	47,210	8,761,590	186	550	0.337
TYS	750	200	2	NLF	38,060	5,761,900	151	554	0.273
SAV	750	200	2	NLF	44,850	6,377,200	142	629	0.226
CVG	750	500	2	NLF	132,530	33,625,980	254	507	0.500
IND	750	500	1	NLF	143,730	33,272,580	231	587	0.394
BNA	750	500	1	NLF	111,360	23,578,490	212	675	0.314
MKE	750	500	2	NLF	111,350	22,379,700	201	690	0.291
JAX	750	500	2	NLF	140,740	23,337,700	166	742	0.223
MDW	750	500	1	LF	107,930	13,542,480	125	668	0.188
ORD	750	501	3	NLF	642,000	155,060,950	242	678	0.356
ATL	750	501	2	NLF	819,470	100,356,250	122	665	0.184
Subtotal			2.12		2,716,740	$505,865,200	$186	647	$0.288
Percent of total					21.5%	19.2%			

Table A-12
DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY DESTINATION CITY
Philadelphia International Airport
1999

Airport Competition Plan Fare Data City-Pair Detail (Table 3) **PHL**
All city-pairs with an average of 10 or more passengers per day.
See accompanying notes for definitions and explanations.

O or D	Distance block	Pax density	Comp-etitors	Low-fare or not	O-D Pax	Revenue	Revenue per pax	Nonstop miles	Yield (rev/ pax/miles)
PIA	1000	20	3	NLF	4,410	$1,169,070	$265	764	$0.347
CWA	1000	20	3	NLF	4,050	998,220	246	811	0.304
LSE	1000	20	3	NLF	3,540	845,820	239	869	0.275
RST	1000	20	2	NLF	4,500	1,129,990	251	930	0.270
GNV	1000	20	2	NLF	6,590	1,366,560	207	807	0.257
MGM	1000	20	2	NLF	7,160	1,481,350	207	812	0.255
MLI	1000	50	2	NLF	8,580	2,200,380	256	808	0.317
CID	1000	50	2	NLF	13,900	3,629,840	261	872	0.299
JAN	1000	50	2	NLF	12,130	3,185,040	263	978	0.268
SGF	1000	50	2	NLF	11,750	2,887,080	246	997	0.246
TLH	1000	50	2	NLF	15,920	3,235,120	203	831	0.245
MOB	1000	50	1	NLF	15,350	3,621,020	236	968	0.244
DAB	1000	50	1	NLF	10,210	1,838,210	180	807	0.223
MLB	1000	50	1	NLF	13,800	2,352,600	170	868	0.196
PFN	1000	50	3	NLF	9,220	1,339,500	145	889	0.163
VPS	1000	50	3	LF	16,520	2,168,100	131	923	0.142
LIT	1000	100	4	NLF	19,510	5,115,600	262	998	0.263
MSN	1000	100	4	NLF	23,720	4,520,250	191	764	0.249
DSM	1000	100	3	NLF	27,400	6,343,050	231	972	0.238
PNS	1000	100	2	NLF	24,880	4,010,300	161	934	0.173
SRQ	1000	100	2	NLF	29,310	4,562,800	156	956	0.163
BHM	1000	200	2	NLF	38,900	9,370,060	241	772	0.312
STL	1000	500	2	NLF	149,810	38,681,940	258	813	0.318
MEM	1000	500	2	NLF	85,120	17,973,330	211	874	0.242
RSW	1000	500	1	NLF	135,220	20,527,650	152	992	0.153
MSP	1000	501	2	NLF	209,640	57,681,600	275	980	0.281
TPA	1000	501	1	NLF	347,330	54,066,480	156	920	0.169
PBI	1000	501	1	NLF	211,040	33,454,740	159	951	0.167
FLL	1000	501	1	NLF	310,920	46,996,260	151	992	0.152
MCO	1000	501	1	NLF	642,390	81,861,630	127	861	0.148
Subtotal			1.36		2,412,820	$418,613,590	$173	913	$0.190
Percent of total					19.1%	15.9%			

Table A-12
DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY DESTINATION CITY
Philadelphia International Airport
1999

Airport Competition Plan Fare Data City-Pair Detail (Table 3) **PHL**
All city-pairs with an average of 10 or more passengers per day.
See accompanying notes for definitions and explanations.

O or D	Distance block	Pax density	Comp-etitors	Low-fare or not	O-D Pax	Revenue	Revenue per pax	Nonstop miles	Yield (rev/ pax/miles)
FAR	1500	20	2	NLF	4,360	$1,231,370	$282	1,185	$0.238
FSD	1500	20	3	NLF	5,860	1,432,270	244	1,137	0.215
LFT	1500	20	3	NLF	4,370	921,800	211	1,156	0.182
APF	1500	20	2	NLF	3,750	622,710	166	1,018	0.163
RAP	1500	20	2	NLF	4,080	884,300	217	1,454	0.149
XNA	1500	50	4	NLF	8,140	2,664,090	327	1,066	0.307
ICT	1500	50	3	NLF	14,100	4,025,840	286	1,205	0.237
LNK	1500	50	3	NLF	8,140	2,025,100	249	1,135	0.219
BTR	1500	50	3	NLF	13,690	2,877,600	210	1,104	0.190
SHV	1500	50	4	NLF	12,150	2,478,280	204	1,155	0.177
GPT	1500	50	3	LF	12,360	1,969,040	159	1,017	0.157
TUL	1500	100	3	NLF	20,630	6,534,100	317	1,151	0.275
OMA	1500	100	4	NLF	34,850	8,856,120	254	1,088	0.234
OKC	1500	100	3	NLF	25,450	6,655,200	262	1,261	0.207
HOU	1500	100	3	LF	26,180	4,917,900	188	1,335	0.141
EYW	1500	100	2	NLF	29,560	4,365,380	148	1,121	0.132
AUS	1500	200	3	NLF	50,950	16,180,450	318	1,428	0.222
SAT	1500	200	4	NLF	60,330	15,228,840	252	1,495	0.169
MCI	1500	500	1	NLF	114,410	29,070,900	254	1,038	0.245
MSY	1500	500	2	NLF	172,000	29,143,940	169	1,088	0.156
DFW	1500	501	2	NLF	362,230	106,261,320	293	1,302	0.225
IAH	1500	501	2	NLF	240,180	65,153,340	271	1,324	0.205
MIA	1500	501	2	NLF	256,550	41,055,200	160	1,013	0.158
Subtotal			2.20		1,484,320	$354,555,090	$239	1,202	$0.199
Percent of total					11.7%	13.5%			

