

DOT/BTS DATA

All U.S. Air Carriers Serving Newark (EWR) and LaGuardia (LGA) Airports U.S. Domestic Schedule Only 2/14/2007

Departures at EWR on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Departures	Departure Delays	Departure Cancellations	Total Flts Del + Can	Percent of Flts Del+Can	Percent Departing On-Time
American Airlines	21	6	14	20	95.24%	4.76%
Alaska Airlines	2	1	1	2	100.00%	0.00%
JetBlue Airways	10	8	1	9	90.00%	10.00%
Continental Airlines	163	77	40	117	71.78%	28.22%
Delta Air Lines	11	4	6	10	90.91%	9.09%
AirTran Airways	4	0	4	4	100.00%	0.00%
American Eagle Airlines	10	0	10	10	100.00%	0.00%
Northwest Airlines	14	1	12	13	92.86%	7.14%
Comair	5	0	5	5	100.00%	0.00%
United Airlines	14	7	6	13	92.86%	7.14%
US Airways	8	3	5	8	100.00%	0.00%
ExpressJet Airlines	162	20	135	155	95.68%	4.32%
Mesa Airlines	7	0	7	7	100.00%	0.00%
Total:	431	127	246	373	86.54%	13.46%

Arrivals at EWR on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent Arrival On-Time
American Airlines	21	8	0	10	18	85.71%	14.29%
Alaska Airlines	2	1	0	1	2	100.00%	0.00%
JetBlue Airways	10	8	0	2	10	100.00%	0.00%
Continental Airlines	163	95	1	28	124	76.07%	23.93%
Delta Air Lines	11	2	0	8	10	90.91%	9.09%
AirTran Airways	4	1	0	3	4	100.00%	0.00%
American Eagle Airlines	10	2	0	8	10	100.00%	0.00%
Northwest Airlines	14	4	0	10	14	100.00%	0.00%
Comair	5	1	0	4	5	100.00%	0.00%
United Airlines	14	8	0	5	13	92.86%	7.14%
US Airways	8	2	0	6	8	100.00%	0.00%
ExpressJet Airlines	163	32	1	117	150	92.02%	7.98%
Mesa Airlines	6	0	0	6	6	100.00%	0.00%
Total:	431	164	2	208	374	86.77%	13.23%

Combined Totals for Departures and Arrivals at EWR on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Dep + Arr	Dep + Arr Delays	Arrival Diversions	Dep + Arr Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent On-Time
American Airlines	42	14	0	24	38	90.48%	9.52%
Alaska Airlines	4	2	0	2	4	100.00%	0.00%
JetBlue Airways	20	16	0	3	19	95.00%	5.00%
Continental Airlines	326	172	1	68	241	73.93%	26.07%
Delta Air Lines	22	6	0	14	20	90.91%	9.09%
AirTran Airways	8	1	0	7	8	100.00%	0.00%
American Eagle Airlines	20	2	0	18	20	100.00%	0.00%
Northwest Airlines	28	5	0	22	27	96.43%	3.57%
Comair	10	1	0	9	10	100.00%	0.00%
United Airlines	28	15	0	11	26	92.86%	7.14%
US Airways	16	5	0	11	16	100.00%	0.00%
ExpressJet Airlines	325	52	1	252	305	93.85%	6.15%
Mesa Airlines	13	0	0	13	13	100.00%	0.00%

Total:	862	291	2	454	747	86.66%	13.34%
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Departures at LGA on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Departures	Departure Delays	Departure Cancellations	Total Flts Del + Can	Percent of Flts Del+Can	Percent Departing On-Time
Pinnacle Airlines	4	0	4	4	100.00%	0.00%
American Airlines	61	10	51	61	100.00%	0.00%
JetBlue Airways	8	3	4	7	87.50%	12.50%
Continental Airlines	15	3	2	5	33.33%	66.67%
Delta Air Lines	68	4	59	63	92.65%	7.35%
Atlantic Southeast Airlines	2	0	2	2	100.00%	0.00%
Frontier Airlines	3	2	0	2	66.67%	33.33%
AirTran Airways	12	3	9	12	100.00%	0.00%
American Eagle Airlines	59	7	50	57	96.61%	3.39%
Northwest Airlines	19	3	15	18	94.74%	5.26%
Comair	42	0	42	42	100.00%	0.00%
United Airlines	23	8	12	20	86.96%	13.04%
US Airways	45	5	38	43	95.56%	4.44%
ExpressJet Airlines	4	1	3	4	100.00%	0.00%
Mesa Airlines	6	0	6	6	100.00%	0.00%
Total:	371	49	297	346	93.26%	6.74%

Arrivals at LGA on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent Arrival On-Time
Pinnacle Airlines	4	0	0	4	4	100.00%	0.00%
American Airlines	61	16	1	38	55	90.16%	9.84%
JetBlue Airways	8	2	0	5	7	87.50%	12.50%
Continental Airlines	15	6	0	2	8	53.33%	46.67%
Delta Air Lines	68	8	0	52	60	88.24%	11.76%
Atlantic Southeast Airlines	2	0	0	2	2	100.00%	0.00%
Frontier Airlines	3	3	0	0	3	100.00%	0.00%
AirTran Airways	11	4	0	6	10	90.91%	9.09%
American Eagle Airlines	59	7	1	48	56	94.92%	5.08%
Northwest Airlines	20	4	0	13	17	85.00%	15.00%
Comair	42	1	0	41	42	100.00%	0.00%
United Airlines	23	6	0	16	22	95.65%	4.35%
US Airways	45	5	0	38	43	95.56%	4.44%
ExpressJet Airlines	4	0	0	3	3	75.00%	25.00%
Mesa Airlines	6	1	0	5	6	100.00%	0.00%
Total:	371	63	2	273	338	91.11%	8.89%

Combined Totals for Departures and Arrivals at LGA on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Dep + Arr	Dep + Arr Delays	Arrival Diversions	Dep + Arr Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent On-Time
Pinnacle Airlines	8	0	0	8	8	100.00%	0.00%
American Airlines	122	26	1	89	116	95.08%	4.92%
JetBlue Airways	16	5	0	9	14	87.50%	12.50%
Continental Airlines	30	9	0	4	13	43.33%	56.67%
Delta Air Lines	136	12	0	111	123	90.44%	9.56%
Atlantic Southeast Airlines	4	0	0	4	4	100.00%	0.00%
Frontier Airlines	6	5	0	0	5	83.33%	16.67%
AirTran Airways	23	7	0	15	22	95.65%	4.35%
American Eagle Airlines	118	14	1	98	113	95.76%	4.24%
Northwest Airlines	39	7	0	28	35	89.74%	10.26%
Comair	84	1	0	83	84	100.00%	0.00%
United Airlines	46	14	0	28	42	91.30%	8.70%
US Airways	90	10	0	76	86	95.56%	4.44%
ExpressJet Airlines	8	1	0	6	7	87.50%	12.50%
Mesa Airlines	12	1	0	11	12	100.00%	0.00%
Total:	742	112	2	570	684	92.18%	7.82%

Source: U.S. Department of Transportation - Bureau of Transportation Statistics

BTS Data
Domestic Departures and Arrivals at EWR and LGA
All Domestic Air Carriers

EWR Departures on 14-Feb-07						EWR Arrivals on 14-Feb-07						
Origin	FlightDate	Carrier	Scheduled	DepDel15	Cancelled	Dest	FlightDate	Carrier	Scheduled	ArrDel15	Cancelled	Diverted
EWR	2007-02-14	AA	21	6	14	EWR	2007-02-14	AA	21	8	10	0
		AS	2	1	1			AS	2	1	1	0
		B6	10	8	1			B6	10	8	2	0
		CO	163	77	40			CO	163	95	28	1
		DL	11	4	6			DL	11	2	8	0
		FL	4	0	4			FL	4	1	3	0
		MQ	10	0	10			MQ	10	2	8	0
		NW	14	1	12			NW	14	4	10	0
		OH	5	0	5			OH	5	1	4	0
		UA	14	7	6			UA	14	8	5	0
		US	8	3	5			US	8	2	6	0
		XE	162	20	135			XE	163	32	117	1
		YV	7	0	7			YV	6	0	6	0
		Total	431	127	246			Total	431	164	208	2

LGA Departures on 14-Feb-07						LGA Arrivals on 14-Feb-07						
Origin	FlightDate	Carrier	Scheduled	DepDel15	Cancelled	Dest	FlightDate	Carrier	Scheduled	ArrDel15	Cancelled	Diverted
LGA	2007-02-14	9E	4	0	4	LGA	2007-02-14	9E	4	0	4	0
		AA	61	10	51			AA	61	16	38	1
		B6	8	3	4			B6	8	2	5	0
		CO	15	3	2			CO	15	6	2	0
		DL	68	4	59			DL	68	8	52	0
		EV	2	0	2			EV	2	0	2	0
		F9	3	2	0			F9	3	3	0	0
		FL	12	3	9			FL	11	4	6	0
		MQ	59	7	50			MQ	59	7	48	1
		NW	19	3	15			NW	20	4	13	0
		OH	42	0	42			OH	42	1	41	0
		UA	23	8	12			UA	23	6	16	0
		US	45	5	38			US	45	5	38	0
		XE	4	1	3			XE	4	0	3	0
		YV	6	0	6			YV	6	1	5	0
		Total	371	49	297			Total	371	63	273	2

9E-Pinnacle Airlines
AA-American Airlines
AS-Alaska Airlines
B6-JetBlue Airways
CO-Continental Airlines
DL-Delta Air Lines
EV-Atlantic Southeast Airlines
F9-Frontier Airlines
FL-AirTran Airways
MQ-American Eagle Airlines
NW-Northwest Airlines
OH-Comair
UA-United Airlines
US-US Airways
XE-ExpressJet Airlines
YV-Mesa Airlines
EWR-Newark, NJ Airport
LGA-LaGuardia, NY Airport

Source: BTS data processed by

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24 July 07

DOCUMENT SEPARATOR

Pages 7 through 10 redacted for the following reasons:

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DOT/BTS DATA

All U.S. Air Carriers Serving John F Kennedy (JFK) Airport U.S. Domestic Schedule Only 2/14/2007

Departures at JFK on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Departures	Departure Delays	Departure Cancellations	Total Flts Del + Can	Percent of Flts Del+Can	Percent Departing On-Time
American Airlines	32	6	25	31	96.88%	3.13%
JetBlue Airways	150	12	134	146	97.33%	2.67%
Continental Airlines	4	3	1	4	100.00%	0.00%
Delta Air Lines	36	14	21	35	97.22%	2.78%
Atlantic Southeast Airlines	1	0	1	1	100.00%	0.00%
American Eagle Airlines	20	2	18	20	100.00%	0.00%
Northwest Airlines	6	3	3	6	100.00%	0.00%
Comair	58	2	56	58	100.00%	0.00%
United Airlines	14	0	14	14	100.00%	0.00%
US Airways	7	1	6	7	100.00%	0.00%
ExpressJet Airlines	1	0	1	1	100.00%	0.00%
Mesa Airlines	7	0	7	7	100.00%	0.00%
Total:	336	43	287	330	98.21%	1.79%

Arrivals at JFK on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent Arrival On-Time
American Airlines	32	13	0	17	30	93.75%	6.25%
JetBlue Airways	150	15	5	122	142	94.67%	5.33%
Continental Airlines	4	3	0	0	3	75.00%	25.00%
Delta Air Lines	35	13	3	15	31	88.57%	11.43%
Atlantic Southeast Airlines	1	0	0	1	1	100.00%	0.00%
American Eagle Airlines	20	1	0	19	20	100.00%	0.00%
Northwest Airlines	6	3	0	3	6	100.00%	0.00%
Comair	58	5	0	53	58	100.00%	0.00%
United Airlines	14	1	0	13	14	100.00%	0.00%
US Airways	7	5	0	2	7	100.00%	0.00%
ExpressJet Airlines	1	0	0	1	1	100.00%	0.00%
Mesa Airlines	7	0	0	7	7	100.00%	0.00%
Total:	335	59	8	253	320	95.52%	4.48%

Combined Totals for Departures and Arrivals at JFK on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Dep + Arr	Dep + Arr Delays	Arrival Diversions	Dep + Arr Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent On-Time
American Airlines	64	19	0	42	61	95.31%	4.69%
JetBlue Airways	300	27	5	256	288	96.00%	4.00%
Continental Airlines	8	6	0	1	7	87.50%	12.50%
Delta Air Lines	71	27	3	36	66	92.96%	7.04%
Atlantic Southeast Airlines	2	0	0	2	2	100.00%	0.00%
American Eagle Airlines	40	3	0	37	40	100.00%	0.00%
Northwest Airlines	12	6	0	6	12	100.00%	0.00%
Comair	116	7	0	109	116	100.00%	0.00%
United Airlines	28	1	0	27	28	100.00%	0.00%
US Airways	14	6	0	8	14	100.00%	0.00%
ExpressJet Airlines	2	0	0	2	2	100.00%	0.00%
Mesa Airlines	14	0	0	14	14	100.00%	0.00%
Total:	671	102	8	540	650	96.87%	3.13%
						83.08%	

Source: U.S. Department of Transportation - Bureau of Transportation Statistics

BTS Data
Domestic Departures and Arrivals at John F. Kennedy (JFK)
All Domestic Air Carriers

FlightDate	Carrier	JFK Departures			JFK Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
2007-02-13	AA	33	8	1	33	10	7	0
	B6	150	50	4	150	59	5	0
	CO	3	1	0	3	0	0	0
	DL	36	3	2	36	4	10	0
	EV	1	1	0	1	1	0	0
	MQ	20	3	7	20	5	6	0
	NW	6	3	0	6	3	0	0
	OH	58	9	33	58	12	31	0
	UA	14	2	1	14	7	1	0
	US	7	2	0	7	2	4	0
	XE	1	0	1	1	0	1	0
	YV	10	1	3	9	2	4	0
	Total	339	83	52	338	105	69	0
2007-02-14	AA	32	6	25	32	13	17	0
	B6	150	12	134	150	15	122	5
	CO	4	3	1	4	3	0	0
	DL	36	14	21	35	13	15	3
	EV	1	0	1	1	0	1	0
	MQ	20	2	18	20	1	19	0
	NW	6	3	3	6	3	3	0
	OH	58	2	56	58	5	53	0
	UA	14	0	14	14	1	13	0
	US	7	1	6	7	5	2	0
	XE	1	0	1	1	0	1	0
	YV	7	0	7	7	0	7	0
	Total	336	43	287	335	59	253	8
2007-02-15	AA	33	19	13	33	16	15	0
	B6	173	84	89	166	67	94	2
	CO	4	3	1	4	1	1	0
	DL	39	20	16	39	24	14	0
	MQ	20	11	6	20	11	8	0
	NW	6	4	2	6	3	2	0
	OH	62	3	59	62	0	62	0
	UA	14	13	0	14	13	1	0
	US	7	7	0	7	5	2	0
	XE	1	0	1	1	0	1	0
	YV	7	3	3	7	3	4	0
	Total	366	167	190	359	143	204	2
2007-02-16	AA	32	26	0	32	23	2	0
	B6	175	125	47	170	112	40	5
	CO	4	2	1	4	2	0	0
	DL	39	32	1	41	31	0	0
	MQ	20	14	1	20	12	1	0
	NW	6	3	0	6	4	0	0
	OH	62	19	43	62	26	33	0
	UA	14	5	0	14	11	0	0
	US	7	5	2	7	4	0	0
	XE	1	1	0	1	1	0	0
	YV	7	4	3	7	4	2	0
	Total	367	236	98	364	230	78	5
2007-02-17	AA	31	20	0	29	13	0	0
	B6	169	101	57	169	90	66	0
	CO	2	2	0	1	0	0	0
	DL	34	28	0	35	19	0	0
	MQ	19	9	0	20	11	0	0
	NW	6	4	0	5	2	0	0
	OH	48	42	4	48	32	8	0
	UA	12	3	0	12	4	0	0
	US	7	4	0	7	5	0	0
	XE	1	1	0	1	0	0	0
	YV	5	2	1	5	1	0	0
	Total	334	216	62	332	177	74	0
2007-02-18	AA	28	8	0	30	13	0	0
	B6	169	47	51	168	62	51	0
	CO	2	1	0	3	3	0	0
	DL	41	30	0	38	19	0	0
	MQ	21	7	1	21	8	0	0

