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## Intelligence

**United Airlines** announced May 8 that, starting Aug. 1, it will gradually increase the number of flights between San Francisco and eight destinations. Those include Albuquerque, New Mexico; Baltimore; Indianapolis; Kansas City, Missouri; Nashville, Tennessee; Philadelphia; Portland, Oregon; and Seattle. Additionally, the airline announced it will begin converting select regional jet-flights to larger mainline aircraft in 10 markets, starting June 8. Those markets are Bozeman, Montana; Calgary, Alberta; Dallas; Kansas City; Minneapolis; and Burbank, Fresno, Palm Springs, Sacramento and Santa Barbara, California.

### REGULATORY/LEGISLATIVE

## European Airports Prepare For E-Ban Extension

**FRANKFURT and SAN FRANCISCO—The European Commission (EC) has told ACI Europe that the U.S. ban on electronic devices could shortly be extended to European airports—but the U.S. government has neither confirmed nor denied the new ban.**

A decision to ban large electronic devices from aircraft cabins on flights to U.S. destinations is expected as soon as May 11, according to industry sources.

But several executives who have been informed about the upcoming changes said it is unclear whether the ban mirrors restrictions that have already been put in place for 10 airports in the Middle East; which European airports are affected; and for how long. They also said it has not been determined whether passengers are allowed to surrender their electronic devices at the gate or are forced to include them in the checked baggage at a check-in counter.

The procedure for passengers on itineraries connecting through European hubs is also not clear.

The U.S. Homeland Security Department (DHS) did not reply to requests for comments. U.S. airlines contacted for this story said they have no further information on a possible electronics ban extending to European airports.

Rumors of a possible ban extending to Europe are gaining currency, people familiar with **E-BAN**, p. 2

### LABOR

## Spirit Blames 'Work Slowdown' For Schedule Disruptions

**Fort Lauderdale, Florida-based Spirit Airlines' request for a temporary restraining order compelling its pilots to cease what the ULCC called "a pervasive illegal work slowdown" has been granted by a U.S. federal court.**

Spirit filed a lawsuit May 8 in U.S. District Court in Fort Lauderdale against the Air Line Pilots Association (ALPA), which represents Spirit's nearly 1,600 pilots, asking for a "preliminary injunction compelling an immediate end to this illegal work slowdown" that the airline said has cost it \$8.5 million in lost revenue since the beginning of the month.

Spirit said 15% of its flights have been affected this month by the alleged work action. "We sincerely apologize to our customers for the disruption and inconveniences they have suffered," Spirit said in a statement after the temporary restraining order was granted. "We believe this is the result of intimidation tactics by a limited number of our pilots affecting the behavior of the larger group."

Flight cancellations at Fort Lauderdale-Hollywood International Airport (FLL) on May 8 led to a chaotic situation in which police were called to the scene to quell an uproar by upset passengers. Video widely shared on social media shows pushing and shoving near a Spirit check-in counter at FLL and police intervening.

A Spirit spokesperson said in an emailed statement that the airline was "shocked and **SPRIT**, p. 2

## E-BAN, from p. 1

the issue told Aviation Daily. It is unclear, however, what airports could be affected. It also remains unclear what electronic devices would be banned from cabins. The new ban could, for example, allow smartphones, e-readers and tablets to be carried onto cabins and could apply only to laptops, cameras and other large devices, sources in the U.S. said.

A new ban raises cargo-hold security and safety concerns about stowing large numbers of devices with lithium-ion batteries in the cargo holds of passenger aircraft, sources said. These issues have been raised with the U.S. government, the sources said.

Airline and airport officials said they are very concerned about major operational disruptions such a ban may cause, particularly at hub airports. Several senior industry sources questioned the effectiveness of the expanded e-ban. “Whatever the intelligence is that appears to lead to this decision, the measures do nothing to improve security,” one executive said. He also stressed that airports and airlines are “concerned about the large number of electronic devices that are to be put into the cargo hold” because of the potential for inflight fires caused by laptop batteries.

The EC, which did not comment officially, has scheduled a meeting of the Aviation Security Committee, or EU AVSEC, for May 11 to assess the situation.