Table A-12
DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY DESTINATION CITY
Philadelphia International Airport
1999

Airport Competition Plan Fare Data City-Pair Detail (Table 3) **PHL**
All city-pairs with an average of 10 or more passengers per day.
See accompanying notes for definitions and explanations.

O or D	Distance block	Pax density	Comp-etitors	Low-fare or not	O-D Pax	Revenue	Revenue per pax	Nonstop miles	Yield (rev/ pax/miles)
MFE	2000	20	2	NLF	4,750	$1,253,780	$264	1,626	$0.162
BIL	2000	20	3	NLF	6,210	1,521,060	245	1,727	0.142
EGE	2000	20	2	NLF	6,420	1,362,420	212	1,677	0.127
BZN	2000	20	2	NLF	6,480	1,475,180	228	1,853	0.123
MSO	2000	20	2	NLF	5,140	1,212,400	236	1,993	0.118
HDN	2000	20	3	NLF	5,130	978,880	191	1,683	0.113
ELP	2000	50	3	NLF	13,320	3,927,270	295	1,823	0.162
CRP	2000	50	3	NLF	7,870	1,848,320	235	1,521	0.154
STX	2000	50	2	NLF	9,420	2,390,220	254	1,650	0.154
ASE	2000	50	2	NLF	10,250	2,547,000	248	1,681	0.148
JAC	2000	50	3	NLF	9,400	2,170,350	231	1,838	0.126
COS	2000	100	3	NLF	24,730	6,350,380	257	1,573	0.163
STT	2000	200	2	NLF	36,960	8,849,410	239	1,605	0.149
ABQ	2000	200	4	NLF	52,350	9,844,000	188	1,747	0.108
SLC	2000	500	3	NLF	88,050	21,782,550	247	1,926	0.128
DEN	2000	501	2	NLF	241,980	64,546,680	267	1,557	0.171
SJU	2000	501	2	NLF	197,620	41,600,020	211	1,576	0.134
Subtotal			2.36		726,080	$173,659,920	$239	1,644	$0.145
Percent of total					5.7%	6.6%			

Table A-12
DETAIL OF AIRFARE, AIRLINE YIELD, AND COMPETITION
DATA BY DESTINATION CITY
Philadelphia International Airport
1999

Airport Competition Plan Fare Data City-Pair Detail (Table 3) **PHL**
All city-pairs with an average of 10 or more passengers per day.
See accompanying notes for definitions and explanations.

O or D	Distance block	Pax density	Comp-etitors	Low-fare or not	O-D Pax	Revenue	Revenue per pax	Nonstop miles	Yield (rev/ pax/miles)
BUR	2001	20	3	NLF	5,080	$1,555,500	$306	2,392	0.128
MRY	2001	20	2	NLF	6,990	2,222,850	318	2,517	0.126
EUG	2001	20	1	NLF	5,530	1,566,460	283	2,452	0.116
KOA	2001	20	1	NLF	3,590	1,461,460	407	4,888	0.083
LIH	2001	20	1	NLF	4,820	1,513,680	314	4,966	0.063
OAK	2001	50	3	NLF	16,490	6,243,520	379	2,510	0.151
GEG	2001	50	3	NLF	9,430	2,962,080	314	2,154	0.146
SBA	2001	50	3	NLF	7,800	2,423,600	311	2,464	0.126
FAT	2001	50	4	NLF	9,450	2,852,720	302	2,401	0.126
BOI	2001	50	3	NLF	11,560	3,041,340	263	2,113	0.125
PSP	2001	50	4	NLF	16,690	4,555,920	273	2,303	0.119
ANC	2001	50	4	NLF	15,320	4,257,440	278	3,379	0.082
OGG	2001	50	1	NLF	13,100	4,453,030	340	4,859	0.070
TUS	2001	100	3	NLF	33,600	8,938,720	266	2,055	0.129
ONT	2001	100	3	NLF	35,750	8,853,600	248	2,356	0.105
RNO	2001	100	4	NLF	30,760	6,695,000	218	2,348	0.093
SJC	2001	200	3	NLF	47,950	17,140,870	357	2,503	0.143
SNA	2001	200	3	NLF	72,350	22,297,500	308	2,380	0.129
PDX	2001	200	4	NLF	54,010	16,261,920	301	2,406	0.125
SMF	2001	200	3	NLF	42,140	12,549,780	298	2,458	0.121
HNL	2001	200	2	NLF	58,640	18,391,580	314	4,919	0.064
SEA	2001	500	2	NLF	162,710	45,000,480	277	2,378	0.116
SAN	2001	500	4	NLF	153,740	41,252,400	268	2,369	0.113
SFO	2001	501	2	NLF	417,440	133,346,640	319	2,521	0.127
LAX	2001	501	2	NLF	436,520	123,757,830	284	2,401	0.118
PHX	2001	501	2	NLF	236,790	55,093,180	233	2,075	0.112
LAS	2001	501	3	NLF	344,640	58,120,080	169	2,176	0.077
Subtotal			2.51		2,252,890	$606,809,180	$269	2,441	$0.110
Percent of total					17.8%	23.1%			
Total			1.86		12,635,180	$2,631,537,950	$208	1,061	$0.196
					100.0%	100.0%			

Source: DOT Competition Plan Data. See accompanying text for definitions and explanations.