	NW	5	3	0	6	5	0	0
	OH	50	28	3	52	29	2	2
	UA	13	2	0	13	3	0	0
	US	7	3	0	7	3	0	0
	XE	1	1	0	1	1	0	0
	YV	6	1	1	6	3	0	0
	Total	343	131	56	345	149	53	2
2007-02-19	AA	32	6	0	32	6	0	0
	B6	171	19	52	171	24	52	1
	CO	4	2	0	4	0	0	0
	DL	39	26	0	39	10	0	0
	MQ	20	2	0	20	2	0	0
	NW	6	0	0	6	1	0	0
	OH	61	43	5	61	21	4	0
	UA	14	4	0	14	4	0	2
	US	7	3	0	7	6	0	0
	XE	1	0	0	1	0	0	0
	YV	7	6	0	7	4	0	0
	Total	362	111	57	362	78	56	3
2007-02-20	AA	33	9	0	33	10	0	0
	B6	171	38	0	171	54	0	0
	CO	4	0	0	4	0	0	0
	DL	37	7	0	37	9	0	0
	MQ	20	5	0	20	5	0	0
	NW	6	1	0	6	2	0	0
	OH	61	22	3	61	24	1	1
	UA	14	1	0	14	2	0	0
	US	7	4	0	7	2	0	0
	XE	1	0	0	1	0	0	0
	YV	7	2	0	7	2	0	0
	Total	361	89	3	361	110	1	1
2007-03-14	AA	32	7	0	32	8	0	0
	B6	163	26	0	164	28	0	0
	CO	4	1	0	4	3	0	0
	DL	40	5	3	41	3	4	0
	MQ	20	2	0	20	2	0	0
	NW	5	1	0	5	1	0	0
	OH	61	15	0	61	11	1	0
	UA	14	0	0	14	1	0	0
	US	7	2	0	7	2	0	0
	XE	7	0	0	7	1	0	0
	YV	7	1	0	7	0	1	0
	Total	360	60	3	362	60	6	0
2007-03-15	AA	33	7	0	33	14	3	0
	B6	164	66	0	164	85	16	0
	CO	4	1	0	4	2	0	0
	DL	41	13	1	41	15	4	0
	MQ	20	7	2	19	9	0	0
	NW	5	1	0	5	3	0	0
	OH	62	36	2	62	39	3	0
	UA	14	2	0	14	6	0	0
	US	7	2	0	7	3	0	0
	XE	8	5	0	7	5	0	0
	YV	7	2	0	7	4	0	0
	Total	365	142	5	363	185	26	0
2007-03-16	AA	32	1	27	31	5	26	0
	B6	168	2	157	168	8	152	3
	CO	4	1	3	4	0	3	0
	DL	41	3	32	44	0	40	1
	MQ	20	0	18	20	0	14	0
	NW	5	1	4	5	0	4	0
	OH	62	0	57	62	4	56	0
	UA	14	3	9	14	0	14	0
	US	7	0	5	7	2	5	0
	XE	7	0	7	7	0	7	0
	YV	7	0	5	7	0	7	0
	Total	367	11	324	369	19	328	4
2007-03-17	AA	31	17	7	29	10	6	0
	B6	157	119	17	160	106	4	0
	CO	2	0	2	1	1	0	0
	DL	37	20	16	38	18	8	0
	MQ	20	13	1	20	11	6	0
	NW	5	1	4	4	0	4	0
	OH	49	21	28	48	16	28	0
	UA	12	3	7	12	1	2	0
	US	7	5	1	7	1	0	0
	XE	7	2	2	7	3	0	0
	YV	5	2	3	5	4	1	0
	Total	332	203	88	331	171	59	0

2007-03-18	AA	31	9	0	33	18	0	0
	B6	159	103	0	160	107	0	0
	CO	2	2	0	3	3	0	0
	DL	45	24	1	41	20	0	0
	MQ	21	9	0	21	9	0	0
	NW	4	0	0	5	2	0	0
	OH	50	36	3	51	35	0	0
	UA	13	3	0	13	6	0	0
	US	7	2	0	7	6	0	0
	XE	7	5	0	7	6	0	0
	YV	6	2	0	6	5	0	0
	Total	345	195	4	347	217	0	0
2007-03-19	AA	31	9	0	32	18	0	0
	B6	163	79	0	165	82	0	0
	CO	4	4	0	4	2	0	0
	DL	41	17	0	41	19	0	0
	MQ	20	9	1	20	8	0	0
	NW	5	0	0	5	3	0	0
	OH	61	37	3	61	37	2	0
	UA	14	1	0	14	8	0	0
	US	7	3	0	7	3	0	0
	XE	7	6	0	7	6	0	0
	YV	7	5	0	7	6	0	0
	Total	360	170	4	363	192	2	0
2007-03-20	AA	33	5	0	33	5	0	0
	B6	163	33	0	164	48	0	0
	CO	4	3	0	4	2	0	0
	DL	41	9	0	40	7	0	0
	MQ	20	1	0	20	3	0	0
	NW	5	2	0	5	2	0	0
	OH	60	31	1	60	26	3	0
	UA	14	3	0	14	2	0	0
	US	7	1	0	7	2	0	0
	XE	4	3	0	4	2	0	0
	YV	7	1	0	7	1	0	0
	Total	358	92	1	358	100	3	0
Total	AA	477	157	73	477	182	76	0
	B6	2465	904	608	2460	947	602	16
	CO	51	26	8	51	22	4	0
	DL	587	251	93	586	211	95	4
	EV	2	1	1	2	1	1	0
	MQ	301	94	55	301	97	54	0
	NW	81	27	13	81	34	13	0
	OH	865	344	300	867	317	287	3
	UA	204	45	31	204	69	31	2
	US	105	44	14	105	51	13	0
	XE	55	24	12	54	25	10	0
	YV	102	32	26	101	39	26	0
	Total	5295	1949	1234	5289	1995	1212	25

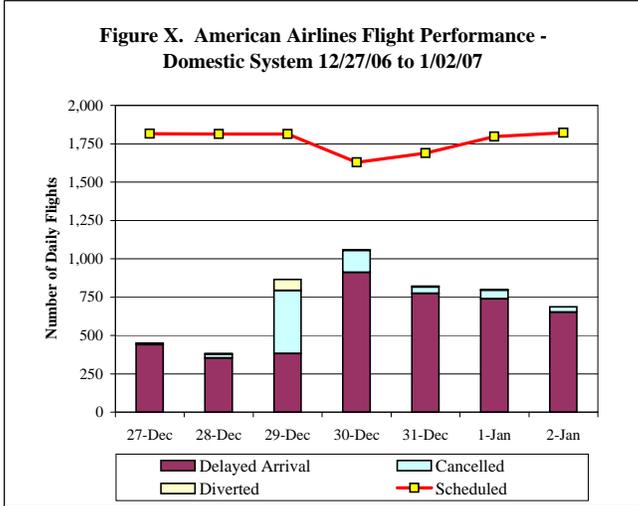
AA-American Airlines
B6-JetBlue Airways
CO-Continental Airlines
DL-Delta Air Lines
EV-Atlantic Southeast Airlines
MQ-American Eagle Airlines
NW-Northwest Airlines
OH-Comair
UA-United Airlines
US-US Airways
XE-ExpressJet Airlines
YV-Mesa Airlines
JFK-John F. Kennedy, NY Airport

Source: BTS data processed b

(b)(6)

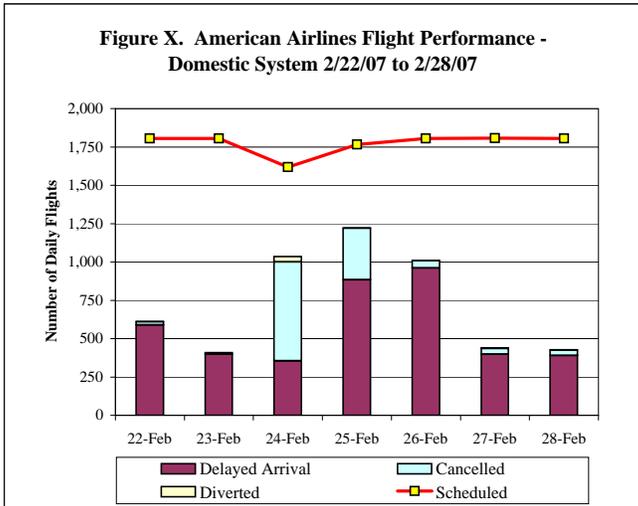
30 May 07

**Domestic System Totals for American Airlines
All Domestic Airports
Selected Storm Days**



American Airlines 12/27/06 to 1/02/07

Date	Scheduled Flights	Departure Delays	Arrival Delays	Diversions	Cancellations	Percent of Flts ArrDel+Div+Can	Percent On-Time
12/27/06	1,815	454	440	3	8	24.85%	75.15%
12/28/06	1,814	414	352	4	25	21.00%	79.00%
12/29/06	1,813	362	382	74	410	47.77%	52.23%
12/30/06	1,628	898	911	5	142	64.99%	35.01%
12/31/06	1,689	773	774	5	42	48.61%	51.39%
01/01/07	1,797	749	738	4	57	44.46%	55.54%
01/02/07	1,822	674	652	0	34	37.65%	62.35%
	12,378	4,324	4,249	95	718	40.90%	59.10%

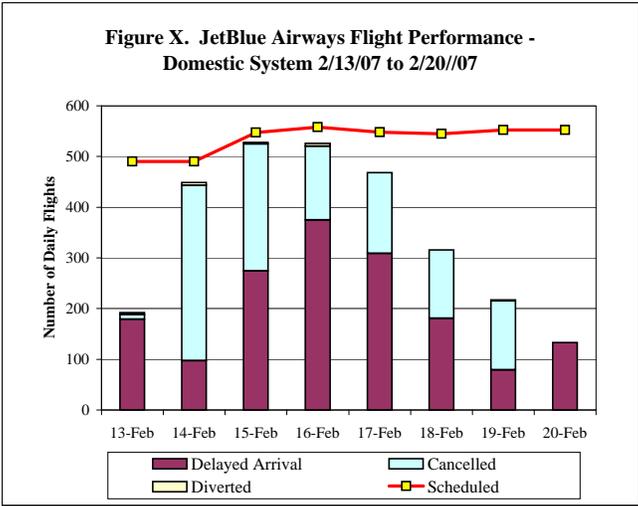


American Airlines 2/22/07 to 2/28/07

Date	Scheduled Flights	Departure Delays	Arrival Delays	Diversions	Cancellations	Percent of Flts ArrDel+Div+Can	Percent On-Time
02/22/07	1,806	547	589	1	21	33.83%	66.17%
02/23/07	1,805	376	399	0	10	22.66%	77.34%
02/24/07	1,619	290	354	35	646	63.93%	36.07%
02/25/07	1,766	851	884	2	335	69.14%	30.86%
02/26/07	1,804	918	960	2	48	55.99%	44.01%
02/27/07	1,808	380	399	4	36	24.28%	75.72%
02/28/07	1,806	315	390	1	36	23.64%	76.36%
	12,414	3,677	3,975	45	1,132	41.50%	58.50%

**Domestic System Totals for JetBlue Airways
All Domestic Airports
Selected Storm Days**

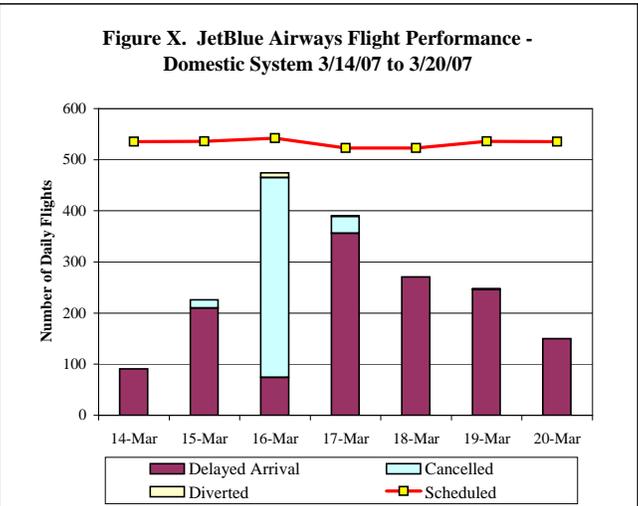
Figure X. JetBlue Airways Flight Performance - Domestic System 2/13/07 to 2/20/07



JetBlue Airways 2/13/07 to 2/20/07

Date	Scheduled Flights	Departure Delays	Arrival Delays	Diversions	Cancellations	Percent of Flts ArrDel+Div+Can	Percent On-Time
02/13/07	490	151	179	4	9	39.18%	60.82%
02/14/07	490	78	97	6	346	91.63%	8.37%
02/15/07	547	273	274	3	251	96.53%	3.47%
02/16/07	558	371	375	6	145	94.27%	5.73%
02/17/07	548	318	309	0	159	85.40%	14.60%
02/18/07	545	165	181	0	135	57.98%	42.02%
02/19/07	552	79	79	2	136	39.31%	60.69%
02/20/07	552	104	133	0	0	24.09%	75.91%
Total	4,282	1,539	1,627	21	1,181	66.07%	33.93%

Figure X. JetBlue Airways Flight Performance - Domestic System 3/14/07 to 3/20/07



JetBlue Airways 3/14/07 to 3/20/07

Date	Scheduled Flights	Departure Delays	Arrival Delays	Diversions	Cancellations	Percent of Flts ArrDel+Div+Can	Percent On-Time
03/14/07	535	73	91	0	0	17.01%	82.99%
03/15/07	536	191	210	0	16	42.16%	57.84%
03/16/07	542	51	74	9	391	87.45%	12.55%
03/17/07	523	361	356	1	33	74.57%	25.43%
03/18/07	523	279	271	0	0	51.82%	48.18%
03/19/07	536	225	246	1	1	46.27%	53.73%
03/20/07	535	125	150	0	0	28.04%	71.96%
Total	3,730	1,305	1,398	11	441	49.60%	50.40%

BTS Data Domestic System Totals for JetBlue Airways

Departures and Arrivals for JetBlue							
Origin	Month	FlightDate	Scheduled	DepDel15	Cancelled	Diverted	ArrDel15
B6	2	2007-02-13	490	151	9	4	179
		2007-02-14	490	78	346	6	97
		2007-02-15	547	273	251	3	274
		2007-02-16	558	371	145	6	375
		2007-02-17	548	318	159	0	309
		2007-02-18	545	165	135	0	181
		2007-02-19	552	79	136	2	79
		2007-02-20	552	104	0	0	133
		Total	4282	1539	1181	21	1627
	3	2007-03-14	535	73	0	0	91
		2007-03-15	536	191	16	0	210
		2007-03-16	542	51	391	9	74
		2007-03-17	523	361	33	1	356
		2007-03-18	523	279	0	0	271
		2007-03-19	536	225	1	1	246
		2007-03-20	535	125	0	0	150
		Total	3730	1305	441	11	1398
Total		2007-02-13	490	151	9	4	179
		2007-02-14	490	78	346	6	97
		2007-02-15	547	273	251	3	274
		2007-02-16	558	371	145	6	375
		2007-02-17	548	318	159	0	309
		2007-02-18	545	165	135	0	181
		2007-02-19	552	79	136	2	79
		2007-02-20	552	104	0	0	133
		2007-03-14	535	73	0	0	91
		2007-03-15	536	191	16	0	210
		2007-03-16	542	51	391	9	74
		2007-03-17	523	361	33	1	356
		2007-03-18	523	279	0	0	271
		2007-03-19	536	225	1	1	246
		2007-03-20	535	125	0	0	150
		Total	8012	2844	1622	32	3025

B6-JetBlue Airways

Source: BTS data processed by (b)(6) 30 May 07

BTS Data

Domestic System Totals for American Airlines

Departures and Arrivals for American							
Origin	Month	FlightDate	Scheduled	DepDel15	Cancelled	Diverted	ArrDel15
AA	12	2006-12-27	1815	454	8	3	440
		2006-12-28	1814	414	25	4	352
		2006-12-29	1813	362	410	74	382
		2006-12-30	1628	898	142	5	911
		2006-12-31	1689	773	42	5	774
	1	2007-01-01	1797	749	57	4	738
		2007-01-02	1822	674	34	0	652
		Total	12378	4324	718	95	4249
	2	2007-02-22	1806	547	21	1	589
		2007-02-23	1805	376	10	0	399
		2007-02-24	1619	290	646	35	354
		2007-02-25	1766	851	335	2	884
		2007-02-26	1804	918	48	2	960
		2007-02-27	1808	380	36	4	399
		2007-02-28	1806	315	36	1	390
		Total	12414	3677	1132	45	3975
Total		2006-12-27	1815	454	8	3	440
		2006-12-28	1814	414	25	4	352
		2006-12-29	1813	362	410	74	382
		2006-12-30	1628	898	142	5	911
		2006-12-31	1689	773	42	5	774
		2007-01-01	1797	749	57	4	738
		2007-01-02	1822	674	34	0	652
		2007-02-22	1806	547	21	1	589
		2007-02-23	1805	376	10	0	399
		2007-02-24	1619	290	646	35	354
		2007-02-25	1766	851	335	2	884
		2007-02-26	1804	918	48	2	960
		2007-02-27	1808	380	36	4	399
		2007-02-28	1806	315	36	1	390
		Total	24792	8001	1850	140	8224

AA-American Airlines

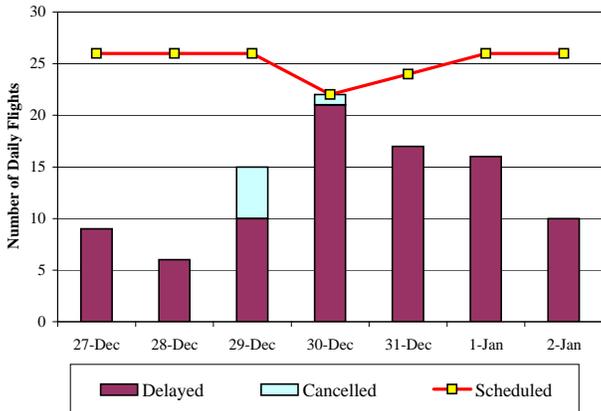
Source: BTS data processed by

(b)(6)

30 May 07

**American Airlines Domestic System Totals
Austin (AUS) Airport Only
Selected Storm Days**

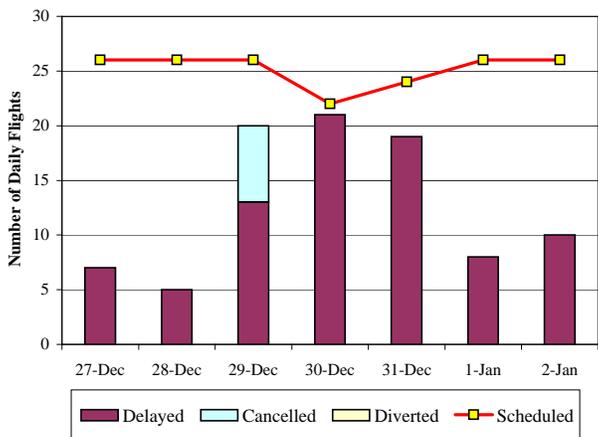
Figure X. American Airlines Departure Performance - Austin Airport 12/27/06 to 1/02/07