“We don’t have any concrete information on the subject, but we are in permanent contact with our partners and the authorities,” Air France-KLM stated. Lufthansa Group said it has been working on scenarios internally in case the e-ban was extended. A representative of another European airline told Aviation Daily the carrier is preparing for several different scenarios, as the U.S. government has not offered any specifics on a possible extension of the ban.

London’s Heathrow Airport, from which 17% of passenger traffic is headed to the U.S., has already started preparing for how to implement the ban. London Heathrow shared its planning with ACI Europe. Most importantly, the airport plans to introduce an additional security check for every U.S.-bound service just prior to gate access. The airport plans to use dedicated U.S. gates in order to have common security checkpoints for several gates. London Heathrow is also working on additional signage and advance customer communication to minimize the impact.

In a memo to its members, ACI Europe said, “The ambition is to get the maximum number of devices secured in hold baggage before it is checked in.” However, many financial institutions and technology companies require their employees to keep laptops in their hand luggage—causing major issues for the many business travelers commuting between London and New York.

The U.S. issued a first directive in March requiring laptops, tablets, e-readers and cameras to be put into the checked baggage on board for flights from 10 airports in eight countries. Affected airports include Abu Dhabi; Dubai; Doha, Qatar; and Istanbul.

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and Madhu Unnikrishnan, [madhu.unnikrishnan@aviationweek.com](mailto:madhu.unnikrishnan@aviationweek.com)

## SPIRIT, from p. 1

saddened to see the videos” of disorder at FLL. “This is a result of unlawful labor activity by some Spirit pilots designed to disrupt Spirit operations for our customers, by canceling multiple flights across our network,” the spokesperson said. “These pilots have put their quest for a new contract ahead of getting customers to their destinations and the safety of their fellow Spirit team members.”

In an emailed statement, ALPA said the union and “the Spirit pilot group it represents are not engaged in a job action. Rather, ALPA and the Spirit pilots are continuing to do everything possible to help restore the company’s operations, which have experienced significant problems over the past several days. While we will continue these efforts, we will actively defend the association, its officers and its member pilots against the unwarranted and counterproductive legal action brought [May 8] by Spirit Airlines.”

After the court issued the temporary restraining order, ALPA stated: “Spirit pilots are committed to helping impacted passengers and the company restore normal operations ... The court has spoken and Spirit pilots will fully comply with the order handed down, which is completely in line with our overriding goal: the resumption of normal operations. We call on the company to join forces with ALPA and the Spirit pilots to do just that.”

Spirit and its pilots have been engaged in collective bargaining negotiations since February 2015. The pilots’ labor contract became amendable on July 31, 2015. In a statement issued earlier this year, ALPA said Spirit pilots’ compensation “lags far behind their peers at comparable airlines, and that gap continues to grow as other pilot groups reach new agreements.”

The Spirit spokesperson said the pilots are engaged in “clearly unlawful activity under the Railway Labor Act, which governs labor relations in the airline industry. ALPA and those individuals responsible should be held accountable.”

In the lawsuit, Spirit said ALPA “expressed its strong displeasure” with a company proposal made on April 25. Days later, “Spirit began to see a significant increase” in flight cancellations attributed to “pilot unavailability,” the airline stated in the lawsuit.

—Aaron Karp/ATW, [aaron.karp@penton.com](mailto:aaron.karp@penton.com)

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**AIRLINES**

## Southwest Migrates To Amadeus System

**Southwest Airlines began operating all of its flights under its Amadeus reservation system May 9, the airline said.**

The carrier has already done most of the heavy lifting to move to the new system, but the cutover still marks a major milestone in its multiyear effort to update and simplify its booking technology. The airline will move to a single reservation system for the first time since its merger with AirTran Airways in 2011.

Southwest rolled out the Amadeus system in 2014 for its international sales and operations, and also retired AirTran's legacy system in November of that year. However, it continued to use a legacy system for its domestic bookings.

The airline emphasized that it has already been booking itineraries with the new system for several months.

### System Benefits

"We have been booking all flights from May 9 forward in the new reservations platform since December of last year (2016), which means there is no need to migrate customer data today," a Southwest spokeswoman said.