Table A-13

DETAIL OF AIRLINE SERVICE BY DESTINATION CITY
Philadelphia International Airport
June 2000

Destination	U.S. Small Hub Market	Air Tran	America West	American	American Eagle	ATA	Continental	Continental Express	Delta	Mesa	Midway	Midwest Express	National	Northwest	Trans States	TWA	UA Express/Atl Coast	United	US Airways Express	US Airways	Air Aruba	Air Canada	Air France	Air Jamaica	British Airways	Lufthansa	Grand Total
Albany, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.0	-	-	-	-	-	-	5.0
Allentown, PA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.0	-	-	-	-	-	-	-	6.0
Aruba, Aruba		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.7	-	-	-	-	-	0.7
Atlanta, GA		3.9	-	-	-	-	-	-	15.9	-	-	-	-	-	-	-	-	-	-	6.6	-	-	-	-	-	-	26.4
Atlantic City, NJ	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.6	-	-	-	-	-	-	-	3.6
Baltimore, MD		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.9	3.0	-	-	-	-	-	-	6.9
Bangor, ME	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0	-	-	-	-	-	-	-	2.0
Binghamton, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.8	-	-	-	-	-	-	-	4.8
Birmingham, AL	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.9	-	-	-	-	-	-	-	1.9
Boston, MA		-	-	-	9.3	-	-	-	-	-	-	-	-	-	7.7	-	-	-	-	15.7	-	-	-	-	-	-	32.8
Buffalo, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.0	-	-	-	-	-	-	5.0
Burlington, VT	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.0	-	-	-	-	-	-	4.0
Cancun, Mexico		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	-	-	-	-	0.1
Charleston, SC	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	-	1.0
Charleston, WV	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.9	-	-	-	-	-	-	-	1.9
Charlotte Amalie, VI	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0
Charlotte, NC		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.0	-	-	-	-	-	-	10.0
Charlottesville, VA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0	-	-	-	-	-	-	-	3.0
Chicago Midway, IL		-	-	-	-	2.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.7
Chicago O'Hare, IL		-	-	9.6	-	-	-	-	-	-	-	-	-	-	-	-	-	13.0	-	6.8	-	-	-	-	-	-	29.4
Cincinnati, OH		-	-	-	-	-	-	-	4.0	-	-	-	-	-	-	-	-	-	4.9	-	-	-	-	-	-	-	8.9
Cleveland, OH		-	-	-	-	-	3.3	1.5	-	-	-	-	-	-	-	-	-	-	-	5.0	-	-	-	-	-	-	9.7
Columbus, OH		-	-	-	-	-	-	-	-	3.3	-	-	-	-	-	-	-	-	-	4.8	-	-	-	-	-	-	8.1
Dallas/Fort Worth, TX		-	-	7.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0	-	-	-	-	-	-	10.9
Dayton, OH	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.9	-	-	-	-	-	-	1.9
Denver, CO		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.0	-	2.7	-	-	-	-	-	-	7.7
Detroit, MI		-	-	-	-	-	-	-	-	-	-	-	-	7.9	-	-	-	-	-	3.9	-	-	-	-	-	-	11.7
Elmira, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.9	-	-	-	-	-	-	-	2.9
Fort Lauderdale, FL		1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.3	-	-	-	-	-	-	8.3
Fort Mers, FL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.1	-	-	-	-	-	-	3.1
Frankfurt, Germany		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	1.0	2.0
Grand Cayman, Cayman Islands		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0
Greensboro, NC	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.0	-	-	-	-	-	-	4.0
Greenville/Spartanburg, SC	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0
Hamilton, Bermuda		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0
Harrisburg, PA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.9	-	-	-	-	-	-	-	7.9
Hartford, CT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.9	-	-	-	-	-	-	5.9
Houston Intercontinental, TX		-	-	-	-	-	4.9	-	-	-	-	-	-	-	-	-	-	-	-	3.0	-	-	-	-	-	-	7.9
Indianapolis, IN		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.9	-	-	-	-	-	-	5.9
Islip, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.9	-	-	-	-	-	-	-	6.9
Ithaca, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.6	-	-	-	-	-	-	-	3.6
Jacksonville, FL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.9	-	-	-	-	-	-	2.9
John F. Kennedy, NY		-	-	-	4.0	-	-	-	1.0	-	-	-	-	-	5.0	-	-	-	-	-	-	-	-	-	-	-	10.0
Kansas City, MO		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.9	-	-	-	-	-	-	3.9
Knoxville, TN	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.3	-	-	-	-	-	-	-	1.3
La Guardia, NY		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.7	1.0	-	-	-	-	-	-	5.7
Lancaster, PA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.9	-	-	-	-	-	-	-	0.9
Las Vegas, NV		-	2.0	-	-	-	-	-	-	-	-	-	2.5	-	-	-	-	-	-	2.1	-	-	-	-	-	-	6.7
Lebanon, NH	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.8	-	-	-	-	-	-	-	2.8
London Gatwick, UK		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0	-	-	-	-	-	-	2.0
London Heathrow, UK		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0	-	2.0
Los Angeles, CA		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0	-	5.4	-	-	-	-	-	-	8.3
Louisville, KY		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0