American Airlines Departures from 12/27/06 to 1/02/07 at AUS

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
12/27/06	26	9	0	34.62%	65.38%
12/28/06	26	6	0	23.08%	76.92%
12/29/06	26	10	5	57.69%	42.31%
12/30/06	22	21	1	100.00%	0.00%
12/31/06	24	17	0	70.83%	29.17%
01/01/07	26	16	0	61.54%	38.46%
01/02/07	26	10	0	38.46%	61.54%
Total	176	89	6	53.98%	46.02%

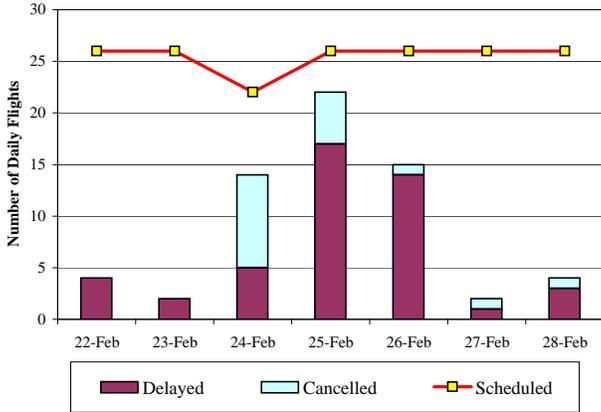
Figure X. American Airlines Arrival Performance - Austin Airport 12/27/06 to 1/02/07



American Airlines Arrivals from 12/27/06 to 1/02/07 at AUS

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
12/27/06	26	7	0	0	26.92%	73.08%
12/28/06	26	5	0	0	19.23%	80.77%
12/29/06	26	13	0	7	76.92%	23.08%
12/30/06	22	21	0	0	95.45%	4.55%
12/31/06	24	19	0	0	79.17%	20.83%
01/01/07	26	8	0	0	30.77%	69.23%
01/02/07	26	10	0	0	38.46%	61.54%
Total	176	83	0	7	51.14%	48.86%

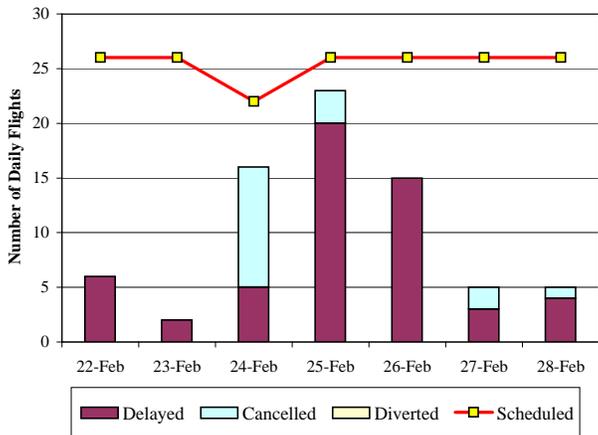
Figure X. American Airlines Departure Performance - Austin Airport 2/22/07 to 2/28/07



American Airlines Departures from 2/22/07 to 2/28/07 at AUS

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
02/22/07	26	4	0	15.38%	84.62%
02/23/07	26	2	0	7.69%	92.31%
02/24/07	22	5	9	63.64%	36.36%
02/25/07	26	17	5	84.62%	15.38%
02/26/07	26	14	1	57.69%	42.31%
02/27/07	26	1	1	7.69%	92.31%
02/28/07	26	3	1	15.38%	84.62%
Total	178	46	17	35.39%	64.61%

Figure X. American Airlines Arrival Performance - Austin Airport 2/22/07 to 2/28/07



American Airlines Arrivals from 2/22/07 to 2/28/07 at AUS

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
02/22/07	26	6	0	0	23.08%	76.92%
02/23/07	26	2	0	0	7.69%	92.31%
02/24/07	22	5	0	11	72.73%	27.27%
02/25/07	26	20	0	3	88.46%	11.54%
02/26/07	26	15	0	0	57.69%	42.31%
02/27/07	26	3	0	2	19.23%	80.77%
02/28/07	26	4	0	1	19.23%	80.77%
Total	178	55	0	17	40.45%	59.55%

BTS Data
Domestic Departures and Arrivals at Austin (AUS)
All Domestic Air Carriers

FlightDate	Carrier	AUS Departures			AUS Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
2006-12-27	AA	26	9	0	26	7	0	0
	B6	4	0	0	4	1	0	0
	CO	14	1	0	14	3	0	0
	DL	2	1	0	2	1	0	0
	EV	1	0	0	1	0	0	0
	F9	4	0	0	4	1	0	0
	MQ	7	1	0	7	0	0	0
	NW	2	0	0	2	2	0	0
	OH	3	0	2	3	0	2	0
	OO	4	1	0	4	2	0	0
	UA	3	0	0	3	2	0	0
	US	3	1	0	3	0	0	0
	WN	48	9	0	48	12	0	0
	XE	2	0	0	2	0	0	0
	YV	5	1	0	5	3	0	0
	Total	128	24	2	128	34	2	0
2006-12-28	AA	26	6	0	26	5	0	0
	B6	4	0	0	4	0	0	0
	CO	14	0	0	14	0	0	0
	DL	3	0	0	3	0	0	0
	EV	1	0	0	1	0	0	0
	F9	4	1	1	4	2	1	0
	MQ	7	1	0	7	2	0	0
	NW	2	0	0	2	1	0	0
	OH	3	0	0	3	1	0	0
	OO	4	1	0	4	2	0	0
	UA	3	0	1	3	1	1	0
	US	3	2	0	3	2	0	0
	WN	48	15	0	48	17	0	0
	XE	2	0	0	2	0	0	0
	YV	5	1	0	5	2	0	0
	Total	129	27	2	129	35	2	0
2006-12-29	AA	26	10	5	26	13	7	0
	B6	4	1	0	4	2	0	0
	CO	14	6	0	14	10	0	1
	DL	3	0	0	3	2	0	0
	EV	1	0	0	1	0	0	0
	F9	4	3	1	4	3	1	0
	MQ	7	0	3	7	1	2	1
	NW	2	1	0	2	2	0	0
	OH	3	3	0	3	3	0	0
	OO	4	1	0	3	2	0	0
	UA	3	2	0	3	3	0	0
	US	3	0	0	3	2	0	0
	WN	48	26	0	48	30	0	0
	XE	2	0	0	2	1	0	0
	YV	5	1	0	5	2	0	0
	Total	129	54	9	128	76	10	2
2006-12-30	AA	22	21	1	22	21	0	0
	B6	4	2	0	4	3	0	0
	CO	9	3	0	9	5	0	0
	DL	3	1	0	3	1	0	0
	EV	1	1	0	1	0	0	0
	F9	2	0	0	2	1	0	0
	MQ	5	5	0	5	4	1	0
	NW	2	0	0	2	2	0	0
	OH	3	1	0	3	2	0	0
	OO	4	1	0	4	3	0	0
	UA	3	2	0	3	1	0	0
	US	2	1	0	2	1	0	0
	WN	37	16	0	36	15	0	0
	XE	2	0	0	2	1	0	0
	YV	6	3	0	6	3	0	0
	Total	105	57	1	104	63	1	0
2006-12-31	AA	24	17	0	24	19	0	0
	B6	4	0	0	4	0	0	0
	CO	10	2	0	10	1	0	0

FlightDate	Carrier	AUS Departures			AUS Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	DL	3	1	0	2	1	0	0
	EV	1	0	0	1	1	0	0
	F9	2	0	0	2	0	0	0
	MQ	5	2	0	5	2	0	0
	NW	2	0	0	2	1	0	0
	OH	2	1	0	2	2	0	0
	OO	3	3	0	4	2	0	0
	UA	3	1	0	3	1	0	0
	US	3	0	0	3	0	0	0
	WN	34	6	1	35	10	1	0
	XE	1	0	0	1	1	0	0
	YV	5	0	0	4	1	0	0
	Total	102	33	1	102	42	1	0
2007-01-01	9E	4	0	0	4	1	0	0
	AA	26	16	0	26	8	0	0
	B6	4	2	0	4	2	0	0
	CO	12	4	0	12	7	0	0
	DL	1	0	0	2	0	0	0
	EV	1	0	0	1	0	0	0
	F9	2	1	0	2	1	0	0
	MQ	5	2	0	5	1	0	0
	NW	2	2	0	2	1	0	0
	OH	3	0	0	3	0	0	0
	OO	4	1	0	3	2	0	0
	UA	3	1	0	3	2	0	0
	US	3	0	1	3	1	1	0
	WN	42	7	0	42	11	0	0
	XE	1	0	0	1	0	0	0
	YV	4	1	0	4	1	0	0
	Total	117	37	1	117	38	1	0
2007-01-02	9E	4	0	0	4	1	0	0
	AA	26	10	0	26	10	0	0
	B6	4	0	0	4	1	0	0
	CO	14	1	0	14	1	0	0
	DL	2	0	0	2	0	0	0
	EV	1	0	0	1	0	0	0
	F9	4	1	0	4	2	0	0
	MQ	7	2	0	7	2	0	0
	NW	2	1	0	2	1	0	0
	OH	3	2	0	3	1	0	0
	OO	3	1	0	3	2	0	0
	UA	3	2	0	3	0	0	0
	US	3	1	0	3	1	0	0
	WN	48	7	1	48	9	1	0
	XE	2	0	0	2	0	0	0
	YV	4	0	0	4	1	0	0
	Total	130	28	1	130	32	1	0
2007-02-22	9E	4	1	0	4	2	0	0
	AA	26	4	0	26	6	0	0
	B6	3	2	0	3	1	0	0
	CO	14	3	0	14	5	0	0
	DL	1	0	0	1	0	0	0
	EV	2	0	0	2	0	0	0
	F9	4	0	0	4	1	0	0
	MQ	6	0	0	6	1	0	0
	NW	2	2	0	2	1	0	0
	OH	3	2	0	3	2	0	0
	OO	2	0	0	2	1	0	0
	UA	3	0	0	3	1	0	0
	US	2	0	0	2	0	0	0
	WN	48	12	0	48	12	0	0
	XE	2	0	0	2	0	0	0
	YV	7	1	0	7	3	0	0
	Total	129	27	0	129	36	0	0
2007-02-23	9E	4	1	0	4	2	0	0
	AA	26	2	0	26	2	0	0
	B6	3	0	0	3	1	0	0
	CO	14	4	0	14	3	0	0
	DL	1	0	0	1	0	0	0
	EV	2	1	0	2	2	0	0
	F9	4	0	0	4	0	0	0
	MQ	6	3	0	6	4	0	0
	NW	2	2	0	2	1	0	0
	OH	3	1	0	3	2	0	0
	OO	2	0	0	2	1	0	0
	UA	3	0	0	3	0	0	0
	US	2	0	0	2	0	0	0

FlightDate	Carrier	AUS Departures			AUS Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	WN	48	12	0	48	13	0	0
	XE	2	0	0	2	1	0	0
	YV	7	1	0	7	2	0	0
	Total	129	27	0	129	34	0	0
2007-02-24	9E	4	1	0	4	2	0	0
	AA	22	5	9	22	5	11	0
	B6	3	0	0	3	1	0	0
	CO	9	1	0	9	1	0	0
	DL	1	0	0	1	0	0	0
	EV	3	0	0	3	0	0	0
	F9	2	1	0	2	1	0	0
	MQ	5	3	1	5	3	1	0
	NW	2	0	1	2	1	1	0
	OH	2	1	0	2	2	0	0
	OO	4	1	1	5	2	2	0
	UA	3	1	0	3	3	0	0
	US	2	0	0	2	0	0	0
	WN	34	7	1	34	6	0	0
	XE	1	0	0	1	1	0	0
	YV	5	0	0	5	0	1	0
	Total	102	21	13	103	28	16	0
2007-02-25	9E	4	0	0	4	1	0	0
	AA	26	17	5	26	20	3	0
	B6	3	0	0	3	1	0	0
	CO	12	1	0	12	2	0	0
	DL	1	0	0	1	0	0	0
	EV	2	2	0	2	2	0	0
	F9	3	0	0	3	1	0	0
	MQ	5	3	0	5	3	0	0
	NW	2	2	0	2	2	0	0
	OH	2	1	0	2	1	0	0
	OO	4	0	0	3	0	0	0
	UA	3	1	0	3	1	0	0
	US	2	0	0	2	1	0	0
	WN	42	5	0	42	5	1	0
	XE	1	0	0	1	0	0	0
	YV	7	0	4	7	1	2	0
	Total	119	32	9	118	41	6	0
2007-02-26	9E	4	1	0	4	1	0	0
	AA	26	14	1	26	15	0	0
	B6	3	2	1	3	0	1	0
	CO	14	2	0	14	2	0	0
	DL	1	0	0	1	0	0	0
	EV	2	0	0	2	1	0	0
	F9	4	0	0	4	1	0	0
	MQ	6	1	0	6	2	0	0
	NW	2	1	0	2	1	0	0
	OH	3	1	0	3	1	0	0
	OO	3	2	0	3	1	0	0
	UA	3	0	0	3	1	0	0
	US	2	0	0	2	0	0	0
	WN	48	8	0	48	6	0	0
	XE	2	0	0	2	0	0	0
	YV	6	2	0	6	3	0	0
	Total	129	34	2	129	35	1	0
2007-02-27	9E	4	2	0	4	1	0	0
	AA	26	1	1	26	3	2	0
	B6	3	0	0	3	1	0	0
	CO	14	3	0	14	2	0	0
	DL	1	0	0	1	0	0	0
	EV	2	0	0	2	2	0	0
	F9	4	0	0	4	1	0	0
	MQ	6	0	2	5	1	0	0
	NW	2	0	0	2	0	0	0
	OH	2	0	0	2	0	0	0
	OO	2	0	0	2	0	0	0
	UA	3	0	0	3	0	0	0
	US	2	0	0	2	0	0	0
	WN	48	7	0	48	8	0	0
	XE	2	0	0	2	1	0	0
	YV	6	2	0	6	3	0	0
	Total	127	15	3	126	23	2	0
2007-02-28	9E	4	0	0	4	1	0	0
	AA	26	3	1	26	4	1	0
	B6	3	0	0	3	0	0	0
	CO	14	0	0	14	1	0	0
	DL	1	0	0	1	0	0	0

FlightDate	Carrier	AUS Departures			AUS Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	EV	2	0	0	2	0	0	0
	F9	4	2	0	4	2	0	0
	MQ	6	0	0	6	1	0	0
	NW	2	0	0	2	2	0	0
	OH	2	1	0	2	0	0	0
	OO	2	1	0	2	2	0	0
	UA	3	0	0	3	1	0	0
	US	2	0	0	2	0	0	0
	WN	48	5	1	48	2	1	0
	XE	2	0	0	2	0	0	0
	YV	6	0	0	6	0	0	0
	Total	127	12	2	127	16	2	0
Total	9E	36	6	0	36	12	0	0
	AA	354	135	23	354	138	24	0
	B6	49	9	1	49	14	1	0
	CO	178	31	0	178	43	0	1
	DL	24	3	0	24	5	0	0
	EV	22	4	0	22	8	0	0
	F9	47	9	2	47	17	2	0
	MQ	83	23	6	82	27	4	1
	NW	28	11	1	28	18	1	0
	OH	37	14	2	37	17	2	0
	OO	45	13	1	44	22	2	0
	UA	42	10	1	42	17	1	0
	US	34	5	1	34	8	1	0
	WN	621	142	4	621	156	4	0
	XE	24	0	0	24	6	0	0
	YV	78	13	4	77	25	3	0
	Total	1702	428	46	1699	533	45	2

9E-Pinnacle Airlines
 AA-American Airlines
 B6-JetBlue Airways
 CO-Continental Airlines
 DL-Delta Air Lines
 EV-Atlantic Southeast Airlines
 F9-Frontier Airlines
 MQ-American Eagle Airlines
 NW-Northwest Airlines
 OH-Comair
 OO-SkyWest Airlines
 UA-United Airlines
 US-US Airways
 WN-Southwest Airlines
 XE-ExpressJet Airlines
 YV-Mesa Airlines
 AUS-Austin, TX Airport

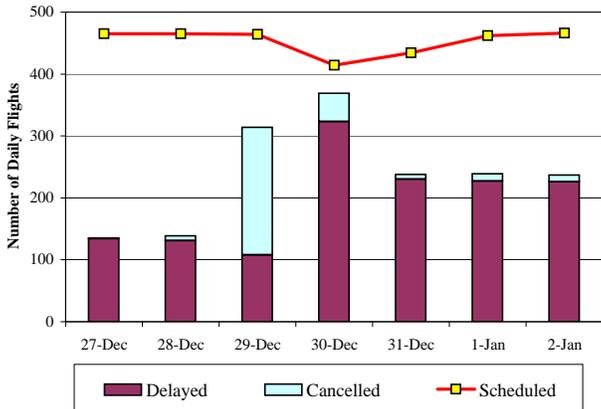
Source: BTS data processed by

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30 May 07

**American Airlines Domestic System Totals
Dallas-Ft. Worth (DFW) Airport Only
Selected Storm Days**

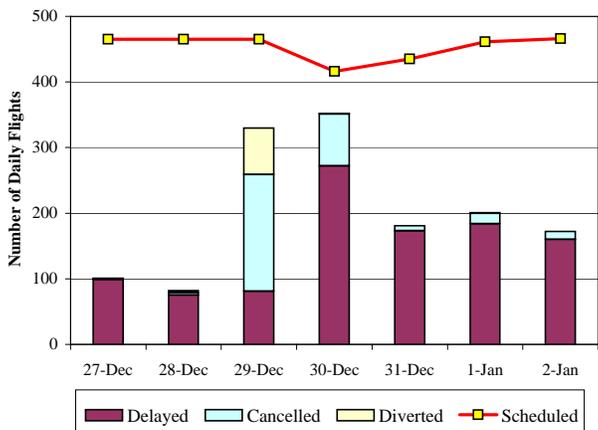
Figure X. American Airlines Departure Performance - DFW Airport 12/27/06 to 1/02/07