Southwest said is not expecting any impacts on customer travel, but has a "robust support plan in place," the spokeswoman said. It had not seen any major issues by the afternoon of May 9.

One benefit of the new reservation system is that it will allow Southwest to process foreign currencies (Aviation Daily, Feb. 15). The airline is hoping to expand its international audience in its international markets, such as Mexico City.

The Southwest spokeswoman cited other benefits of the new reservation system. These include improved schedules and connection times; the ability for automated rebookings; and inventory management.

—Kristin Majcher, [kristin.majcher@aviationweek.com](mailto:kristin.majcher@aviationweek.com)

**AIRLINES**

## JetBlue Increases Florida-Mexico City Flights

**BOSTON—JetBlue announced its schedule for new frequencies to Mexico City, one day after Delta Air Lines and Aeromexico announced the start of their transborder joint venture.**

JetBlue was one of several carriers recently awarded slot pairs at Mexico City International Airport. Delta and Aeromexico had to give up slots at that airport and New York's

John F. Kennedy International Airport in order to comply with the U.S. Transportation Department's conditions for antitrust immunity.

JetBlue will add two more daily roundtrip flights to Mexico City on Sept. 6, leaving from Orlando and Fort Lauderdale, Florida. The airline started flying once-daily flights on each route in 2015, and will now have a total of four daily flights to the Mexican capital.

### Revised Schedule

Thanks to new slot times becoming available, JetBlue will revise its overall schedule for Mexico City flights. The carrier's Mexico City-bound flights will leave Fort Lauderdale at 6:57 a.m. and 1:51 p.m. local time, and depart Mexico City at 10:30 a.m. and 5:20 p.m. Southbound Orlando flights will depart at 8:37 a.m. and 12:02 p.m., and will leave Mexico City at 12:15 p.m. and 3:50 p.m.

"While the airline has quickly become a favorite among Mexico City travelers who love JetBlue's award-winning service and low fares, the original flight times could not accommodate all customers' schedule needs and did not align well with a portion of connecting traffic," JetBlue said in a statement.

JetBlue was also offered two slot-pairs for Los Angeles-Mexico City service in the proceeding, but those will not become available until the summer of 2018.

—Kristin Majcher, [kristin.majcher@aviationweek.com](mailto:kristin.majcher@aviationweek.com)

**SAFETY**

## Thai Airways Gains New Operating Certificate

**Thai authorities have achieved a major milestone in their efforts to recertify the country's airlines, with leading international carrier Thai Airways being awarded its new air operator's certificate (AOC).**

The AOC was presented to Thai Airways by the Civil Aviation Authority of Thailand (CAAT) at a ceremony in Bangkok on May 8. Thai Airways is the third airline to be recertified, after Bangkok Airways in February and Thai AirAsia in April. In addition to the AOC, Thai Airways was also awarded a new dangerous goods certificate.

### Red Flag

The ICAO requires that all Thai carriers with international service be recertified as a key step to resolving concerns about the country's aviation-safety oversight system. These concerns prompted the ICAO to place a red flag on Thailand in 2015, which led aviation organizations from some other countries to impose restrictions on new service by Thai carriers.

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## AIRFRAMERS/SUPPLIERS

# ATR And Indigo Sign Agreement For 50 Turboprops

**LYON, France—ATR has signed a letter of intent with India-based carrier IndiGo for 50 ATR 72-600s, with deliveries of the 70-seat turboprop expected to begin this year.**

“We are embarking on a journey to build a nationwide regional network and connect cities that have not benefitted from the growth in Indian aviation,” IndiGo President Aditya Ghosh said in a statement.

The airline operates Airbus A320s.

## India's Growth

The joint announcement with ATR takes place as the Indian government's Regional Connectivity Scheme, or UDAN is beginning implementation. The UDAN project is aimed at boosting economic development, employment and tourism by connecting small and remote Indian cities. It calls for carriers to cap fares for 50% of the seats— at 2,500 rupees (\$38) for a 1-hr. flight, for example. The number of such subsidized seats should be at least nine, and at most 40.

According to ATR, India's domestic market represented close to 100 million passengers in 2016 and has been steadily growing by more than 20% annually. Under the UDAN plan, 100 airports will be created over the next 2–3 years.