Table A-13

DETAIL OF AIRLINE SERVICE BY DESTINATION CITY
Philadelphia International Airport
June 2000

Destination	U.S. Small Hub Market	Air Tran	America West	American	American Eagle	ATA	Continental	Continental Express	Delta	Mesa	Midway	Midwest Express	National	Northwest	Trans States	TWA	UA Express/Atl Coast	United	US Airways Express	US Airways	Air Aruba	Air Canada	Air France	Air Jamaica	British Airways	Lufthansa	Grand Total
Madrid, Spain		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0
Manchester, NH	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.0	-	-	-	-	-	-	5.0
Manchester, United Kingdom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0
Martha's Vineyard, MA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	-	-	-	-	-	0.1
Memphis, TN		-	-	-	-	-	-	-	-	-	-	-	-	2.9	-	-	-	-	-	-	-	-	-	-	-	-	2.9
Miami, FL		-	-	3.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.1	-	-	-	-	-	-	7.1
Milwaukee, WI		-	-	-	-	-	-	-	-	-	-	2.7	-	-	-	-	-	-	2.7	-	-	-	-	-	-	-	5.5
Minneapolis/St. Paul, MN		-	-	-	-	-	-	-	-	-	-	-	-	5.7	-	-	-	-	-	2.9	-	-	-	-	-	-	8.7
Montego Bay, Jamaica		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	1.0	-	-	2.0
Montreal, Canada		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0	-	1.5	-	-	-	-	4.5
Munich, Germany		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0
Myrtle Beach, SC	X	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	-	-	-	-	0.3
Nantucket, MA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	-	-	-	-	-	-	-	0.1
Nashville, TN		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0	-	-	-	-	-	-	3.0
Nassau, Bahamas		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0
New Haven, CT	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.9	-	-	-	-	-	-	-	4.9
New London/Groton, CT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.7	-	-	-	-	-	-	-	3.7
New Orleans, LA		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0	-	-	-	-	-	-	2.0
Newark, NJ		-	-	-	-	-	-	2.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.8	-	-	3.6
Newburgh, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.9	-	-	-	-	-	-	-	2.9
Norfolk, VA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.6	5.0	-	-	-	-	-	-	5.6
Orlando, FL		2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.4	-	-	-	-	-	-	11.4
Ottawa, Canada		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.9	2.0	-	-	-	-	-	-	2.9
Paris, France		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	1.0	-	-	-	2.0
Phoenix, AZ		-	3.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.0	-	-	-	-	-	-	7.0
Pittsburgh, PA		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12.5	-	-	-	-	-	-	12.5
Portland, ME	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.7	-	-	-	-	-	-	4.7
Providence, RI		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	5.0	-	-	-	-	-	-	6.0
Raleigh/Durham, NC		-	-	-	-	-	-	-	-	-	4.7	-	-	-	-	-	-	-	-	5.0	-	-	-	-	-	-	9.7
Reading, PA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.7	-	-	-	-	-	-	-	4.7
Richmond, VA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.7	-	-	-	-	-	-	5.7
Roanoke, VA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.7	-	-	-	-	-	-	-	2.7
Rochester, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	5.0	-	-	-	-	-	-	6.0
Rome, Italy		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	1.0
Salisbury, MD	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.6	-	-	-	-	-	-	-	6.6
Salt Lake City, UT		-	-	-	-	-	-	-	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.0
San Diego, CA		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.7	-	-	-	-	-	-	2.7
San Francisco, CA		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.0	-	3.7	-	-	-	-	-	-	6.7
San Juan, PR		-	-	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.3	-	-	-	-	-	-	4.3
Seattle/Tacoma, WA		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.7	-	-	-	-	-	-	2.7
St. Louis, MO		-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.7	-	-	1.0	2.0	-	-	-	-	-	-	8.7
St. Martin, Neth. Antilles		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3	-	-	-	-	-	-	0.3
State College, PA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.8	-	-	-	-	-	-	-	3.8
Syracuse, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.9	-	-	-	-	-	-	3.9
Tampa, FL		2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.3	-	-	-	-	-	-	9.3
Toronto, Canada		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.9	-	4.6	-	-	-	-	8.5
Washington Dulles, DC		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.9	2.0	4.9	-	-	-	-	-	-	-	11.7
Washington National, DC		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.8	3.0	-	-	-	-	-	-	8.8
West Palm Beach, FL		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.6	-	-	-	-	-	-	3.6
White Plains, NY	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.6	-	-	-	-	-	-	-	5.6
Wilkes-Barre.Scranton, PA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.8	1.0	-	-	-	-	-	-	5.8
Williamsburg, VA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.9	-	-	-	-	-	-	-	4.9
Williamsport, PA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.6	-	-	-	-	-	-	-	3.6
Worcester, MA	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.0	-	-	-	-	-	-	-	4.0
Grand Total	42	9.0	5.0	22.5	13.3	2.7	8.1	4.3	22.9	3.3	4.7	2.7	2.5	16.5	12.7	5.7	4.9	26.0	133.8	252.0	0.7	6.1	1.0	1.8	2.0	1.0	565.5