American Airlines Departures from 12/27/06 to 1/02/07 at DFW

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
12/27/06	465	134	1	29.03%	70.97%
12/28/06	465	131	8	29.89%	70.11%
12/29/06	464	108	206	67.67%	32.33%
12/30/06	414	323	46	89.13%	10.87%
12/31/06	434	230	8	54.84%	45.16%
01/01/07	462	227	12	51.73%	48.27%
01/02/07	466	226	11	50.86%	49.14%
	3,170	1,379	292	52.71%	47.29%

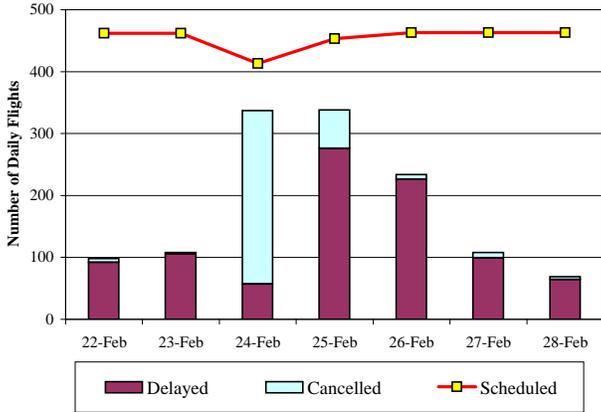
Figure X. American Airlines Arrival Performance - DFW Airport 12/27/06 to 1/02/07



American Airlines Arrivals from 12/27/06 to 1/02/07 at DFW

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
12/27/06	465	99	1	1	21.72%	78.28%
12/28/06	465	75	3	4	17.63%	82.37%
12/29/06	465	81	71	178	70.97%	29.03%
12/30/06	416	272	1	79	84.62%	15.38%
12/31/06	435	173	0	8	41.61%	58.39%
01/01/07	461	184	1	16	43.60%	56.40%
01/02/07	466	160	0	12	36.91%	63.09%
	3,173	1,044	77	298	44.72%	55.28%

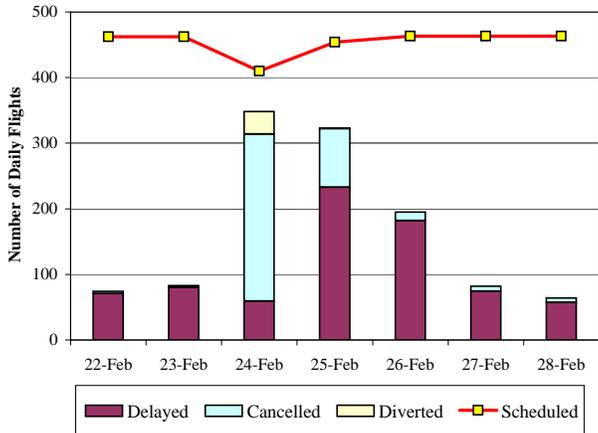
Figure X. American Airlines Departure Performance - DFW Airport 2/22/07 to 2/28/07



American Airlines Departures from 2/22/07 to 2/28/07 at DFW

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
02/22/07	462	92	6	21.21%	78.79%
02/23/07	462	106	2	23.38%	76.62%
02/24/07	413	57	280	81.60%	18.40%
02/25/07	453	276	62	74.61%	25.39%
02/26/07	463	226	8	50.54%	49.46%
02/27/07	463	99	9	23.33%	76.67%
02/28/07	463	64	5	14.90%	85.10%
	3,179	920	372	40.64%	59.36%

Figure X. American Airlines Arrival Performance - DFW Airport 2/22/07 to 2/28/07



American Airlines Arrivals from 2/22/07 to 2/28/07 at DFW

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
02/22/07	462	71	0	3	16.02%	83.98%
02/23/07	462	80	0	3	17.97%	82.03%
02/24/07	410	59	34	255	84.88%	15.12%
02/25/07	454	233	1	89	71.15%	28.85%
02/26/07	463	182	0	13	42.12%	57.88%
02/27/07	463	74	0	8	17.71%	82.29%
02/28/07	463	57	0	7	13.82%	86.18%
	3,177	756	35	378	36.80%	63.20%

BTS Data
Domestic Departures and Arrivals at Dallas-Ft. Worth (DFW)
All Domestic Air Carriers

FlightDate	Carrier	DFW Departures			DFW Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
2006-12-27	AA	465	134	1	465	99	1	1
	AS	3	1	0	3	0	0	0
	CO	13	1	0	13	1	0	0
	DL	10	2	0	10	4	0	0
	F9	6	0	0	6	0	0	0
	FL	11	0	0	11	1	0	0
	MQ	273	52	4	273	41	4	0
	NW	13	3	0	13	4	0	0
	OH	4	0	2	4	0	1	0
	OO	4	2	1	4	1	1	0
	TZ	5	1	0	5	1	0	0
	UA	18	5	0	18	3	0	0
	US	17	4	0	17	8	0	0
	XE	7	2	0	7	1	0	0
	YV	3	0	0	3	0	0	0
	Total	852	207	8	852	164	7	1
2006-12-28	AA	465	131	8	465	75	4	3
	AS	3	0	0	3	1	0	0
	CO	13	1	0	13	1	0	0
	DL	10	3	0	10	4	0	0
	F9	7	5	1	7	6	0	0
	FL	11	3	0	11	2	0	0
	MQ	272	27	0	273	22	2	0
	NW	13	1	0	13	5	0	0
	OH	4	0	2	4	0	2	0
	OO	4	2	1	3	2	0	0
	TZ	5	0	0	5	0	0	0
	UA	18	4	3	18	6	0	0
	US	17	7	0	17	11	0	0
	XE	7	1	0	7	1	0	0
	YV	3	0	0	3	1	0	0
	Total	852	185	15	852	137	8	3
2006-12-29	AA	464	108	206	465	81	178	71
	AS	3	3	0	3	3	0	0
	CO	13	3	3	13	5	4	0
	DL	11	6	0	11	7	0	2
	F9	7	2	4	7	2	5	0
	FL	11	4	2	11	8	1	1
	MQ	272	50	123	273	39	108	28
	NW	13	4	2	13	5	3	2
	OH	4	0	2	4	0	2	1
	OO	4	4	0	3	2	0	0
	TZ	5	1	1	5	2	1	0
	UA	18	2	10	18	4	7	6
	US	17	3	5	17	7	2	5
	XE	7	2	2	7	2	2	0
	YV	3	2	1	3	0	1	1
	Total	852	194	361	853	167	314	117
2006-12-30	AA	414	323	46	416	272	79	1
	AS	3	2	0	3	1	0	0
	CO	6	2	1	5	1	0	0
	DL	9	3	0	9	5	0	0
	F9	5	3	0	5	4	0	0
	FL	11	7	0	11	5	1	0
	MQ	253	209	15	254	185	31	0
	NW	10	5	1	9	8	0	0
	OH	4	3	0	3	2	0	0
	OO	3	3	0	3	3	0	0
	TZ	3	1	0	2	0	0	0
	UA	16	9	2	16	10	0	0
	US	13	7	0	13	6	0	0
	XE	5	2	0	5	3	0	0
	YV	5	1	0	5	2	0	0
	Total	760	580	65	759	507	111	1
2006-12-31	AA	434	230	8	435	173	8	0
	AS	3	1	0	3	0	0	0
	CO	6	0	0	7	2	0	0

FlightDate	Carrier	DFW Departures			DFW Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	DL	10	3	0	10	4	0	0
	F9	3	0	0	3	0	0	0
	FL	9	5	1	9	7	0	0
	MQ	251	84	15	251	75	14	0
	NW	11	1	0	12	6	0	0
	OH	2	2	0	3	2	0	0
	OO	2	2	0	2	2	0	0
	TZ	2	1	0	3	0	0	0
	UA	16	9	0	16	7	0	0
	US	17	8	0	17	7	0	0
	XE	4	1	0	4	2	0	0
	YV	2	1	0	2	2	0	0
	Total	772	348	24	777	289	22	0
2007-01-01	9E	1	0	0	1	0	0	0
	AA	462	227	12	461	184	16	1
	AS	3	1	0	3	0	0	0
	CO	11	5	0	11	4	0	0
	DL	9	2	0	9	1	0	0
	F9	6	3	0	6	3	0	0
	FL	10	2	0	10	2	0	0
	MQ	261	61	13	261	55	16	0
	NW	13	5	0	13	7	0	0
	OH	3	1	1	3	2	0	0
	OO	3	3	0	3	2	0	0
	UA	17	7	0	17	4	0	0
	US	16	7	0	16	11	0	0
	XE	6	0	0	6	0	0	0
	YV	2	1	0	2	1	0	0
	Total	823	325	26	822	276	32	1
2007-01-02	9E	1	0	0	1	0	0	0
	AA	466	226	11	466	160	12	0
	AS	3	2	0	3	1	0	0
	CO	13	3	0	13	2	0	0
	DL	11	3	0	11	1	0	0
	F9	7	5	1	7	4	0	0
	FL	11	6	0	11	4	0	0
	MQ	264	40	0	265	37	0	0
	NW	13	2	0	13	1	0	0
	OH	4	2	0	4	1	0	0
	OO	4	3	0	4	3	0	0
	UA	17	3	0	17	5	0	0
	US	17	10	1	17	10	0	0
	XE	7	1	0	7	1	0	0
	YV	2	1	0	2	1	0	0
	Total	840	307	13	841	231	12	0
2007-02-22	9E	1	1	0	1	1	0	0
	AA	462	92	6	462	71	3	0
	AS	3	0	0	3	0	0	0
	CO	13	4	0	13	3	0	0
	DL	11	0	0	11	0	0	0
	EV	2	0	0	2	0	0	0
	F9	6	1	0	6	1	0	0
	FL	8	1	0	8	2	0	0
	MQ	261	33	6	261	26	7	0
	NW	12	1	0	12	5	0	0
	OH	2	1	0	2	1	0	0
	OO	4	1	0	4	2	0	0
	UA	16	2	0	16	2	0	0
	US	20	4	0	20	5	0	0
	XE	9	2	0	9	3	0	0
	Total	830	143	12	830	122	10	0
2007-02-23	9E	1	0	0	1	0	0	0
	AA	462	106	2	462	80	3	0
	AS	3	1	0	3	0	0	0
	CO	13	4	0	13	2	0	0
	DL	11	0	0	11	1	0	0
	EV	2	0	0	2	0	0	0
	F9	7	1	0	7	2	0	0
	FL	8	1	0	8	4	0	0
	MQ	260	32	0	261	26	3	0
	NW	12	3	0	12	5	0	0
	OH	2	0	0	2	0	0	0
	OO	4	2	0	4	2	0	0
	UA	16	2	2	16	3	3	0
	US	20	6	0	20	6	0	0
	XE	9	3	0	9	4	0	1
	Total	830	161	4	831	135	9	1

FlightDate	Carrier	DFW Departures			DFW Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
2007-02-24	9E	1	0	1	1	0	1	0
	AA	413	57	280	410	59	255	34
	AS	3	0	2	3	1	2	0
	CO	6	0	2	5	4	1	0
	DL	9	0	4	9	4	3	1
	EV	4	1	2	4	1	3	0
	F9	5	2	2	5	3	2	0
	FL	8	1	2	8	5	2	0
	MQ	243	71	114	241	69	103	19
	NW	10	2	5	9	3	2	4
	OH	1	0	1	1	0	1	0
	OO	3	1	1	3	0	1	0
	UA	13	1	9	13	0	9	1
	US	15	3	5	15	4	5	1
	XE	5	1	3	6	3	2	1
	YV	2	1	1	2	1	1	0
	Total	741	141	434	735	157	393	61
2007-02-25	9E	1	0	0	1	0	0	0
	AA	453	276	62	454	233	89	1
	AS	3	1	0	3	0	0	0
	CO	10	2	0	11	3	0	0
	DL	10	3	0	10	1	0	0
	EV	2	0	1	2	0	0	0
	F9	5	0	0	5	0	0	0
	FL	8	4	0	8	5	0	0
	MQ	260	145	11	260	108	19	0
	NW	11	7	1	12	7	2	0
	OH	1	0	0	1	0	0	0
	OO	3	2	0	3	2	0	0
	UA	15	5	5	15	5	4	0
	US	17	9	1	17	6	0	0
	XE	8	1	0	7	0	0	0
	YV	1	1	0	1	1	0	0
	Total	808	456	81	810	371	114	1
2007-02-26	9E	1	0	0	1	0	0	0
	AA	463	226	8	463	182	13	0
	AS	3	2	0	3	1	0	0
	CO	13	4	2	13	1	2	0
	DL	11	2	1	11	1	0	0
	EV	2	0	0	2	1	0	0
	F9	7	1	0	7	1	0	0
	FL	8	1	0	8	3	0	0
	MQ	261	73	2	261	48	5	0
	NW	12	4	0	12	9	0	0
	OH	1	0	0	2	0	0	0
	OO	4	1	0	4	1	0	0
	UA	16	5	0	16	7	0	0
	US	20	10	0	20	8	0	0
	XE	9	2	0	9	3	0	0
	Total	831	331	13	832	266	20	0
2007-02-27	9E	1	1	0	1	1	0	0
	AA	463	99	9	463	74	8	0
	AS	3	0	0	3	3	0	0
	CO	12	2	0	12	4	0	0
	DL	11	2	0	11	1	1	0
	EV	2	0	0	2	0	0	0
	F9	7	1	0	7	2	0	0
	FL	8	0	0	8	1	0	0
	MQ	261	32	0	261	20	1	0
	NW	12	0	0	12	1	0	0
	OH	2	0	0	1	0	0	0
	OO	4	2	0	4	3	0	0
	UA	16	0	0	16	1	0	0
	US	19	1	1	19	3	1	0
	XE	9	1	0	9	1	0	0
	Total	830	141	10	829	115	11	0
2007-02-28	9E	1	0	0	1	0	0	0
	AA	463	64	5	463	57	7	0
	AS	3	1	0	3	0	0	0
	CO	12	0	0	12	0	0	0
	DL	11	2	0	11	2	0	0
	EV	2	1	0	2	1	0	0
	F9	6	0	0	6	1	0	0
	FL	8	0	0	8	2	0	0
	MQ	260	31	0	261	26	0	1
	NW	12	2	0	12	8	0	0
	OH	2	2	0	2	2	0	0

FlightDate	Carrier	DFW Departures			DFW Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	OO	4	2	0	4	2	0	0
	UA	16	0	1	16	5	1	0
	US	19	3	1	19	4	1	0
	XE	9	0	0	9	1	0	0
					1	0	0	0
	Total	828	108	7	830	111	9	1
Total	9E	9	2	1	9	2	1	0
	AA	6349	2299	664	6350	1800	676	112
	AS	42	15	2	42	11	2	0
	CO	154	31	8	154	33	7	0
	DL	144	31	5	144	36	4	3
	EV	16	2	3	16	3	3	0
	F9	84	24	8	84	29	7	0
	FL	130	35	5	130	51	4	1
	MQ	3652	940	303	3656	777	313	48
	NW	167	40	9	167	74	7	6
	OH	36	11	8	36	10	6	1
	OO	50	30	3	48	27	2	0
	TZ	20	4	1	20	3	1	0
	UA	228	54	32	228	62	24	7
	US	244	82	14	244	96	9	6
	XE	101	19	5	101	25	4	2
	YV	23	8	2	24	9	2	1
	Total	11449	3627	1073	11453	3048	1072	187

9E-Pinnacle Airlines
 AA-American Airlines
 AS-Alaska Airlines
 CO-Continental Airlines
 DL-Delta Air Lines
 EV-Atlantic Southeast Airlines
 F9-Frontier Airlines
 FL-AirTran Airways
 MQ-American Eagle Airlines
 NW-Northwest Airlines
 OH-Comair
 OO-SkyWest Airlines
 TZ-ATA Airlines
 UA-United Airlines
 US-US Airways
 XE-ExpressJet Airlines
 YV-Mesa Airlines
 DFW-Dallas-Ft. Worth, TX Airport

Source: BTS data processed by (b)(6) 30 May 07

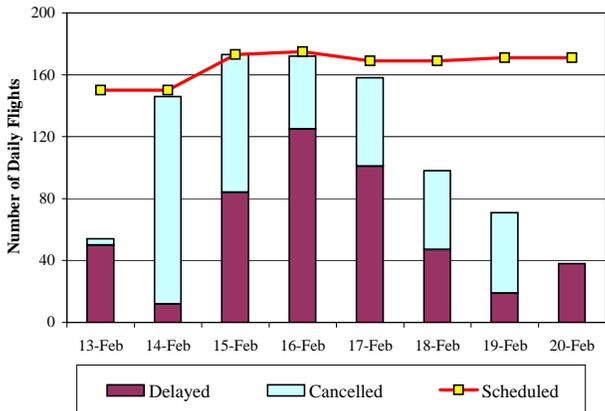
Pages 32 through 50 redacted for the following reasons:

(b)(5)

(b)(5), (b)(6)

**JetBlue Airways Domestic System Totals
John F. Kennedy (JFK) Airport Only
Selected Storm Days**

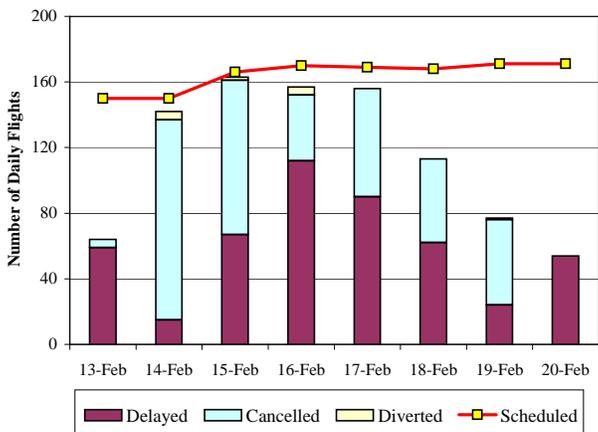
Figure X. JetBlue Airways Departure Performance - JFK Airport 2/13/07 to 2/20/07



JetBlue Airways Departures from 2/13/07 to 2/20/07 at JFK

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
02/13/07	150	50	4	36.00%	64.00%
02/14/07	150	12	134	97.33%	2.67%
02/15/07	173	84	89	100.00%	0.00%
02/16/07	175	125	47	98.29%	1.71%
02/17/07	169	101	57	93.49%	6.51%
02/18/07	169	47	51	57.99%	42.01%
02/19/07	171	19	52	41.52%	58.48%
02/20/07	171	38	0	22.22%	77.78%
Total	1,328	476	434	68.52%	31.48%

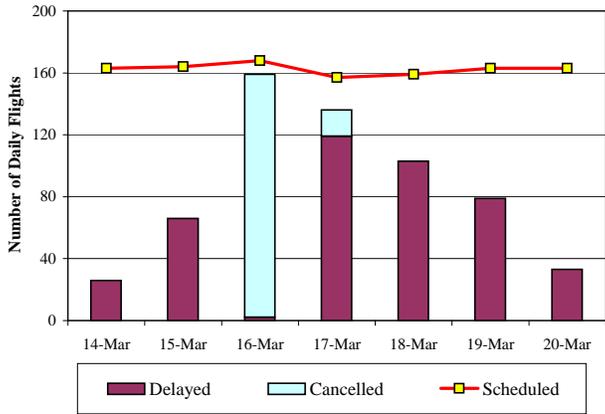
Figure X. JetBlue Airways Arrival Performance - JFK Airport 2/13/07 to 2/20/07



JetBlue Airways Arrivals from 2/13/07 to 2/20/07 at JFK

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
02/13/07	150	59	0	5	42.67%	57.33%
02/14/07	150	15	5	122	94.67%	5.33%
02/15/07	166	67	2	94	98.19%	1.81%
02/16/07	170	112	5	40	92.35%	7.65%
02/17/07	169	90	0	66	92.31%	7.69%
02/18/07	168	62	0	51	67.26%	32.74%
02/19/07	171	24	1	52	45.03%	54.97%
02/20/07	171	54	0	0	31.58%	68.42%
Total	1,315	483	13	430	70.42%	29.58%

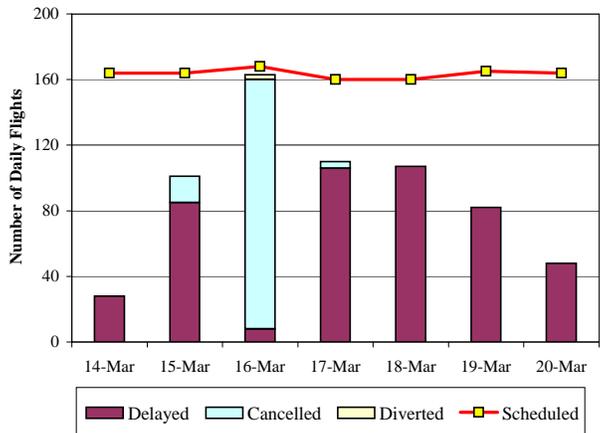
Figure X. JetBlue Airways Departure Performance - JFK Airport 3/14/07 to 3/20/07



JetBlue Airways Departures from 3/14/07 to 3/20/07 at JFK

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
03/14/07	163	26	0	15.95%	84.05%
03/15/07	164	66	0	40.24%	59.76%
03/16/07	168	2	157	94.64%	5.36%
03/17/07	157	119	17	86.62%	13.38%
03/18/07	159	103	0	64.78%	35.22%
03/19/07	163	79	0	48.47%	51.53%
03/20/07	163	33	0	20.25%	79.75%
	1,137	428	174	52.95%	47.05%

Figure X. JetBlue Airways Arrival Performance - JFK Airport 3/14/07 to 3/20/07



JetBlue Airways Arrivals from 3/14/07 to 3/20/07 at JFK

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
03/14/07	164	28	0	0	17.07%	82.93%
03/15/07	164	85	0	16	61.59%	38.41%
03/16/07	168	8	3	152	97.02%	2.98%
03/17/07	160	106	0	4	68.75%	31.25%
03/18/07	160	107	0	0	66.88%	33.13%
03/19/07	165	82	0	0	49.70%	50.30%
03/20/07	164	48	0	0	29.27%	70.73%
	1,145	464	3	172	55.81%	44.19%

BTS Data
Domestic Departures and Arrivals at John F. Kennedy (JFK)
All Domestic Air Carriers

FlightDate	Carrier	JFK Departures			JFK Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
2007-02-13	AA	33	8	1	33	10	7	0
	B6	150	50	4	150	59	5	0
	CO	3	1	0	3	0	0	0
	DL	36	3	2	36	4	10	0
	EV	1	1	0	1	1	0	0
	MQ	20	3	7	20	5	6	0
	NW	6	3	0	6	3	0	0
	OH	58	9	33	58	12	31	0
	UA	14	2	1	14	7	1	0
	US	7	2	0	7	2	4	0
	XE	1	0	1	1	0	1	0
	YV	10	1	3	9	2	4	0
	Total	339	83	52	338	105	69	0
2007-02-14	AA	32	6	25	32	13	17	0
	B6	150	12	134	150	15	122	5
	CO	4	3	1	4	3	0	0
	DL	36	14	21	35	13	15	3
	EV	1	0	1	1	0	1	0
	MQ	20	2	18	20	1	19	0
	NW	6	3	3	6	3	3	0
	OH	58	2	56	58	5	53	0
	UA	14	0	14	14	1	13	0
	US	7	1	6	7	5	2	0
	XE	1	0	1	1	0	1	0
	YV	7	0	7	7	0	7	0
	Total	336	43	287	335	59	253	8
2007-02-15	AA	33	19	13	33	16	15	0
	B6	173	84	89	166	67	94	2
	CO	4	3	1	4	1	1	0
	DL	39	20	16	39	24	14	0
	MQ	20	11	6	20	11	8	0
	NW	6	4	2	6	3	2	0
	OH	62	3	59	62	0	62	0
	UA	14	13	0	14	13	1	0
	US	7	7	0	7	5	2	0
	XE	1	0	1	1	0	1	0
	YV	7	3	3	7	3	4	0
	Total	366	167	190	359	143	204	2
2007-02-16	AA	32	26	0	32	23	2	0
	B6	175	125	47	170	112	40	5
	CO	4	2	1	4	2	0	0
	DL	39	32	1	41	31	0	0
	MQ	20	14	1	20	12	1	0
	NW	6	3	0	6	4	0	0
	OH	62	19	43	62	26	33	0
	UA	14	5	0	14	11	0	0
	US	7	5	2	7	4	0	0
	XE	1	1	0	1	1	0	0
	YV	7	4	3	7	4	2	0
	Total	367	236	98	364	230	78	5
2007-02-17	AA	31	20	0	29	13	0	0
	B6	169	101	57	169	90	66	0
	CO	2	2	0	1	0	0	0
	DL	34	28	0	35	19	0	0
	MQ	19	9	0	20	11	0	0
	NW	6	4	0	5	2	0	0
	OH	48	42	4	48	32	8	0
	UA	12	3	0	12	4	0	0
	US	7	4	0	7	5	0	0
	XE	1	1	0	1	0	0	0
	YV	5	2	1	5	1	0	0
	Total	334	216	62	332	177	74	0
2007-02-18	AA	28	8	0	30	13	0	0
	B6	169	47	51	168	62	51	0
	CO	2	1	0	3	3	0	0
	DL	41	30	0	38	19	0	0
	MQ	21	7	1	21	8	0	0

FlightDate	Carrier	JFK Departures			JFK Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	NW	5	3	0	6	5	0	0
	OH	50	28	3	52	29	2	2
	UA	13	2	0	13	3	0	0
	US	7	3	0	7	3	0	0
	XE	1	1	0	1	1	0	0
	YV	6	1	1	6	3	0	0
	Total	343	131	56	345	149	53	2
2007-02-19	AA	32	6	0	32	6	0	0
	B6	171	19	52	171	24	52	1
	CO	4	2	0	4	0	0	0
	DL	39	26	0	39	10	0	0
	MQ	20	2	0	20	2	0	0
	NW	6	0	0	6	1	0	0
	OH	61	43	5	61	21	4	0
	UA	14	4	0	14	4	0	2
	US	7	3	0	7	6	0	0
	XE	1	0	0	1	0	0	0
	YV	7	6	0	7	4	0	0
	Total	362	111	57	362	78	56	3
2007-02-20	AA	33	9	0	33	10	0	0
	B6	171	38	0	171	54	0	0
	CO	4	0	0	4	0	0	0
	DL	37	7	0	37	9	0	0
	MQ	20	5	0	20	5	0	0
	NW	6	1	0	6	2	0	0
	OH	61	22	3	61	24	1	1
	UA	14	1	0	14	2	0	0
	US	7	4	0	7	2	0	0
	XE	1	0	0	1	0	0	0
	YV	7	2	0	7	2	0	0
	Total	361	89	3	361	110	1	1
2007-03-14	AA	32	7	0	32	8	0	0
	B6	163	26	0	164	28	0	0
	CO	4	1	0	4	3	0	0
	DL	40	5	3	41	3	4	0
	MQ	20	2	0	20	2	0	0
	NW	5	1	0	5	1	0	0
	OH	61	15	0	61	11	1	0
	UA	14	0	0	14	1	0	0
	US	7	2	0	7	2	0	0
	XE	7	0	0	7	1	0	0
	YV	7	1	0	7	0	1	0
	Total	360	60	3	362	60	6	0
2007-03-15	AA	33	7	0	33	14	3	0
	B6	164	66	0	164	85	16	0
	CO	4	1	0	4	2	0	0
	DL	41	13	1	41	15	4	0
	MQ	20	7	2	19	9	0	0
	NW	5	1	0	5	3	0	0
	OH	62	36	2	62	39	3	0
	UA	14	2	0	14	6	0	0
	US	7	2	0	7	3	0	0
	XE	8	5	0	7	5	0	0
	YV	7	2	0	7	4	0	0
	Total	365	142	5	363	185	26	0
2007-03-16	AA	32	1	27	31	5	26	0
	B6	168	2	157	168	8	152	3
	CO	4	1	3	4	0	3	0
	DL	41	3	32	44	0	40	1
	MQ	20	0	18	20	0	14	0
	NW	5	1	4	5	0	4	0
	OH	62	0	57	62	4	56	0
	UA	14	3	9	14	0	14	0
	US	7	0	5	7	2	5	0
	XE	7	0	7	7	0	7	0
	YV	7	0	5	7	0	7	0
	Total	367	11	324	369	19	328	4
2007-03-17	AA	31	17	7	29	10	6	0
	B6	157	119	17	160	106	4	0
	CO	2	0	2	1	1	0	0
	DL	37	20	16	38	18	8	0
	MQ	20	13	1	20	11	6	0
	NW	5	1	4	4	0	4	0
	OH	49	21	28	48	16	28	0
	UA	12	3	7	12	1	2	0
	US	7	5	1	7	1	0	0
	XE	7	2	2	7	3	0	0

FlightDate	Carrier	JFK Departures			JFK Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	YV	5	2	3	5	4	1	0
	Total	332	203	88	331	171	59	0
2007-03-18	AA	31	9	0	33	18	0	0
	B6	159	103	0	160	107	0	0
	CO	2	2	0	3	3	0	0
	DL	45	24	1	41	20	0	0
	MQ	21	9	0	21	9	0	0
	NW	4	0	0	5	2	0	0
	OH	50	36	3	51	35	0	0
	UA	13	3	0	13	6	0	0
	US	7	2	0	7	6	0	0
	XE	7	5	0	7	6	0	0
	YV	6	2	0	6	5	0	0
	Total	345	195	4	347	217	0	0
2007-03-19	AA	31	9	0	32	18	0	0
	B6	163	79	0	165	82	0	0
	CO	4	4	0	4	2	0	0
	DL	41	17	0	41	19	0	0
	MQ	20	9	1	20	8	0	0
	NW	5	0	0	5	3	0	0
	OH	61	37	3	61	37	2	0
	UA	14	1	0	14	8	0	0
	US	7	3	0	7	3	0	0
	XE	7	6	0	7	6	0	0
	YV	7	5	0	7	6	0	0
	Total	360	170	4	363	192	2	0
2007-03-20	AA	33	5	0	33	5	0	0
	B6	163	33	0	164	48	0	0
	CO	4	3	0	4	2	0	0
	DL	41	9	0	40	7	0	0
	MQ	20	1	0	20	3	0	0
	NW	5	2	0	5	2	0	0
	OH	60	31	1	60	26	3	0
	UA	14	3	0	14	2	0	0
	US	7	1	0	7	2	0	0
	XE	4	3	0	4	2	0	0
	YV	7	1	0	7	1	0	0
	Total	358	92	1	358	100	3	0
Total	AA	477	157	73	477	182	76	0
	B6	2465	904	608	2460	947	602	16
	CO	51	26	8	51	22	4	0
	DL	587	251	93	586	211	95	4
	EV	2	1	1	2	1	1	0
	MQ	301	94	55	301	97	54	0
	NW	81	27	13	81	34	13	0
	OH	865	344	300	867	317	287	3
	UA	204	45	31	204	69	31	2
	US	105	44	14	105	51	13	0
	XE	55	24	12	54	25	10	0
	YV	102	32	26	101	39	26	0
	Total	5295	1949	1234	5289	1995	1212	25

AA-American Airlines
B6-JetBlue Airways
CO-Continental Airlines
DL-Delta Air Lines
EV-Atlantic Southeast Airlines
MQ-American Eagle Airlines
NW-Northwest Airlines
OH-Comair
UA-United Airlines
US-US Airways
XE-ExpressJet Airlines
YV-Mesa Airlines
JFK-John F. Kennedy, NY Airport

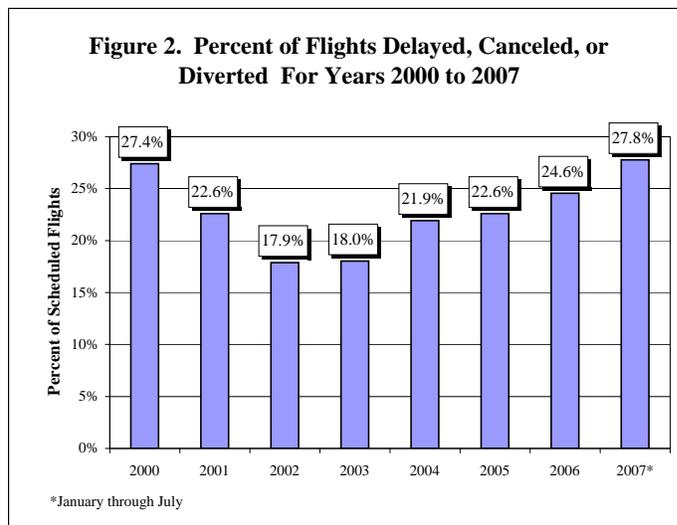
Source: BTS data processed by (b)(6) 30 May 07

DOT/BTS DATA
Total Scheduled Flights, Arrival Delays, Cancellations, and Diversions
All U.S., DOT Reporting Air Carriers
U.S. Domestic Schedule

Calendar Year	Scheduled Flights**	Arrival Delays	Cancellations	Diversions	Total Del, Can, or Div	% Late	% On-Time
2000	5,683,047	1,356,040	187,490	14,254	1,557,784	27.4%	72.6%
2001	5,967,780	1,104,439	231,198	12,909	1,348,546	22.6%	77.4%
2002	5,271,359	868,225	65,143	8,356	941,724	17.9%	82.1%
2003	6,488,540	1,057,804	101,469	11,381	1,170,654	18.0%	82.0%
2004	7,129,270	1,421,391	127,757	13,784	1,562,932	21.9%	78.1%
2005	7,140,596	1,466,065	133,730	14,028	1,613,823	22.6%	77.4%
2006	7,141,922	1,615,537	121,934	16,186	1,753,657	24.6%	75.4%
2007*	4,342,969	1,088,983	106,579	10,696	1,206,258	27.8%	72.2%

*January through July

**Scheduled Flights means scheduled departures.



First 7 Months of 2006

Month	Scheduled Flights**	Arrival Delays	Cancellations	Diversions	Total Del, Can, or Div	% Late	% On-Time
January	581,287	112,299	9,787	1,370	123,456	21.2%	78.8%
February	531,247	118,610	11,293	1,309	131,212	24.7%	75.3%
March	605,217	135,897	7,586	1,053	144,536	23.9%	76.1%
April	585,351	118,715	6,604	1,029	126,348	21.6%	78.4%
May	602,919	122,693	7,057	1,236	130,986	21.7%	78.3%
June	598,315	150,683	10,088	1,809	162,580	27.2%	72.8%
July	621,244	150,771	10,735	1,878	163,384	26.3%	73.7%
Total:	4,125,580	909,668	63,150	9,684	982,502	23.8%	76.2%

First 7 Months of 2007

Month	Scheduled Flights**	Arrival Delays	Cancellations	Diversions	Total Del, Can, or Div	% Late	% On-Time
January	620,065	149,715	15,697	1,195	166,607	26.9%	73.1%
February	564,582	158,113	25,418	1,259	184,790	32.7%	67.3%
March	638,372	152,446	16,858	1,275	170,579	26.7%	73.3%
April	613,740	136,797	11,119	1,191	149,107	24.3%	75.7%
May	630,332	131,000	6,833	1,436	139,269	22.1%	77.9%
June	628,182	181,007	17,183	2,194	200,384	31.9%	68.1%
July	647,696	179,905	13,471	2,146	195,522	30.2%	69.8%
Total:	4,342,969	1,088,983	106,579	10,696	1,206,258	27.8%	72.2%

Projected Scheduled Flights:**

Year 2007: 4,342,969 divided by 7 months = 620,424 per month average. 620,424 x 12mo = 7,445,088.