If the letter of intent is turned into a firm order soon, the Toulouse-based airframer will be off to a good start in 2017. It ended 2016 with only 36 firm orders.

—Thierry Dubois, [thierry.dubois@aviationweek.com](mailto:thierry.dubois@aviationweek.com)

## THAI AIRWAYS, from p. 3

While the recertification process has moved more slowly than expected, the CAAT has set a goal of issuing new AOCs to the nine major international airlines by June. This group of nine includes the three carriers already recertified.

Thai authorities want the ICAO to conduct another safety audit this year, so the red flag can be removed. The ICAO told Aviation Daily recently that enough progress has been made by the country to suggest that an audit could be held in the latter part of 2017.

## Safety First

Thai Airways said its training programs “were redeveloped according to international standards in preparation for ICAO audits.” The airline also began a program called Safety Beyond Compliance earlier this year. Thai Airways stressed that its “evaluation results have been excellent” over the past two years. The carrier also noted that the EASA has already granted approval for Thai Airways to continue flying to Europe as a third country operator.

The FAA downgraded Thailand to a Category 2 safety rating due to the ICAO red flag. Thai Airways has said it wants to launch flights to the U.S. West Coast, but it must wait for the FAA to restore Thailand's safety rating.

—Adrian Schofield, [avweekscho@gmail.com](mailto:avweekscho@gmail.com)

## Departures Opinions On Current Issues In Aviation

**By Bob Ross,**  
 president of the Association  
 of Professional Flight  
 Attendants.

### If We Let Wall Street Run The Airlines, We're In Trouble

**Recently when American Airlines agreed to a long overdue adjustment in pay for flight attendants and pilots, industry analysts criticized the move and the company's stock tumbled for several days.**

No wonder ordinary Americans are fed up with Wall Street. It's full of people who are out for the short-term bounce, who care little about the customer, with no idea on how to run an airline—much less how to achieve long-term economic growth and shared prosperity for a company or an industry.

Kevin Crissey, a senior analyst at CitiGroup, had a typical reaction. “This is frustrating,” he wrote to his clients. “Labor is being paid first again. Shareholders get leftovers.”

This statement is insulting to me and my co-workers— and we think it's just plain wrong. As Michael Hiltzik pointed out in the Los Angeles Times:

“From 2014 through 2016, American Airlines authorized \$9 billion in share buybacks, money that went directly into shareholders' pockets. The company also paid out 40 cents per share in shareholder dividends in both years [\$600 million from 2014–16]. By contrast, the pay raises will cost American \$1 billion over three years.”

We believe Mr. Crissey has it exactly backwards. After American emerged from bankruptcy in 2013, merged with US Airways and returned to profitability, it was shareholders who got paid first. And they got paid more than nine times as much as employees will receive with this pay adjustment.

Here's another fact Mr. Crissey does not include. Between 2003 and 2012, flight attendants at American and the former US Airways contributed more than \$6 billion in wage, health care and retirement concessions to help our employers keep their planes in the air (That figure doesn't include concessions on a similar scale contributed by pilots.)

So even with the pay raises—which our union insisted on to bring us into parity with our peers at Delta Air Lines and United Airlines, and which our employer had pledged to deliver at the time of the merger—we're still getting less, after inflation, than we did prior to the Sept. 11, 2001, tragedy.

The billions of dollars we gave up to save our company had a real impact on the lives of airline employees. My wife (a 20-year flight attendant at the time) and I bought a house in California in 2002. When the airline industry hit the skids the next year—and our monthly pay dropped by more than what we paid each month for our mortgage—we were at risk of losing our home.

We managed to hold on by dipping into our 401(k), our children's college fund and depleting our savings. However, I personally know crewmembers who lost their homes and their cars, and who were unable to send their children to college during those difficult years.

Our members suffered personal hardship when we contributed billions to help our company survive. Now that American has achieved historic record profitability, with more than \$13 billion in net income over the past three years, we made the case to management that it was time to restore balance to our wage scale.