Source: OAG Data

LIST OF AIRPORT CODES

Code	Airport
ABQ	Albuquerque International Sunport
AGS	Augusta Regional Airport (Georgia)
ALB	Albany International Airport
ANC	Anchorage International Airport
APF	Naples Municipal Airport (Florida)
ASE	Aspen Pitkin County Airport
ATL	Hartsfield Atlanta International Airport
ATW	Outagamie County Regional Airport (Wisconsin)
AUS	Austin-Bergstrom International Airport
AVL	Asheville Regional Airport (North Carolina)
AZO	Kalamazoo / Battle Creek International Airport
BDL	Bradley International Airport (Hartford)
BGM	Binghamton Regional Airport (New York)
BGR	Bangor International Airport
BHM	Birmingham International Airport
BIL	Billings Logan International Airport
BMI	Central Illinois Regional Airport
BNA	Nashville International Airport
BOI	Boise Air Terminal
BOS	Boston-Logan International Airport
BTR	Baton Rouge Metropolitan Airport
BTV	Burlington International Airport (Vermont)
BUF	Buffalo Niagara International Airport
BUR	Burbank-Glendale-Pasadena Airport
BWI	Baltimore / Washington International Airport
BZN	Gallatin Field (Bozeman)
CAE	Columbia Metropolitan Airport (South Carolina)
CAK	Akron-Canton Regional Airport
CHA	Chattanooga Metropolitan Airport
CHO	Charlottesville-Albemarle Airport
CHS	Charleston International Airport
CID	Cedar Rapids Municipal Airport
CLE	Cleveland Hopkins International Airport
CLT	Charlotte / Douglas International Airport
CMH	Port Columbus International Airport
CMI	University of Illinois-Willard Airport
COS	Colorado Springs Airport
CRP	Corpus Christi International Airport
CRW	Yeager Airport (West Virginia)
CSG	Columbus Metropolitan Airport (Georgia)
CVG	Cincinnati / Northern Kentucky International Airport

CWA	Central Wisconsin Airport
DAB	Daytona Beach International Airport
DAY	Dayton International Airport
DCA	Reagan Washington National Airport
DEN	Denver International Airport
DET	Detroit City Airport
DFW	Dallas / Fort Worth International Airport
DSM	Des Moines International Airport
DTW	Detroit Metropolitan Wayne County Airport
EGE	Eagle County Regional Airport (Vail)
ELM	Elmira / Corning Regional Airport (New York)
ELP	El Paso International Airport
ERI	Erie International Airport
EUG	Eugene Airport
EVV	Evansville Regional Airport
EWN	Craven County Regional Airport (North Carolina)
EWR	Newark International Airport
EYW	Key West International Airport
FAR	Hector International Airport (Fargo)
FAT	Fresno Yosemite International Airport
FAY	Fayetteville Regional Airport
FLL	Fort Lauderdale-Hollywood International Airport
FLO	Florence Regional Airport (South Carolina)
FNT	Bishop International Airport (Flint, Michigan)
FSD	Joe Foss Field (Sioux Falls, South Dakota)
FWA	Fort Wayne International Airport (Indiana)
GEG	Spokane International Airport
GNV	Gainesville Regional Airport
GPT	Gulfport-Biloxi Regional Airport
GRB	Austin Straubel International Airport
GRR	Gerald R. Ford International Airport
GSO	Piedmont Triad International Airport
GSP	Greenville / Spartanburg International Airport
HDN	Yampa Valley Airport (Colorado)
HHH	Hilton Head Airport
HNL	Honolulu International Airport
HOU	William P. Hobby Airport (Houston)
HPN	Westchester County Airport (New York)
HSV	Huntsville International Airport
HVN	Tweed New Haven Airport
IAD	Washington Dulles International Airport
IAH	Bush Intercontinental Airport / Houston
ICT	Wichita Mid-Continent Airport
ILM	Wilmington International Airport (North Carolina)
IND	Indianapolis International Airport
ISP	Long Island MacArthur Airport

JAC	Jackson Hole Airport
JAN	Jackson International Airport (Mississippi)
JAX	Jacksonville International Airport
JFK	John F. Kennedy International Airport
KOA	Keahole-Kona International Airport
LAN	Capital City Airport (Lansing)
LAS	Las Vegas McCarran International Airport
LAX	Los Angeles International Airport
LEX	Blue Grass Airport (Kentucky)
LFT	Lafayette Regional Airport
LGA	LaGuardia Airport
LIH	Lihue Airport
LIT	Little Rock National Airport
LNK	Lincoln Municipal Airport (Nebraska)
LSE	LaCrosse Municipal Airport (Wisconsin)
MBS	MBS International Airport (Michigan)
MCI	Kansas City International Airport
MCO	Orlando International Airport
MDT	Harrisburg International Airport
MDW	Midway Airport (Chicago)
MEM	Memphis International Airport
MFE	McAllen-Miller International Airport (Texas)
MGM	Montgomery Regional Airport (Alabama)
MHT	Manchester Airport
MIA	Miami International Airport
MKE	General Mitchell International Airport
MLB	Melbourne International Airport (Florida)
MLI	Quad City International Airport (Illinois)
MOB	Mobile Regional Airport
MRY	Monterey Peninsula Airport (California)
MSN	Dane County Regional Airport
MSO	Missoula International Airport
MSP	Minneapolis-St. Paul International Airport
MSY	New Orleans International Airport
MYR	Myrtle Beach International Airport
OAK	Metropolitan Oakland International Airport
OGG	Kahului Airport
OKC	Will Rogers World Airport
OMA	Eppley Airfield
ONT	Ontario International Airport
ORD	Chicago O'Hare International Airport
ORF	Norfolk International Airport
ORH	Worcester Regional Airport
PBI	Palm Beach International Airport
PDX	Portland International Airport
PFN	Panama City / Bay County International Airport (Florida)