DOT/BTS Data
Domestic Flights at all U.S. Airports
All U.S. DOT Reporting Air Carriers

Year	Type	January	February	March	April	May	June	July	August	September	October	November	December	Total
2007	Scheduled	620,065	564,582	638,372	613,740	630,332	628,182	647,696						4,342,969
	ArrDel15	149,715	158,113	152,446	136,797	131,000	181,007	179,905						1,088,983
	Cancelled	15,697	25,418	16,858	11,119	6,833	17,183	13,471						106,579
	Diverted	1,195	1,259	1,275	1,191	1,436	2,194	2,146						10,696
	ArrDel15%	24.1%	28.0%	23.9%	22.3%	20.8%	28.8%	27.8%						25.1%
	Cancelled%	2.5%	4.5%	2.6%	1.8%	1.1%	2.7%	2.1%						2.5%
Diverted%	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%						0.2%	
2006	Scheduled	581,287	531,247	605,217	585,351	602,919	598,315	621,244	628,732	584,937	611,718	586,197	604,758	7,141,922
	ArrDel15	112,299	118,610	135,897	118,715	122,693	150,683	150,771	140,784	127,900	153,067	126,990	157,128	1,615,537
	Cancelled	9,787	11,293	7,586	6,604	7,057	10,088	10,735	9,783	9,950	11,399	9,558	18,094	121,934
	Diverted	1,370	1,309	1,053	1,029	1,236	1,809	1,878	1,570	1,237	1,233	1,069	1,393	16,186
	ArrDel15%	19.3%	22.3%	22.5%	20.3%	20.3%	25.2%	24.3%	22.4%	21.9%	25.0%	21.7%	26.0%	22.6%
	Cancelled%	1.7%	2.1%	1.3%	1.1%	1.2%	1.7%	1.7%	1.6%	1.7%	1.9%	1.6%	3.0%	1.7%
Diverted%	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	
2005	Scheduled	594,924	545,332	617,540	594,492	614,802	609,195	627,961	630,904	574,253	592,712	566,138	572,343	7,140,596
	ArrDel15	143,316	111,897	131,384	90,137	93,619	139,742	166,767	141,431	87,235	99,904	106,543	154,090	1,466,065
	Cancelled	25,084	9,505	10,169	7,532	5,877	9,916	13,851	13,452	11,532	10,475	5,586	10,751	133,730
	Diverted	1,809	868	882	781	879	1,423	2,003	1,809	816	724	927	1,107	14,028
	ArrDel15%	24.1%	20.5%	21.3%	15.2%	15.2%	22.9%	26.6%	22.4%	15.2%	16.9%	18.8%	26.9%	20.5%
	Cancelled%	4.2%	1.7%	1.6%	1.3%	1.0%	1.6%	2.2%	2.1%	2.0%	1.8%	1.0%	1.9%	1.9%
Diverted%	0.3%	0.2%	0.1%	0.1%	0.1%	0.2%	0.3%	0.3%	0.1%	0.1%	0.2%	0.2%	0.2%	
2004	Scheduled	583,987	553,876	601,412	582,970	594,457	588,792	614,166	623,107	585,125	610,037	584,610	606,731	7,129,270
	ArrDel15	128,236	114,517	104,031	93,754	121,019	148,726	135,999	123,884	75,147	108,341	113,696	154,041	1,421,391
	Cancelled	17,611	9,481	7,603	4,485	10,381	8,796	10,132	10,163	17,969	6,695	7,337	17,104	127,757
	Diverted	1,015	744	879	648	1,639	1,725	1,581	1,222	1,047	864	1,039	1,381	13,784
	ArrDel15%	22.0%	20.7%	17.3%	16.1%	20.4%	25.3%	22.1%	19.9%	12.8%	17.8%	19.4%	25.4%	19.9%
	Cancelled%	3.0%	1.7%	1.3%	0.8%	1.7%	1.5%	1.6%	1.6%	3.1%	1.1%	1.3%	2.8%	1.8%
Diverted%	0.2%	0.1%	0.1%	0.1%	0.3%	0.3%	0.3%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	
2003	Scheduled	552,109	500,206	559,342	527,303	533,782	536,496	558,568	556,984	527,714	552,370	528,171	555,495	6,488,540
	ArrDel15	82,900	96,144	86,966	62,421	75,402	89,441	104,579	106,326	67,386	69,394	96,177	120,668	1,057,804
	Cancelled	8,341	20,001	9,554	6,334	4,313	4,161	7,835	9,109	7,691	5,091	7,407	11,632	101,469
	Diverted	847	1,183	945	611	746	1,025	1,205	1,517	771	720	993	818	11,381
	ArrDel15%	15.0%	19.2%	15.5%	11.8%	14.1%	16.7%	18.7%	19.1%	12.8%	12.6%	18.2%	21.7%	16.3%
	Cancelled%	1.5%	4.0%	1.7%	1.2%	0.8%	0.8%	1.4%	1.6%	1.5%	0.9%	1.4%	2.1%	1.6%
Diverted%	0.2%	0.2%	0.2%	0.1%	0.1%	0.2%	0.2%	0.3%	0.1%	0.1%	0.2%	0.1%	0.2%	
2002	Scheduled	436,336	399,535	447,896	438,141	450,046	448,333	465,573	466,764	429,996	446,590	415,024	427,125	5,271,359
	ArrDel15	75,006	56,416	89,124	71,108	72,598	87,075	87,306	74,900	47,609	65,629	57,253	84,201	868,225
	Cancelled	7,301	4,323	6,033	4,513	4,442	7,666	6,260	5,339	3,686	4,549	3,675	7,356	65,143
	Diverted	498	413	753	715	568	1,016	1,110	862	514	493	474	940	8,356
	ArrDel15%	17.2%	14.1%	19.9%	16.2%	16.1%	19.4%	18.8%	16.0%	11.1%	14.7%	13.8%	19.7%	16.5%
	Cancelled%	1.7%	1.1%	1.3%	1.0%	1.0%	1.7%	1.3%	1.1%	0.9%	1.0%	0.9%	1.7%	1.2%
Diverted%	0.1%	0.1%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.2%	0.2%	
2001	Scheduled	529,940	477,824	531,119	514,187	529,940	520,230	538,440	544,351	490,698	443,796	417,386	429,869	5,967,780
	ArrDel15	109,367	111,403	112,825	94,162	87,900	111,975	105,344	114,753	57,997	59,952	58,677	80,084	1,104,439
	Cancelled	19,891	17,448	17,876	11,414	9,452	15,509	11,286	13,318	99,324	6,850	4,497	4,333	231,198
	Diverted	975	1,429	918	936	843	1,640	1,193	1,574	1,386	757	653	605	12,909
	ArrDel15%	20.6%	23.3%	21.2%	18.3%	16.6%	21.5%	19.6%	21.1%	11.8%	13.5%	14.1%	18.6%	18.5%
	Cancelled%	3.8%	3.7%	3.4%	2.2%	1.8%	3.0%	2.1%	2.4%	20.2%	1.5%	1.1%	1.0%	3.9%
Diverted%	0.2%	0.3%	0.2%	0.2%	0.2%	0.3%	0.2%	0.3%	0.3%	0.2%	0.2%	0.1%	0.2%	
2000	Scheduled	470,477	444,499	482,944	463,263	478,909	471,100	483,342	491,366	463,097	485,761	467,251	481,038	5,683,047
	ArrDel15	97,699	95,920	99,890	101,445	105,425	138,347	126,682	131,225	90,086	104,943	115,294	149,084	1,356,040
	Cancelled	24,515	15,188	10,237	11,642	16,513	18,632	15,526	14,991	10,365	10,369	10,912	28,600	187,490
	Diverted	1,303	1,083	1,006	1,015	1,363	1,602	1,319	1,370	985	914	814	1,480	14,254
	ArrDel15%	20.8%	21.6%	20.7%	21.9%	22.0%	29.4%	26.2%	26.7%	19.5%	21.6%	24.7%	31.0%	23.9%
	Cancelled%	5.2%	3.4%	2.1%	2.5%	3.4%	4.0%	3.2%	3.1%	2.2%	2.1%	2.3%	5.9%	3.3%
Diverted%	0.3%	0.2%	0.2%	0.2%	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.3%	0.3%	

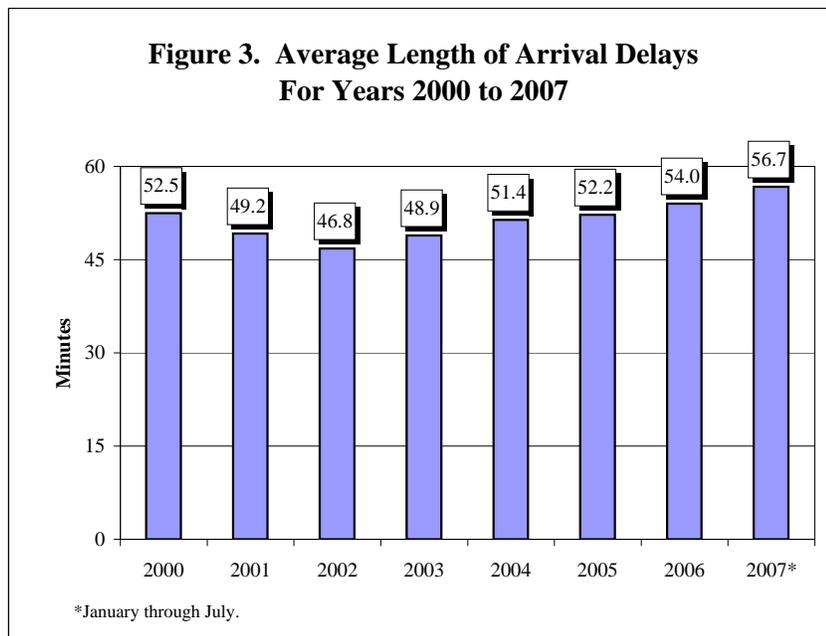
Source: BTS data processed by (b)(6) 25 July 07.
(Note: June 2007 data processed by (b)(6) , 20 Aug 07.)

(Note: July 2007 data processed by (b)(6) 12 Sep 07.)

DOT/BTS DATA
Average Length of Arrival Delays
All U.S., DOT Reporting Air Carriers
U.S. Domestic Schedule

Calendar Year	Average Length (Minutes)
2000	52.5
2001	49.2
2002	46.8
2003	48.9
2004	51.4
2005	52.2
2006	54.0
2007*	56.7

*January through July.



Comparison of Average Delay Time in Minutes

First 7 months of 2006:	53.7
First 7 months of 2007:	56.7
Time Increase:	3.0

Full Year 2006:	54.0
First 7 months of 2007:	56.7
Time Increase:	2.7

DOT/BTS Data
Domestic Flights at all U.S. Airports
All U.S. DOT Reporting Air Carriers

Descriptive Statistics Arrival Delay 15 for January thru July 2007				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,088,983	15	1,564	56.7
Descriptive Statistics Arrival Delay 15 for January thru July 2006				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	909,668	15	1,691	53.7
Descriptive Statistics Arrival Delay 15 for All 2006				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,615,537	15	1,779	54.0
Descriptive Statistics Arrival Delay 15 for All 2005				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,466,065	15	1,925	52.2
Descriptive Statistics Arrival Delay 15 for All 2004				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,421,391	15	1,879	51.4
Descriptive Statistics Arrival Delay 15 for All 2003				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,057,804	15	1,612	48.9
Descriptive Statistics Arrival Delay 15 for All 2002				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	868,225	15	2,137	46.8
Descriptive Statistics Arrival Delay 15 for All 2001				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,104,439	15	1,688	49.2
Descriptive Statistics Arrival Delay 15 for All 2000				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,356,040	15	1,441	52.5

Source: BTS data processed by (b)(6) 12 Sep 07.

Change in Scheduled Flights 2000 to 2006
DOT/Bureau of Transportation Statistics (BTS) DATA
All U.S., DOT Reporting Air Carriers
U.S. Domestic Schedule (i.e., Domestic-Wide)

Calendar Year	Scheduled Flights*	Arrival Delays	Cancellations	Diversions	Total Del, Can, or Div	% Late	% On-Time
2000	5,683,047	1,356,040	187,490	14,254	1,557,784	27.4%	72.6%
2001	5,967,780	1,104,439	231,198	12,909	1,348,546	22.6%	77.4%
2002	5,271,359	868,225	65,143	8,356	941,724	17.9%	82.1%
2003	6,488,540	1,057,804	101,469	11,381	1,170,654	18.0%	82.0%
2004	7,129,270	1,421,391	127,757	13,784	1,562,932	21.9%	78.1%
2005	7,140,596	1,466,065	133,730	14,028	1,613,823	22.6%	77.4%
2006	7,141,922	1,615,537	121,934	16,186	1,753,657	24.6%	75.4%
2007*	4,342,969	1,088,983	106,579	10,696	1,206,258	27.8%	72.2%

*January through July

Purpose: Identify and compare the number of scheduled flights for the years 2000 thru 2006.

Source: DOT/BTS Data processed by (b)(6) 12 Sep 07

Scope: All U.S. Carriers (DOT Reporting)--Domestic Schedule (i.e., Domestic-Wide)

Results/Conclusion:

The 2006 travel period was the busiest since the year 2000. (As measured by scheduled departures).
 (See Column C, rows #8 to #15--Highlighted)

Prepared by

(b)(6)

Reviewed by

DOT/BTS Data
Domestic Flights at all U.S. Airports
All U.S. DOT Reporting Air Carriers