Management listened to our arguments, compared our compensation to industry peers, and reached a responsible business decision. To attract and retain quality people, with the right training and experience to handle face-to-face service and safety interactions with customers in an increasingly difficult air-travel environment, it was time for a pay raise.

It wasn't flight attendants at American and other airlines, of course, who made decision to shrink space available for passenger seating, routinely overbook planes, and add fees for checked baggage and other services. But we are the ones who have to deal with passengers who are angry and frustrated over challenging travel conditions.

The real bottom line is we don't want Wall Street running the airline industry. Underpaying key frontline employees leads to high turnover and low morale, which is not a recipe for quality service. Treating workers fairly is a better long-term strategy—not just for us, but also for passengers, shareholders and other stakeholders at American and other airlines.

***“Underpaying key frontline employees leads to high turnover and low morale, which is not a recipe for quality service.”***

Bob Ross is the president of the Association of Professional Flight Attendants, representing 26,000 flight attendants at American Airlines. He also is a licensed pilot and a U.S. Air Force veteran who worked as an aircraft mechanic.

*Opinions expressed are not those of Aviation Daily or Penton. By-lined submissions should be sent via email to [madhu.unnikrishnan@aviationweek.com](mailto:madhu.unnikrishnan@aviationweek.com) and limited to 680 words. Aviation Daily reserves the right to edit for space. A photo of the author, in print form or via email, is welcome. Submissions become the property of Penton and will not be returned.*

## Leisure Fares: Week Of May 1 Vs. Previous Week And Year-Ago Week

Leisure Fares (One Way)							
Airline	Route	Last Year		This Year		% WoW	% YoY
		25-Apr-16	2-May-16	24-Apr-17	1-May-17		
UA	ATL-EWR	\$87	\$87	\$89	\$89	0%	2%
DL	ATL-TPA	\$57	\$62	\$71	\$71	0%	15%
AA	BOS-WAS	\$54	\$54	\$67	\$62	(7)%	15%
DL	CHI-MSP	\$49	\$49	\$49	\$49	0%	0%
UA	CHI-NYC	\$21	\$21	\$49	\$49	0%	133%
UA	DEN-LAX	\$74	\$82	\$30	\$30	0%	(63)%
AA	DFW-LAX	\$21	\$21	\$69	\$69	0%	229%
UA	ATL-EWR	\$87	\$87	\$89	\$89	0%	2%
DL	EWR-ORL	\$84	\$84	\$72	\$64	(11)%	(24)%
UA	DEN-LAX	\$74	\$82	\$30	\$30	0%	(63)%
AA	DFW-LAX	\$21	\$21	\$69	\$69	0%	229%
AA	LAX-NYC	\$124	\$124	\$118	\$169	43%	36%
DL	CHI-MSP	\$49	\$49	\$49	\$49	0%	0%
UA	CHI-NYC	\$21	\$21	\$49	\$49	0%	133%
AA	LAX-NYC	\$124	\$124	\$118	\$169	43%	36%
DL	EWR-ORL	\$84	\$84	\$72	\$64	(11)%	(24)%
DL	ATL-TPA	\$57	\$62	\$71	\$71	0%	15%
AA	BOS-WAS	\$54	\$54	\$67	\$62	(7)%	15%

Source: Harrell Associates, LLC — Fares as filed by the airlines.