PHF	Newport News-Williamsburg International Airport
PHL	Philadelphia International Airport
PHX	Phoenix Sky Harbor International Airport
PIA	Greater Peoria Regional Airport
PIT	Pittsburgh International Airport
PKB	Wood County Airport (West Virginia)
PNS	Pensacola Regional Airport
PSP	Palm Springs International Airport
PVD	T. F. Green Airport (Providence)
PWM	Portland International Jetport
RAP	Rapid City Regional Airport
RDU	Raleigh-Durham International Airport
RIC	Richmond International Airport
RNO	Reno / Tahoe International Airport
ROA	Roanoke Regional Airport
ROC	Greater Rochester International Airport (New York)
RST	Rochester International Airport (Minnesota)
RSW	Southwest Florida International Airport
SAN	San Diego International Airport
SAT	San Antonio International Airport
SAV	Savannah International Airport
SBA	Santa Barbara Municipal Airport
SBN	Michiana Regional Airport (South Bend)
SBY	Salisbury-Ocean City Regional Airport (Maryland)
SCE	University Park Airport (Pennsylvania)
SDF	Louisville International Airport
SEA	Seattle-Tacoma International Airport
SFO	San Francisco International Airport
SGF	Springfield / Branson Regional Airport
SHV	Shreveport Regional Airport
SJC	San Jose International Airport
SJU	Luis Munoz Marin International Airport (Puerto Rico)
SLC	Salt Lake City International Airport
SMF	Sacramento International Airport
SNA	John Wayne Airport
SRQ	Sarasota-Bradenton International Airport
STL	Lambert-St. Louis International Airport
STT	Cyril E. King Airport (St. Thomas)
STX	Henry E. Rohlsen Airport (St. Croix)
SWF	Stewart International Airport (New York)
SYR	Syracuse Hancock International Airport
TLH	Tallahassee Regional Airport
TOL	Toledo Express Airport
TPA	Tampa International Airport
TRI	Tri-Cities Regional Airport (Tennessee)
TUL	Tulsa International Airport

TUS	Tucson International Airport
TVC	Cherry Capital Airport (Michigan)
TYS	McGhee Tyson Airport (Knoxville)
VPS	Ft. Walton Beach Airport (Florida)
XNA	Unknown

Appendix B

GATE INVENTORY

Appendix B

GATE INVENTORY
Philadelphia International Airport
As of June 2000

Gate designation	Use arrangement	Aircraft capability	Primary leasing or using airline(s)	Subleasing or other airline(s)	Notes
Terminal A					
A-1	Exclusive	Narrowbody	American	Midway	
A-1a	Exclusive	Regional	American	American Eagle	Ramp walkway only; not equipped with loading bridge
A-3	Exclusive	Narrowbody	American		
A-3a	Exclusive	Narrowbody	American		
A-4	Preferential	Widebody	American	International	Interim domestic gate; international arrivals have priority
A-5	Exclusive	Widebody	American		Could be used for international arrivals
A-6	Preferential	Widebody	American	International	Interim domestic gate; international arrivals have priority
PTV	Common	See note	International (1)	Common-use	Passenger transfer vehicle (PTV) portal gate
A-7	Common	Widebody	International (1)	Common-use	
A-8	Common	Widebody	International (1)	Common-use	
A-9	Common	Widebody	International (1)	Common-use	
A-10	Common	Widebody	International (1)	Common-use	
A-11	Common	Widebody	International (1)	Common-use	
A-12	Common	None	International (1)	Common-use	Podium only; not equipped with loading bridge

Gate count

4	exclusive-use
2	preferential-use
6	common-use
12	total loading bridge-equipped or PTV portal

(1) US Airways international arrivals, US Airways transatlantic departures, Air Aruba, Air France international arrivals, Air Jamaica, British Airways, Lufthansa, and charter airlines

Appendix B

GATE INVENTORY
Philadelphia International Airport
As of June 2000

Gate designation	Use arrangement	Aircraft capability	Primary leasing or using airline(s)	Subleasing or other airline(s)	Notes
Terminal B					
B-1	Exclusive	Narrowbody	US Airways		
B-2	Exclusive	Narrowbody	US Airways		
B-3	Exclusive	Narrowbody	US Airways		
B-4	Exclusive	Narrowbody	US Airways		
B-5	Exclusive	Narrowbody	US Airways		
B-6	Exclusive	Narrowbody	US Airways		
B-7	Exclusive	Narrowbody	US Airways		
B-8	Exclusive	Narrowbody	US Airways		
B-9	Exclusive	Narrowbody	US Airways		
B-10	Exclusive	Narrowbody	US Airways		
B-11	Exclusive	Widebody	US Airways		
B-12 (a/b/c)	Exclusive	See note	US Airways	US Airways Express	Bus loading gate; not equipped with loading bridge
B-13	Exclusive	Widebody	US Airways		
B-14	Exclusive	Narrowbody	US Airways		
B-15	Exclusive	Narrowbody	US Airways		
B-16	Exclusive	Narrowbody	US Airways		

Gate count	
15	exclusive-use
0	preferential-use
0	common-use
15	total loading bridge-equipped

Appendix B

GATE INVENTORY
Philadelphia International Airport
As of June 2000

Gate designation	Use arrangement	Aircraft capability	Primary leasing or using airline(s)	Subleasing or other airline(s)	Notes
Terminal C					
C-16	Exclusive	See note	US Airways	US Airways Express	Bus loading gate; not equipped with loading bridge
C-17	Exclusive	Narrowbody	US Airways		
C-18	Exclusive	Narrowbody	US Airways		
C-19	Exclusive	Narrowbody	US Airways		
C-20	Exclusive	Narrowbody	US Airways		
C-21	Exclusive	Narrowbody	US Airways		
C-22	Exclusive	Narrowbody	US Airways		
C-23	Exclusive	Narrowbody	US Airways		
C-24	Exclusive	Narrowbody	US Airways		
C-25	Exclusive	Narrowbody	US Airways		
C-26	Exclusive	Narrowbody	US Airways		
C-27	Exclusive	Narrowbody	US Airways		
C-28	Exclusive	Widebody	US Airways		
C-29	Exclusive	Widebody	US Airways		
C-30	Exclusive	Widebody	US Airways		
C-31	Exclusive	Widebody	US Airways		