Year	Type	January	February	March	April	May	June	July	August	September	October	November	December	Total
2007	Scheduled	620,065	564,582	638,372	613,740	630,332	628,182	647,696						4,342,969
	ArrDel15	149,715	158,113	152,446	136,797	131,000	181,007	179,905						1,088,983
	Cancelled	15,697	25,418	16,858	11,119	6,833	17,183	13,471						106,579
	Diverted	1,195	1,259	1,275	1,191	1,436	2,194	2,146						10,696
	ArrDel15%	24.1%	28.0%	23.9%	22.3%	20.8%	28.8%	27.8%						25.1%
	Cancelled%	2.5%	4.5%	2.6%	1.8%	1.1%	2.7%	2.1%						2.5%
Diverted%	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%						0.2%	
2006	Scheduled	581,287	531,247	605,217	585,351	602,919	598,315	621,244	628,732	584,937	611,718	586,197	604,758	7,141,922
	ArrDel15	112,299	118,610	135,897	118,715	122,693	150,683	150,771	140,784	127,900	153,067	126,990	157,128	1,615,537
	Cancelled	9,787	11,293	7,586	6,604	7,057	10,088	10,735	9,783	9,950	11,399	9,558	18,094	121,934
	Diverted	1,370	1,309	1,053	1,029	1,236	1,809	1,878	1,570	1,237	1,233	1,069	1,393	16,186
	ArrDel15%	19.3%	22.3%	22.5%	20.3%	20.3%	25.2%	24.3%	22.4%	21.9%	25.0%	21.7%	26.0%	22.6%
	Cancelled%	1.7%	2.1%	1.3%	1.1%	1.2%	1.7%	1.7%	1.6%	1.7%	1.9%	1.6%	3.0%	1.7%
Diverted%	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	
2005	Scheduled	594,924	545,332	617,540	594,492	614,802	609,195	627,961	630,904	574,253	592,712	566,138	572,343	7,140,596
	ArrDel15	143,316	111,897	131,384	90,137	93,619	139,742	166,767	141,431	87,235	99,904	106,543	154,090	1,466,065
	Cancelled	25,084	9,505	10,169	7,532	5,877	9,916	13,851	13,452	11,532	10,475	5,586	10,751	133,730
	Diverted	1,809	868	882	781	879	1,423	2,003	1,809	816	724	927	1,107	14,028
	ArrDel15%	24.1%	20.5%	21.3%	15.2%	15.2%	22.9%	26.6%	22.4%	15.2%	16.9%	18.8%	26.9%	20.5%
	Cancelled%	4.2%	1.7%	1.6%	1.3%	1.0%	1.6%	2.2%	2.1%	2.0%	1.8%	1.0%	1.9%	1.9%
Diverted%	0.3%	0.2%	0.1%	0.1%	0.1%	0.2%	0.3%	0.3%	0.1%	0.1%	0.2%	0.2%	0.2%	
2004	Scheduled	583,987	553,876	601,412	582,970	594,457	588,792	614,166	623,107	585,125	610,037	584,610	606,731	7,129,270
	ArrDel15	128,236	114,517	104,031	93,754	121,019	148,726	135,999	123,884	75,147	108,341	113,696	154,041	1,421,391
	Cancelled	17,611	9,481	7,603	4,485	10,381	8,796	10,132	10,163	17,969	6,695	7,337	17,104	127,757
	Diverted	1,015	744	879	648	1,639	1,725	1,581	1,222	1,047	864	1,039	1,381	13,784
	ArrDel15%	22.0%	20.7%	17.3%	16.1%	20.4%	25.3%	22.1%	19.9%	12.8%	17.8%	19.4%	25.4%	19.9%
	Cancelled%	3.0%	1.7%	1.3%	0.8%	1.7%	1.5%	1.6%	1.6%	3.1%	1.1%	1.3%	2.8%	1.8%
Diverted%	0.2%	0.1%	0.1%	0.1%	0.3%	0.3%	0.3%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	
2003	Scheduled	552,109	500,206	559,342	527,303	533,782	536,496	558,568	556,984	527,714	552,370	528,171	555,495	6,488,540
	ArrDel15	82,900	96,144	86,966	62,421	75,402	89,441	104,579	106,326	67,386	69,394	96,177	120,668	1,057,804
	Cancelled	8,341	20,001	9,554	6,334	4,313	4,161	7,835	9,109	7,691	5,091	7,407	11,632	101,469
	Diverted	847	1,183	945	611	746	1,025	1,205	1,517	771	720	993	818	11,381
	ArrDel15%	15.0%	19.2%	15.5%	11.8%	14.1%	16.7%	18.7%	19.1%	12.8%	12.6%	18.2%	21.7%	16.3%
	Cancelled%	1.5%	4.0%	1.7%	1.2%	0.8%	0.8%	1.4%	1.6%	1.5%	0.9%	1.4%	2.1%	1.6%
Diverted%	0.2%	0.2%	0.2%	0.1%	0.1%	0.2%	0.2%	0.3%	0.1%	0.1%	0.2%	0.1%	0.2%	
2002	Scheduled	436,336	399,535	447,896	438,141	450,046	448,333	465,573	466,764	429,996	446,590	415,024	427,125	5,271,359
	ArrDel15	75,006	56,416	89,124	71,108	72,598	87,075	87,306	74,900	47,609	65,629	57,253	84,201	868,225
	Cancelled	7,301	4,323	6,033	4,513	4,442	7,666	6,260	5,339	3,686	4,549	3,675	7,356	65,143
	Diverted	498	413	753	715	568	1,016	1,110	862	514	493	474	940	8,356
	ArrDel15%	17.2%	14.1%	19.9%	16.2%	16.1%	19.4%	18.8%	16.0%	11.1%	14.7%	13.8%	19.7%	16.5%
	Cancelled%	1.7%	1.1%	1.3%	1.0%	1.0%	1.7%	1.3%	1.1%	0.9%	1.0%	0.9%	1.7%	1.2%
Diverted%	0.1%	0.1%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.2%	0.2%	
2001	Scheduled	529,940	477,824	531,119	514,187	529,940	520,230	538,440	544,351	490,698	443,796	417,386	429,869	5,967,780
	ArrDel15	109,367	111,403	112,825	94,162	87,900	111,975	105,344	114,753	57,997	59,952	58,677	80,084	1,104,439
	Cancelled	19,891	17,448	17,876	11,414	9,452	15,509	11,286	13,318	99,324	6,850	4,497	4,333	231,198
	Diverted	975	1,429	918	936	843	1,640	1,193	1,574	1,386	757	653	605	12,909
	ArrDel15%	20.6%	23.3%	21.2%	18.3%	16.6%	21.5%	19.6%	21.1%	11.8%	13.5%	14.1%	18.6%	18.5%
	Cancelled%	3.8%	3.7%	3.4%	2.2%	1.8%	3.0%	2.1%	2.4%	20.2%	1.5%	1.1%	1.0%	3.9%
Diverted%	0.2%	0.3%	0.2%	0.2%	0.2%	0.3%	0.2%	0.3%	0.3%	0.2%	0.2%	0.1%	0.2%	
2000	Scheduled	470,477	444,499	482,944	463,263	478,909	471,100	483,342	491,366	463,097	485,761	467,251	481,038	5,683,047
	ArrDel15	97,699	95,920	99,890	101,445	105,425	138,347	126,682	131,225	90,086	104,943	115,294	149,084	1,356,040
	Cancelled	24,515	15,188	10,237	11,642	16,513	18,632	15,526	14,991	10,365	10,369	10,912	28,600	187,490
	Diverted	1,303	1,083	1,006	1,015	1,363	1,602	1,319	1,370	985	914	814	1,480	14,254
	ArrDel15%	20.8%	21.6%	20.7%	21.9%	22.0%	29.4%	26.2%	26.7%	19.5%	21.6%	24.7%	31.0%	23.9%
	Cancelled%	5.2%	3.4%	2.1%	2.5%	3.4%	4.0%	3.2%	3.1%	2.2%	2.1%	2.3%	5.9%	3.3%
Diverted%	0.3%	0.2%	0.2%	0.2%	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.3%	0.3%	

Source: BTS data processed by (b)(6) 25 July 07.
(Note: June 2007 data (b)(6) 20 Aug 07.)

(Note: July 2007 data processed by

(b)(6)

12 Sep 07.)

Taxi Out/In Times for 2006

Processed by (b)(6) DOT/OIG HQ, JA-2
 All U.S. Airlines (DOT Reporting) Minus A MQ) and Atlantic Southeast (EV) Taxi-In Times
 All U.S. Airports
 U.S. Domestic Market

Number of Flights

Taxi In Times 2006 (All Carriers, All Airports)

Time Period	2000	2006	# Change	% Change
1 - 2 hours	1,819	3,172	1,353	74.38%
2 - 3 hours	161	210	49	30.43%
3 - 4 hours	13	43	30	230.77%
4 - 5 hours	1	14	13	1300.00%
5 or more hours	0	3,267	3,267	0.00%
Less than 1 hour	5,681,053	7,135,216	1,454,163	25.60%
Total	5,683,047	7,141,922	1,458,875	25.67%
1-5+ Hours	1,994	6,706	4,712	236.31%

Adjusted Taxi In Times 2006
 (Less American Eagle and Atlantic Southeast)

Time Period	2006	2006 (Mod)	# Change
1 - 2 hours	3,172	2,678	-494
2 - 3 hours	210	178	-32
3 - 4 hours	43	40	-3
4 - 5 hours	14	6	-8
5 or more hours	3,267	5	-3,262
Less than 1 hour	7,135,216	6,315,784	-819,432
Total	7,141,922	6,318,691	-823,231
1-5+ Hours	6,706	2,907	-3,799

DM (4/6/07): According to (b)(6) American Eagle and Atlantic Southeast reported problems in their taxi in times for 2006. Comair also reported prob (so the 2006 data should be ok). (b)(6) recommended pulling these two carriers from the data when calculating the 2006 figures. He thought that much of the 3,267 figure for 2006 was due to reporting errors. In comparison, he indicated that taxi out time should be ok.

Taxi Out Times 2006 (All Carriers, All Airports)

Time Period	2000	2006	# Change	% Change
1 - 2 hours	43,315	62,617	19,302	44.56%
2 - 3 hours	5,794	6,304	510	8.80%
3 - 4 hours	1,277	1,112	-165	-12.92%
4 - 5 hours	303	192	-111	-36.63%
5 or more hours	82	37	-45	-54.88%
Less than 1 hour	5,632,276	7,071,660	1,439,384	25.56%
Total	5,683,047	7,141,922	1,458,875	25.67%
1-5+ Hours	50,771	70,262	19,491	38.39%

2006	
Adjusted Taxi In Numbers:	2,907
Taxi Out Numbers:	70,262
Total:	73,169

Processed by (b)(6) DOT/OIG HQ, JA-2
 All U. Reporting)
 All U.S. Airports
 U.S. Domestic Market

Taxi In Times 2006 (All Carriers, All Airports)

Time Period	Frequency	Percent
1 - 2 hours	3,172	0.0
2 - 3 hours	210	0.0
3 - 4 hours	43	0.0
4 - 5 hours	14	0.0
5 or more hours	3,267	0.0
Less than 1 hour	7,135,216	99.9
Total	7,141,922	100.0

Taxi In Times 2000 (All Carriers, All Airports)

Time Period	Frequency	Percent
1 - 2 hours	1,819	0.0
2 - 3 hours	161	0.0
3 - 4 hours	13	0.0
4 - 5 hours	1	0.0
5 or more hours	0	0.0
Less than 1 hour	5,681,053	100.0
Total	5,683,047	100.0

Taxi Out Times 2006 (All Carriers, All Airports)

Time Period	Frequency	Percent
1 - 2 hours	62,617	0.9
2 - 3 hours	6,304	0.1
3 - 4 hours	1,112	0.0
4 - 5 hours	192	0.0
5 or more hours	37	0.0
Less than 1 hour	7,071,660	99.0
Total	7,141,922	100.0

Taxi Out Times 2000 (All Carriers, All Airports)

Time Period	Frequency	Percent
1 - 2 hours	43,315	0.8
2 - 3 hours	5,794	0.1
3 - 4 hours	1,277	0.0
4 - 5 hours	303	0.0
5 or more hours	82	0.0
Less than 1 hour	5,632,276	99.1
Total	5,683,047	100.0

70,262

50,771

Processed by (b)(6) **DOT/OIG HQ, JA-2**
All U.S. Airlines (DOT Reporting **an Eagle (MQ) and Atlantic Southeast (EV)**
All U.S. Airports
U.S. Domestic Market

Taxi In Times 2006

Time Period	Frequency	Percent
1 - 2 hours	2,678	0.0
2 - 3 hours	178	0.0
3 - 4 hours	40	0.0
4 - 5 hours	6	0.0
5 or more hours	5	0.0
Less than 1 hour	6,315,784	100.0
Total	6,318,691	100.0

Taxi Out Times 2006

Time Period	Frequency	Percent
1 - 2 hours	55,738	0.9
2 - 3 hours	5,610	0.1
3 - 4 hours	1,033	0.0
4 - 5 hours	181	0.0
5 or more hours	36	0.0
Less than 1 hour	6,256,093	99.0
Total	6,318,691	100.0

Data excludes Atlantic Southeast and American Eagle.

DOT/BTS DATA

**Taxi-In and Taxi-Out Times
All U.S. Airlines (DOT Reporting)
All U.S. Airports
U.S. Domestic Market**

Taxi-In + Taxi-Out: First 7 Months (Jan to Jul) of 2006 vs 2007

Time Period	2006*	2007*	# Change	% Change
1 - 2 Hrs	33,438	47,558	14,120	42.23%
2 - 3 Hrs	3,781	5,213	1,432	37.87%
3 - 4 Hrs	710	1,025	315	44.37%
4 - 5 Hrs	120	189	69	57.50%
5 or more Hrs	27	44	17	62.96%
Total	38,076	54,029	15,953	41.90%
Less than 1 Hr	7,603,425	7,947,445	344,020	4.52%
Total**	7,641,501	8,001,474	359,973	4.71%

% of Total Ops: 0.50% 0.68%

*American Eagle and Atlantic Souteast. Are not included in the Taxi-In data. See Note below.

Note: According to (b)(6) (BTS), American Eagle and Atlantic Southeast reported problems in their Taxi-In times for 2006. Comair also reporte 03 and 2004 (so the 2006 data should be OK) (b)(6) recommended pulling these two carriers from the data when calculating the 2006 figures. He thought that much of the figures for 2006 was due to reporting errors. In comparison, he indicated that the Taxi-Out times for 2006 should be OK. DM (4/6/07)

** Represents total operations (i.e., taxi-out and taxi-in occurrences)--net cancellations and diversions.

DOT/BTS DATA

Taxi-In and Taxi-Out Times
 All U.S. Airlines (DOT Reporting)
 All U.S. Airports
 U.S. Domestic Market

Combined Taxi In + Taxi Out Times for Jan - Jul 2006

	1 - 2 hours	2 - 3 hours	3 - 4 hours	4 - 5 hours	5 or more hours	Less than 1 hour	Total Operations**
Taxi In*	1,476	99	15	2	0	3,587,163	3,588,755
Taxi Out	31,962	3,682	695	118	27	4,016,262	4,052,746
Total:	33,438	3,781	710	120	27	7,603,425	7,641,501

Combined Taxi In + Taxi Out Times for Jan - Jul 2007

	1 - 2 hours	2 - 3 hours	3 - 4 hours	4 - 5 hours	5 or more hours	Less than 1 hour	Total Operations**
Taxi In*	2,536	190	22	4	7	3,773,021	3,775,780
Taxi Out	45,022	5,023	1,003	185	37	4,174,424	4,225,694
Total:	47,558	5,213	1,025	189	44	7,947,445	8,001,474

*American Eagle (MQ) and Atlantic Southeast (EV) are not included in the Taxi-In data.

**Total taxi-out and taxi-in occurrences--net of cancellations and diversions.

DOT/BTS Data
Processed by (b)(6) DOT/OIG HQ, JA-2
All U.S. Airlines (DOT Reporting)
All U.S. Airports
U.S. Domestic Market

Taxi Out Time January thru July 2007

All Carriers		
Time Period	Frequency	Percent
Less than 1 hour	4,174,424	98.8
1 - 2 hours	45,022	1.1
2 - 3 hours	5,023	0.1
3 - 4 hours	1,003	0.0
4 - 5 hours	185	0.0
5 or more hours	37	0.0
Total	4,225,694	100.0

Taxi Out Time January thru July 2006

All Carriers		
Time Period	Frequency	Percent
Less than 1 hour	4,016,262	99.1
1 - 2 hours	31,962	0.8
2 - 3 hours	3,682	0.1
3 - 4 hours	695	0.0
4 - 5 hours	118	0.0
5 or more hours	27	0.0
Total	4,052,746	100.0

Taxi In Time January thru July 2007

All Carriers Except MQ & EV		
Time Period	Frequency	Percent
Less than 1 hour	3,773,021	99.9
1 - 2 hours	2,536	0.1
2 - 3 hours	190	0.0
3 - 4 hours	22	0.0
4 - 5 hours	4	0.0
5 or more hours	7	0.0
Total	3,775,780	100.0

Taxi In Time January thru July 2006

All Carriers Except MQ & EV		
Time Period	Frequency	Percent
Less than 1 hour	3,587,163	100.0
1 - 2 hours	1,476	0.0
2 - 3 hours	99	0.0
3 - 4 hours	15	0.0
4 - 5 hours	2	0.0
5 or more hours	0	0.0
Total	3,588,755	100.0

Source: BTS data processed by (b)(6) 13 Sep 07.

MQ-American Eagle Airlines
EV-Atlantic Southeast Airlines

Pages 71 through 76 redacted for the following reasons:

(b)(5)

Load Factors
DOT-Bureau Transportation Statistics (BTS) Data
U.S. Air Carriers-Domestic Schedule (i.e., Domestic-Wide)

Average Load Factors: Domestic-Wide (First 6 Months of 2007 vs 2000)

Month	2000	2007	% Change
Jan	61.9%	72.2%	10.3%
Feb	66.2%	75.6%	9.4%
Mar	73.1%	81.4%	8.3%
Apr	73.0%	81.2%	8.2%
May	73.1%	81.2%	8.1%
Jun	78.4%	86.1%	7.7%
Total:	71.1%	79.7%	8.6%

Purpose: Identify and compare passenger load factors for the first 6 months* of CYs 2007 and 2000.

Source: BTS Data processed by (b)(6) 20 Sep 2007.

Scope: All U.S. Carriers--Domestic Schedule (i.e., Domestic-Wide)

*Note: Per BTS and (b)(6) the first 6 months of 2007 is the most recent data available.

Results/Conclusion:

Reduced capacity and increased demand has led to fuller flights. (See W/Ps "Change in Scheduled Flights and Available Seats" and "Passenger Enplanements") For the first 6 months, average load factors increased from 71.1 percent in 2000 to 79.7 percent in 2007 with an unprecedented 86.1 percent in the month of June. (See highlighted cells above)

Prepared by:

(b)(6)

Reviewed by:

DOT DATA

Domestic Scheduled Passenger Service
 Note: SvcClass "F" = Scheduled Service

Year	Month	CarrierRegion	SvcClass	SumOfT320_ASM	SumOfT140_RPM	Load Factor
2000	1	D	F	57267719000	35465923000	61.9%
2000	2	D	F	55249291000	36597642000	66.2%
2000	3	D	F	60967803000	44596228000	73.1%
2000	4	D	F	58426196000	42625850000	73.0%
2000	5	D	F	59979890000	43842832000	73.1%
2000	6	D	F	59449372000	46621779000	78.4%

YTD 2000 351,340,271,000 249,750,254,000 71.1%

Year	SumOfMonth	CarrierRegion	SvcClass	SumOfT320_ASM	SumOfT140_RPM	Load Factor
2000	3018	D	F	714,454,375,000	508,402,855,000	71.2%

Year	Month	CarrierRegion	SvcClass	SumOfT320_ASM	SumOfT140_RPM	Load Factor
2006	1	D	F	60,381,330,312	43,780,406,378	72.5%
2006	2	D	F	54,772,702,332	41,683,968,775	76.1%
2006	3	D	F	63,525,229,544	51,656,159,734	81.3%
2006	4	D	F	61,140,007,369	49,681,841,733	81.3%
2006	5	D	F	62,501,560,038	50,166,744,163	80.3%
2006	6	D	F	63,011,567,622	53,154,414,002	84.4%

365,332,397,217 290,123,534,785 79.4%

Year	Month	CarrierRegion	SvcClass	SumOfT320_ASM	SumOfT140_RPM	Load Factor
2007	1	D	F	61,917,122,001	44,716,251,297	72.2%
2007	2	D	F	55,761,755,406	42,182,431,271	75.6%
2007	3	D	F	64,665,335,312	52,669,536,786	81.4%
2007	4	D	F	62,502,148,042	50,756,939,259	81.2%
2007	5	D	F	64,053,411,850	51,982,720,213	81.2%
2007	6	D	F	63,731,277,559	54,854,791,994	86.1%

372,631,050,170 297,162,670,820 79.7%

Source: DOT/BTS data processed by (b)(6) 19 Sep 2007.