Leisure Cost Per Mile										
Airline	Route	Last Year		This Year				Length Type	% Thru Range	Current Quintile
		18-Apr-16	25-Apr-16	17-Apr-17	24-Apr-17	% WoW	% YoY			
UA	ATL-EWR	\$0.12	\$0.12	\$0.12	\$0.12	0%	2%	M	63%	3
DL	ATL-TPA	\$0.14	\$0.15	\$0.17	\$0.17	0%	15%	S	7%	1
AA	BOS-WAS	\$0.13	\$0.13	\$0.17	\$0.15	(7)%	15%	S	6%	1
DL	CHI-MSP	\$0.14	\$0.14	\$0.14	\$0.14	0%	0%	S	5%	1
UA	CHI-NYC	\$0.03	\$0.03	\$0.07	\$0.07	0%	133%	M	25%	2
UA	DEN-LAX	\$0.09	\$0.10	\$0.03	\$0.03	0%	(63)%	M	0%	1
AA	DFW-LAX	\$0.02	\$0.02	\$0.06	\$0.06	0%	229%	L	37%	2
UA	ATL-EWR	\$0.12	\$0.12	\$0.12	\$0.12	0%	2%	M	63%	3
DL	EWR-ORL	\$0.09	\$0.09	\$0.08	\$0.07	(11)%	(24)%	M	25%	2
UA	DEN-LAX	\$0.09	\$0.10	\$0.03	\$0.03	0%	(63)%	M	0%	1
AA	DFW-LAX	\$0.02	\$0.02	\$0.06	\$0.06	0%	229%	L	37%	2
AA	LAX-NYC	\$0.05	\$0.05	\$0.05	\$0.07	43%	36%	T	45%	3
DL	CHI-MSP	\$0.14	\$0.14	\$0.14	\$0.14	0%	0%	S	5%	1
UA	CHI-NYC	\$0.03	\$0.03	\$0.07	\$0.07	0%	133%	M	25%	2
AA	LAX-NYC	\$0.05	\$0.05	\$0.05	\$0.07	43%	36%	T	45%	3
DL	EWR-ORL	\$0.09	\$0.09	\$0.08	\$0.07	(11)%	(24)%	M	25%	2
DL	ATL-TPA	\$0.14	\$0.15	\$0.17	\$0.17	0%	15%	S	7%	1
AA	BOS-WAS	\$0.13	\$0.13	\$0.17	\$0.15	(7)%	15%	S	6%	1

Fares above are the lowest levels for fare types generally used for leisure travel.

Sample data from the Harrell Associates H100 Airfare Report

### Notes:

**WoW** = week over week; **YoY** = year over year.  
**Airline Codes:** AA: American; DL: Delta; UA: United  
**Airports:** Fares are for the airport with the most non-stop flights. Most fares are filed city specific rather than airport specific.  
**CHI** = O'Hare; **NYC** = LaGuardia/Kennedy; **WAS** = Reagan/Dulles

**Leisure Fares:** Lowest fare generally used by the leisure traveler. These fares are highly restricted in terms of advance purchase, penalty, minimum stay, etc. All fares shown are one way.  
**Cost per mile (CPM)** is based on DOT route mileage. CPM % Through range shows the relative position of the

cost per mile as compared to the Min and Max levels for the trip length type, Short, Medium, Long, etc.  
**Trip Length Type Detail:** S = Short: 650 miles or less  
**M** = Medium: 651 - 1,000 miles; **L** = Long: 1,001 - 1,750 miles  
**T** = Transcon: 1,751 miles or more.

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## Business Fares Week Of May 1 Vs. Previous Week And Year-Ago Week

Normal Business Fares (One Way)							
Airline	Route	Last Year		This Year		% WoW	% YoY
		25-Apr-16	2-May-16	24-Apr-17	1-May-17		
UA	ATL-EWR	\$380	\$380	\$934	\$934	0%	146%
DL	ATL-TPA	\$255	\$260	\$325	\$325	0%	25%
AA	BOS-WAS	\$363	\$363	\$569	\$569	0%	57%
DL	CHI-MSP	\$233	\$228	\$231	\$231	0%	1%
UA	CHI-NYC	\$422	\$417	\$426	\$426	0%	2%
UA	DEN-LAX	\$341	\$336	\$339	\$339	0%	1%
AA	DFW-LAX	\$482	\$477	\$573	\$573	0%	20%
UA	ATL-EWR	\$380	\$380	\$934	\$934	0%	146%
DL	EWR-ORL	\$536	\$598	\$543	\$543	0%	(9)%
UA	DEN-LAX	\$341	\$336	\$339	\$339	0%	1%
AA	DFW-LAX	\$482	\$477	\$573	\$573	0%	20%
AA	LAX-NYC	\$750	\$750	\$760	\$760	0%	1%
DL	CHI-MSP	\$233	\$228	\$231	\$231	0%	1%
UA	CHI-NYC	\$422	\$417	\$426	\$426	0%	2%
AA	LAX-NYC	\$750	\$750	\$760	\$760	0%	1%
DL	EWR-ORL	\$536	\$598	\$543	\$543	0%	(9)%
DL	ATL-TPA	\$255	\$260	\$325	\$325	0%	25%
AA	BOS-WAS	\$363	\$363	\$569	\$569	0%	57%

Source: Harrell Associates, LLC — Fares as filed by the airlines.