Gate count	
15	exclusive-use
0	preferential-use
0	common-use
15	total loading bridge-equipped

Appendix B

GATE INVENTORY
Philadelphia International Airport
As of June 2000

Gate designation	Use arrangement	Aircraft capability	Primary leasing or using airline(s)	Subleasing or other airline(s)	Notes
Terminal D					
D-1	Exclusive	Widebody	United		
D-2	Preferential	Narrowbody	US Airways		
D-3	Exclusive	Widebody	United		
D-4	Preferential	Narrowbody	US Airways		
D-5	Exclusive	Narrowbody	United	Air Canada	
D-6	Preferential	Narrowbody	Continental	America West	
D-7	Exclusive	Widebody	United	United Express	
D-8	Preferential	Narrowbody	Continental	Continental Express	
D-9	Exclusive	Narrowbody	United		
D-10	Preferential	Narrowbody	Continental		
D-11	Exclusive	Narrowbody	United	AirTran	
D-12	Exclusive	Narrowbody	United		

Gate count	
7	exclusive-use
5	preferential-use
0	common-use
12	total loading bridge-equipped

Appendix B

GATE INVENTORY
Philadelphia International Airport
As of June 2000

Gate designation	Use arrangement	Aircraft capability	Primary leasing or using airline(s)	Subleasing or other airline(s)	Notes
Terminal E					
E-1	Exclusive	Widebody	Delta		
E-2	Exclusive	Narrowbody	Northwest		
E-3	Exclusive	Widebody	Delta		
E-4	Exclusive	Widebody	Northwest		
E-6	Exclusive	Widebody	Northwest	National	
E-7	Exclusive	Widebody	Delta		
E-8	Exclusive	Widebody	Trans World	Air France	Air France international departures
E-9	Exclusive	Narrowbody	Delta	Delta Connection	
E-10a	Exclusive	Widebody	Trans World	ATA	
E-10b/c	Exclusive	Widebody	Trans World	TWA Express	
E-11	Preferential	Widebody	Delta	Midwest Express	

Gate count

10	exclusive-use
1	preferential-use
0	common-use
11	total loading bridge-equipped

Appendix C

HISTORY OF NEW ENTRANT AIRLINE ACCOMMODATION

The following airlines have started scheduled service to PHL since January 1994.

Air Aruba. Executed a Fee Payment Agreement effective December 1998. Has entered into a lease agreement with the City for office space in Terminal A. Operates from Terminal A common-use gates. As of June 2000, operated 1 daily departure to Aruba.

Air Canada. Executed an Airline Operating License Agreement effective April 1996. Operates as a subtenant to United in Terminal D. As of June 2000, operated 5 daily departures to Toronto, and 2 to Montreal (Dorval).

Air France. Executed a Memorandum of Understanding effective August 2000. Operates arriving flights at Terminal A common-use gates and departing flights as a subtenant to Delta in Terminal E. As of June 2000, operated 1 daily departure to Paris (De Gaulle).

AirTran Airways. As ValuJet, executed an Airline Operating License Agreement effective May 1994. Initially operated as a subtenant to American in Terminal A. Effective June 1996, began operating from exclusively leased space in Terminal E, but shortly thereafter suspended operations and relinquished the space back to the City. ValuJet merged with AirTran in July 1997. AirTran now operates as a subtenant to United in Terminal D. As of June 2000, operated 4 daily departures to Atlanta, 2 to Orlando, 2 to Tampa, and 1 to Fort Lauderdale.

America West Airlines. Executed an Airline Operating License Agreement effective April 1994. Operates as a subtenant to Continental in Terminal D and has expressed interest in leasing exclusive-use or preferential-use ticketing and gate space directly from the City. As of June 2000, operated 3 daily departures to Phoenix and 2 to Las Vegas.

American Trans Air. Originally executed an Airline Operating License Agreement effective December 1993 and operated as a military charter carrier until May 1998. Resumed service and executed a new Airline Operating License Agreement effective July 1999. Operates as a subtenant to Trans World in Terminal E and has expressed interest in leasing exclusive-use or preferential-use ticketing and gate space directly from the City. As of June 2000, operated 3 daily departures to Chicago (Midway).

Eastwind Airlines. Executed an Airline Operating License Agreement effective June 1999 and was provided with a lease agreement for space in Terminal D (never executed). Terminated flight operations at PHL in August 1999.

Jet Train. Executed an Airline Operating License Agreement effective August 1996 and was provided with a lease agreement for space in Terminal E (never executed). Terminated flight operations at PHL in November 1996.

Lufthansa German Airlines. Served the Airport until October 1992 and resumed service in March 1999. Executed a Memorandum of Understanding providing for airline operations from Terminal A common-use gates. Leases exclusive-use ticketing and office space in Terminal A. As of June 2000, operated 1 daily departure to Frankfurt.

Midway Airlines. Executed an Airline Operating License Agreement effective June 1995. Operates as a subtenant to American in Terminal A and has expressed interest in leasing exclusive-use or preferential-use ticketing and gate space directly from the City. As of June 2000, operated 5 daily departures to Raleigh-Durham.

Midwest Express Airlines. Executed an Airline Operating License Agreement effective May 1994. Until 1999, operated as a subtenant to American in Terminal A, where it leased ticket counter and office space directly from the City. Now operates as a subtenant to Delta in Terminal E and leases operations space directly from the City. As of June 2000, operated 3 daily departures to Milwaukee.