Normal Business Cost Per Mile										
Airline	Route	Last Year		This Year				Length	% Thru	Current
		25-Apr-16	2-May-16	24-Apr-17	1-May-17	% WoW	% YoY	Type	Range	Quintile
UA	ATL-EWR	\$0.50	\$0.50	\$1.24	\$1.24	0%	146%	M	100%	5
DL	ATL-TPA	\$0.63	\$0.64	\$0.80	\$0.80	0%	25%	S	14%	1
AA	BOS-WAS	\$0.89	\$0.89	\$1.40	\$1.40	0%	57%	S	46%	3
DL	CHI-MSP	\$0.68	\$0.66	\$0.67	\$0.67	0%	1%	S	7%	1
UA	CHI-NYC	\$0.58	\$0.57	\$0.59	\$0.59	0%	2%	M	27%	2
UA	DEN-LAX	\$0.40	\$0.39	\$0.39	\$0.39	0%	1%	M	6%	1
AA	DFW-LAX	\$0.39	\$0.39	\$0.46	\$0.46	0%	20%	L	26%	2
UA	ATL-EWR	\$0.50	\$0.50	\$1.24	\$1.24	0%	146%	M	100%	5
DL	EWR-ORL	\$0.57	\$0.63	\$0.58	\$0.58	0%	(9)%	M	26%	2
UA	DEN-LAX	\$0.40	\$0.39	\$0.39	\$0.39	0%	1%	M	6%	1
AA	DFW-LAX	\$0.39	\$0.39	\$0.46	\$0.46	0%	20%	L	26%	2
AA	LAX-NYC	\$0.30	\$0.30	\$0.31	\$0.31	0%	1%	T	29%	2
DL	CHI-MSP	\$0.68	\$0.66	\$0.67	\$0.67	0%	1%	S	7%	1
UA	CHI-NYC	\$0.58	\$0.57	\$0.59	\$0.59	0%	2%	M	27%	2
AA	LAX-NYC	\$0.30	\$0.30	\$0.31	\$0.31	0%	1%	T	29%	2
DL	EWR-ORL	\$0.57	\$0.63	\$0.58	\$0.58	0%	(9)%	M	26%	2
DL	ATL-TPA	\$0.63	\$0.64	\$0.80	\$0.80	0%	25%	S	14%	1
AA	BOS-WAS	\$0.89	\$0.89	\$1.40	\$1.40	0%	57%	S	46%	3

Fares above are the lowest levels for fare types generally used for normal business travel.

Sample data from the Harrell Associates H100 Airfare Report

### Notes:

**WoW** = week over week; **YoY** = year over year.  
**Airline Codes:** AA: American; DL: Delta; UA: United  
**Airports:** Fares are for the airport with the most non-stop flights. Most fares are filed city specific rather than airport specific.  
**CHI** = O'Hare; **NYC** = LaGuardia/Kennedy; **WAS** = Reagan/Dulles

**Normal Business Fare:** Fare generally used by the business traveler. Advance purchase not to exceed 3 days; penalty not to exceed \$100; must be refundable; no minimum stay.  
**Cost per mile (CPM)** is based on DOT route mileage. CPM % Through range shows the relative position of the

cost per mile as compared to the Min and Max levels for the trip length type, Short, Medium, Long, etc.  
**Trip Length Type Detail:** **S** = Short: 650 miles or less  
**M** = Medium: 651 - 1,000 miles; **L** = Long: 1,001 - 1,750 miles  
**T** = Transcon: 1,751 miles or more.

The full Harrell H100 family of reports tracks:  
 • Nearly 300 major routes every week for most major airlines  
 • 40 top routes for each airline  
 • Over 30,000 business and leisure data elements per month

Harrell data capabilities:  
 • Year-over-year detailed pricing data that is hard to find  
 • Financial planning models — pricing, yield, investing  
 • Custom reporting available

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