Nations Air. Executed an Airline Operating License Agreement effective March 1995. At that time, executed a lease agreement with the City for exclusive holdroom, ticket counter, baggage makeup, and operations space in Terminal A. Effective November 1995, the Terminal A lease agreement was terminated and the airline relocated to Terminal E as a subtenant to Trans World. Terminated flight operations at PHL in May 1996.

National Airlines. Executed an Airline Operating License Agreement effective October 1999. Has executed a lease agreement with the City for exclusive-use space in Terminal E. Operates as a subtenant to Northwest in Terminal E and has expressed interest in leasing exclusive-use or preferential-use ticketing and gate space directly from the City. As of June 2000, operated 3 daily departures to Las Vegas.

Pro Air. Executed an Airline Operating License Agreement effective August 1998. Initially operated in Terminal E as a subtenant to Delta. In February 2000, relocated to Terminal A, operating from common-use gates. Terminated flight operations at PHL in April 2000.

Spirit Airlines. Operated under a Self-Invoicing Letter (superseded by the Fee Payment Agreement) beginning in February 1994. Operated from Terminal D as a subtenant to United. Terminated flight operations at PHL in September 1996.

Numerous other airlines have expressed interest in serving the Airport and have been provided with copies of the Airline Operating License Agreement and the Fee Payment Agreement.

PGL 00-3 CROSS REFERENCE

COMPETITION PLAN INFORMATION SUGGESTED IN FAA PROGRAM GUIDANCE LETTER

The following items are those suggested in the FAA's May 8, 2000, Program Guidance Letter (PGL 00-3) for inclusion in competition plans. References in brackets are to the sections of this report in which the items are discussed.

Availability of Gates and Related Facilities

1. Number of gates available by lease arrangement (exclusive, preferential, or common use) [Section 11, Appendix B]

2. Gate-use monitoring policies for PFC-financed gates, gates subject to PFC Assurance #7 (see below), and other gates [Section 15.5]

3. Has PFC Assurance #7 (see below) operated to convert previous exclusive-use gates to preferential-use or otherwise made them available to other users? [Section 13]

4. Gate utilization [Section 11]

5. Policy regarding recapturing gates that are not being fully used [Sections 15.2, 15.3, 15.4]

6. Use-or-lose or use-or-share policies for gates [Sections 15.2, 15.3, 15.4]

7. Plans to make gates available to new entrant or other airlines wanting to expand service [Section 12]

8. Methods of accommodating new gate demand and time required [Section 17]

9. How are any airline complaints regarding denial of access resolved? [Section 17]

10. Number of airlines that have requested access and how they were accommodated [Appendix C]

Leasing and Subleasing Arrangements

1. Whether a subleasing arrangement with an incumbent airline is necessary to obtain access [Section 17]

2. How the City assists requesting airlines to obtain a sublease [Section 17]

3. City oversight policies for sublease fees and ground-handling arrangements [Section 17]

4. City policies regarding amount of sublease fees [Section 17]

5. How are any complaints by subtenants regarding excessive sublease fees or unneeded bundling of services resolved? [Section 17]

6. How are independent contractors who wish to provide ground handling, maintenance, fueling, catering, or other services accommodated? [Section 18]

7. Are formal arrangements in place to resolve any disputes among airlines regarding gate use? [Sections 15.6, 17]

Patterns of Air Service

1. Number of markets served nonstop and average number of flights per day [Tables A-8, A-9, A-13]

2. Number of small communities served [Table A-13]

3. Number of markets served by low-fare airlines [Table A-9]

4. Changes in air service in the past year [Table A-8]

Gate Assignment Policy

1. Gate assignment policy and methods of informing airlines of policy [Sections 15.1, 15.3, 15.4]

2. Standards and guidelines for gate usage and leasing [Sections 15.2, 15.3, 15.4]

3. Provisions of airline agreements and operating arrangements [Section 7]

4. How are tenant airlines informed about gate availability? [Section 17]

5. New policies that have been adopted and actions taken to ensure expanded access by new entrant and incumbent airlines [Sections 7, 15]

Financial Constraints

1. Sources of funds for terminal projects [Section 13]

2. Methods for establishing airline rentals and fees [Section 16]

3. Use of PFC revenues to fund gates and related facilities [Section 13]

City Controls over Airside and Groundside Capacity

1. Majority-in-interest (MII) provisions [Section 14]

2. Any capital construction projects that have been delayed or prevented because an MII was invoked [Section 14]

3. Any plans to modify existing MII provisions [Section 14]

City Intentions to Provide Additional Common-Use Gates

1. Number of existing common-use gates [Section 11]

2. Number of additional common-use gates to be provided, planned schedule, and financing arrangements [Sections 12.1, 12.6]

3. Any carriers serving the Airport for more than 3 years and relying exclusively on common-use gates [Section 15.1]

4. Common-use gates to be constructed in conjunction with exclusive-use or preferential-use gates [Section 12.1]

5. Whether gates being used for international service are available for domestic service [Sections 11, 12.1, Appendix B]

6. Do airlines serving only domestic markets operate from international gates? [Sections 11, 12.1, Appendix B]

Airfare Levels Compared with Other Large Airports

DOT Airport Competition Plan Data [Appendix A]

PFC Assurance #7 Regarding Competitive Access

The City agrees that any lease or use agreement between the City and any airline for any facility financed in whole or in part with PFC revenues will contain a provision that permits the City to terminate the lease or use agreement if (a) the airline has an exclusive lease or use agreement for existing facilities at the Airport, and (b) any portion of its existing exclusive use facilities is not fully utilized and is not made available for use by potentially competing airlines.