**Passenger Enplanements (Revenue PAX)
 DOT-Bureau of Transportation Statistics (BTS) Data
 All U.S. Carriers-Domestic Schedule (i.e., Domestic-Wide)
 Scheduled Service**

Revenue Pax Enplanements (First 6 Months 2006 vs 2007)

Year	2000	2007	% Chg
Jan	43,856,522	52,255,790	19.15%
Feb	46,184,133	49,876,277	7.99%
Mar	55,872,922	61,917,594	10.82%
Apr	52,898,467	59,854,964	13.15%
May	55,186,726	61,746,727	11.89%
Jun	57,749,829	64,006,780	10.83%
Total:	311,748,599	349,658,132	12.16%
rounded	312	350	12.18%

Purpose: Identify and compare the number of revenue passengers enplaned for the first 6 months* of CYs 2007 and 2000.

Source: BTS Data processed by (b)(6) 20 Sep 2007.

Scope: All U.S. Carriers--Domestic Schedule (i.e., Domestic-Wide)

*Note: Per BTS and (b)(6) the first 6 months of 2007 is the most recent data available.

Results/Conclusion:

Even though the number of flights and seats declined, (See W/Ps "Change in Scheduled Flights and Available Seats") passenger enplanements were up over 12 percent, from 312 million passengers in 2000 to 350 million passengers in 2007. (See highlighted cells above)

Note: This data is for the first 6 months of each year.

Prepared by: (b)(6)
Reviewed by: (b)(6)

BTS DATA

DOT/BTS (Bureau of Transportation Statistics)
All US Air Carriers-Domestic Schedule

Note: SvcClass "F" = Scheduled Passenger Service
Note: CarrierRegion "D" = Domestic

Year	Month	CarrierRegion	SvcClass	Available	Enplaned
				Seats	Passengers
				SumOfT310_Seats	SumOfT130_RPax
2000		1 D	F	75541523	43856522
2000		2 D	F	73230391	46184133
2000		3 D	F	80448991	55872922
2000		4 D	F	76635539	52898467
2000		5 D	F	79407617	55186726
2000		6 D	F	77780479	57749829
YTD Total				463044540	311748599

Year	SumOfMonth	CarrierRegion	SvcClass	SumOfT310_Seats	SumOfT130_RPax
2000	1253426	D	F	936972659	632328552

Year	Month	CarrierRegion	SvcClass	SumOfT310_Seats	SumOfT130_RPax
2006		1 D	F	75128260	50943300
2006		2 D	F	68258795	49313167
2006		3 D	F	78505072	60726612
2006		4 D	F	75389030	58154956
2006		5 D	F	77335501	59543422
2006		6 D	F	76837616	61863299
YTD Total				451454274	340544756

Year	Month	CarrierRegion	SvcClass	SumOfT310_Seats	SumOfT130_RPax
2007		1 D	F	77504270	52255790
2007		2 D	F	69576315	49876277
2007		3 D	F	80123530	61917594
2007		4 D	F	77758508	59854964
2007		5 D	F	79854186	61746727
2007		6 D	F	78001027	64006780
YTD Total				462817836	349658132

Source: BTS Data processed by (b)(6) 20 Sep 2007.

Page 81 redacted for the following reason:

(b)(5)

**Change in Scheduled Flights and Available Seats
 FAA's Flight Schedule Data System Data (FSDS)
 All Domestic Carriers-Domestic Schedule (i.e., Domestic-Wide)**

Scheduled Flights (First 6 Months)

Month	2000	2007	% Chg 2000 vs. 2007
Jan	911,395	831,443	-8.77%
Feb	867,852	758,989	-12.54%
Mar	938,083	856,365	-8.71%
Apr	894,522	825,002	-7.77%
May	929,338	848,146	-8.74%
Jun	919,118	846,241	-7.93%
Total:	5,460,308	4,966,186	-9.05%
(rounded)	5.5	5.0	-9.09%

Available Seats (First 6 Months)

Month	2000	2007	% Chg 2000 vs. 2007
Jan	84,754,402	77,419,634	-8.65%
Feb	80,824,554	70,695,747	-12.53%
Mar	87,636,693	80,016,489	-8.70%
Apr	84,072,545	77,130,536	-8.26%
May	86,767,982	78,701,581	-9.30%
Jun	85,448,306	77,892,482	-8.84%
Total:	509,504,482	461,856,469	-9.35%
(rounded)	510	462	-9.41%

Purpose: Identify and compare the number of scheduled flights and available seats for the first 6 months of CYs 2007 and 2000.

Source: FAA's Flight Schedule Data System (FSDS) at <http://www.apo.data.faa.gov>

Scope: All U.S. Carriers--Domestic Schedule (i.e., Domestic-Wide)

Results/Conclusion:

For the first 6 months, the number of scheduled flights (capacity) decreased from 5.5 million in 2000 to 5.0 million in 2007, a drop of 9 percent. Scheduled seats also declined by over 9 percent between 2000 and 2007, from 510 million to 462 million. (See highlighted cells above)

Prepared by: (b)(6)
 Reviewed by: (b)(6)

FAA's Flight Schedule Data System (FSDS)
All Domestic Carriers--Domestic Schedule
<http://www.apo.data.faa.gov/>

FSDS Report

From 01/2000 To 06/2000 | User Class=ATC Commuter | User Class=Carrier | Operator Carrier Type=Domestic Carrier | Flight Type=Domestic Flight

#	Date	Flights	Seats	Block Hours	Statute Miles	Seat Miles	Seats Per Block Hrs.	Flight Per Flight	Statute Miles Per Flight
1	Jan-00	911,395	84,754,402	1,515,774:33	464,456,379	60,121,982	92	1:39	509
2	Feb-00	867,852	80,824,554	1,443,356:58	443,252,838	57,351,896	93	1:39	510
3	Mar-00	938,083	87,636,693	1,567,560:21	482,809,472	62,554,604	93	1:40	514
4	Apr-00	894,522	84,072,545	1,504,140:41	465,434,510	60,262,836	93	1:40	520
5	May-00	929,338	86,767,982	1,557,307:36	481,969,202	62,156,226	93	1:40	518
6	Jun-00	919,118	85,448,306	1,540,626:57	479,388,195	61,787,676	92	1:40	521
Total:		5,460,308	509,504,482	9,128,767:10	2,817,310,596	364,235,220	93	1:40	515

FSDS Report

From 01/2007 To 06/2007 | User Class=ATC Commuter | User Class=Carrier | Operator Carrier Type=Domestic Carrier | Flight Type=Domestic Flight

#	Date	Flights	Seats	Block Hours	Statute Miles	Seat Miles	Seats Per Block Hrs.	Flight Per Flight	Statute Miles Per Flight
1	Jan-07	831,443	77,419,634	1,579,299:30	505,862,015	61,423,331	93	1:53	608
2	Feb-07	758,989	70,695,747	1,442,858:27	462,760,769	56,193,665	93	1:54	609
3	Mar-07	856,365	80,016,489	1,635,423:13	527,393,707	64,168,295	93	1:54	615
4	Apr-07	825,002	77,130,536	1,567,637:33	507,882,422	61,767,379	93	1:54	615
5	May-07	848,146	78,701,581	1,599,733:24	520,333,780	63,047,495	92	1:52	613
6	Jun-07	846,241	77,892,482	1,604,962:15	524,596,613	63,435,111	92	1:53	619
Total:		4,966,186	461,856,469	9,429,914:27	3,048,829,306	370,035,276	93	1:53	613

Source: FAA's Flight Schedule Data System (FSDS) at <http://www.apo.data.faa.gov>

Pages 84 through 87 redacted for the following reasons:

(b)(5)

DOCUMENT SEPARATOR

DOT/BTS DATA

All U.S. Air Carriers Serving Newark (EWR) and LaGuardia (LGA) Airports U.S. Domestic Schedule Only 2/14/2007

Departures at EWR on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Departures	Departure Delays	Departure Cancellations	Total Flts Del + Can	Percent of Flts Del+Can	Percent Departing On-Time
American Airlines	21	6	14	20	95.24%	4.76%
Alaska Airlines	2	1	1	2	100.00%	0.00%
JetBlue Airways	10	8	1	9	90.00%	10.00%
Continental Airlines	163	77	40	117	71.78%	28.22%
Delta Air Lines	11	4	6	10	90.91%	9.09%
AirTran Airways	4	0	4	4	100.00%	0.00%
American Eagle Airlines	10	0	10	10	100.00%	0.00%
Northwest Airlines	14	1	12	13	92.86%	7.14%
Comair	5	0	5	5	100.00%	0.00%
United Airlines	14	7	6	13	92.86%	7.14%
US Airways	8	3	5	8	100.00%	0.00%
ExpressJet Airlines	162	20	135	155	95.68%	4.32%
Mesa Airlines	7	0	7	7	100.00%	0.00%
Total:	431	127	246	373	86.54%	13.46%

Arrivals at EWR on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent Arrival On-Time
American Airlines	21	8	0	10	18	85.71%	14.29%
Alaska Airlines	2	1	0	1	2	100.00%	0.00%
JetBlue Airways	10	8	0	2	10	100.00%	0.00%
Continental Airlines	163	95	1	28	124	76.07%	23.93%
Delta Air Lines	11	2	0	8	10	90.91%	9.09%
AirTran Airways	4	1	0	3	4	100.00%	0.00%
American Eagle Airlines	10	2	0	8	10	100.00%	0.00%
Northwest Airlines	14	4	0	10	14	100.00%	0.00%
Comair	5	1	0	4	5	100.00%	0.00%
United Airlines	14	8	0	5	13	92.86%	7.14%
US Airways	8	2	0	6	8	100.00%	0.00%
ExpressJet Airlines	163	32	1	117	150	92.02%	7.98%
Mesa Airlines	6	0	0	6	6	100.00%	0.00%
Total:	431	164	2	208	374	86.77%	13.23%

Combined Totals for Departures and Arrivals at EWR on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Dep + Arr	Dep + Arr Delays	Arrival Diversions	Dep + Arr Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent On-Time
American Airlines	42	14	0	24	38	90.48%	9.52%
Alaska Airlines	4	2	0	2	4	100.00%	0.00%
JetBlue Airways	20	16	0	3	19	95.00%	5.00%
Continental Airlines	326	172	1	68	241	73.93%	26.07%
Delta Air Lines	22	6	0	14	20	90.91%	9.09%
AirTran Airways	8	1	0	7	8	100.00%	0.00%
American Eagle Airlines	20	2	0	18	20	100.00%	0.00%
Northwest Airlines	28	5	0	22	27	96.43%	3.57%
Comair	10	1	0	9	10	100.00%	0.00%
United Airlines	28	15	0	11	26	92.86%	7.14%
US Airways	16	5	0	11	16	100.00%	0.00%
ExpressJet Airlines	325	52	1	252	305	93.85%	6.15%
Mesa Airlines	13	0	0	13	13	100.00%	0.00%

Total:	862	291	2	454	747	86.66%	13.34%
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Departures at LGA on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Departures	Departure Delays	Departure Cancellations	Total Flts Del + Can	Percent of Flts Del+Can	Percent Departing On-Time
Pinnacle Airlines	4	0	4	4	100.00%	0.00%
American Airlines	61	10	51	61	100.00%	0.00%
JetBlue Airways	8	3	4	7	87.50%	12.50%
Continental Airlines	15	3	2	5	33.33%	66.67%
Delta Air Lines	68	4	59	63	92.65%	7.35%
Atlantic Southeast Airlines	2	0	2	2	100.00%	0.00%
Frontier Airlines	3	2	0	2	66.67%	33.33%
AirTran Airways	12	3	9	12	100.00%	0.00%
American Eagle Airlines	59	7	50	57	96.61%	3.39%
Northwest Airlines	19	3	15	18	94.74%	5.26%
Comair	42	0	42	42	100.00%	0.00%
United Airlines	23	8	12	20	86.96%	13.04%
US Airways	45	5	38	43	95.56%	4.44%
ExpressJet Airlines	4	1	3	4	100.00%	0.00%
Mesa Airlines	6	0	6	6	100.00%	0.00%
Total:	371	49	297	346	93.26%	6.74%

Arrivals at LGA on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent Arrival On-Time
Pinnacle Airlines	4	0	0	4	4	100.00%	0.00%
American Airlines	61	16	1	38	55	90.16%	9.84%
JetBlue Airways	8	2	0	5	7	87.50%	12.50%
Continental Airlines	15	6	0	2	8	53.33%	46.67%
Delta Air Lines	68	8	0	52	60	88.24%	11.76%
Atlantic Southeast Airlines	2	0	0	2	2	100.00%	0.00%
Frontier Airlines	3	3	0	0	3	100.00%	0.00%
AirTran Airways	11	4	0	6	10	90.91%	9.09%
American Eagle Airlines	59	7	1	48	56	94.92%	5.08%
Northwest Airlines	20	4	0	13	17	85.00%	15.00%
Comair	42	1	0	41	42	100.00%	0.00%
United Airlines	23	6	0	16	22	95.65%	4.35%
US Airways	45	5	0	38	43	95.56%	4.44%
ExpressJet Airlines	4	0	0	3	3	75.00%	25.00%
Mesa Airlines	6	1	0	5	6	100.00%	0.00%
Total:	371	63	2	273	338	91.11%	8.89%

Combined Totals for Departures and Arrivals at LGA on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Dep + Arr	Dep + Arr Delays	Arrival Diversions	Dep + Arr Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent On-Time
Pinnacle Airlines	8	0	0	8	8	100.00%	0.00%
American Airlines	122	26	1	89	116	95.08%	4.92%
JetBlue Airways	16	5	0	9	14	87.50%	12.50%
Continental Airlines	30	9	0	4	13	43.33%	56.67%
Delta Air Lines	136	12	0	111	123	90.44%	9.56%
Atlantic Southeast Airlines	4	0	0	4	4	100.00%	0.00%
Frontier Airlines	6	5	0	0	5	83.33%	16.67%
AirTran Airways	23	7	0	15	22	95.65%	4.35%
American Eagle Airlines	118	14	1	98	113	95.76%	4.24%
Northwest Airlines	39	7	0	28	35	89.74%	10.26%
Comair	84	1	0	83	84	100.00%	0.00%
United Airlines	46	14	0	28	42	91.30%	8.70%
US Airways	90	10	0	76	86	95.56%	4.44%
ExpressJet Airlines	8	1	0	6	7	87.50%	12.50%
Mesa Airlines	12	1	0	11	12	100.00%	0.00%
Total:	742	112	2	570	684	92.18%	7.82%

Source: U.S. Department of Transportation - Bureau of Transportation Statistics

BTS Data
Domestic Departures and Arrivals at EWR and LGA
All Domestic Air Carriers

EWR Departures on 14-Feb-07						EWR Arrivals on 14-Feb-07						
Origin	FlightDate	Carrier	Scheduled	DepDel15	Cancelled	Dest	FlightDate	Carrier	Scheduled	ArrDel15	Cancelled	Diverted
EWR	2007-02-14	AA	21	6	14	EWR	2007-02-14	AA	21	8	10	0
		AS	2	1	1			AS	2	1	1	0
		B6	10	8	1			B6	10	8	2	0
		CO	163	77	40			CO	163	95	28	1
		DL	11	4	6			DL	11	2	8	0
		FL	4	0	4			FL	4	1	3	0
		MQ	10	0	10			MQ	10	2	8	0
		NW	14	1	12			NW	14	4	10	0
		OH	5	0	5			OH	5	1	4	0
		UA	14	7	6			UA	14	8	5	0
		US	8	3	5			US	8	2	6	0
		XE	162	20	135			XE	163	32	117	1
		YV	7	0	7			YV	6	0	6	0
		Total	431	127	246			Total	431	164	208	2

LGA Departures on 14-Feb-07						LGA Arrivals on 14-Feb-07						
Origin	FlightDate	Carrier	Scheduled	DepDel15	Cancelled	Dest	FlightDate	Carrier	Scheduled	ArrDel15	Cancelled	Diverted
LGA	2007-02-14	9E	4	0	4	LGA	2007-02-14	9E	4	0	4	0
		AA	61	10	51			AA	61	16	38	1
		B6	8	3	4			B6	8	2	5	0
		CO	15	3	2			CO	15	6	2	0
		DL	68	4	59			DL	68	8	52	0
		EV	2	0	2			EV	2	0	2	0
		F9	3	2	0			F9	3	3	0	0
		FL	12	3	9			FL	11	4	6	0
		MQ	59	7	50			MQ	59	7	48	1
		NW	19	3	15			NW	20	4	13	0
		OH	42	0	42			OH	42	1	41	0
		UA	23	8	12			UA	23	6	16	0
		US	45	5	38			US	45	5	38	0
		XE	4	1	3			XE	4	0	3	0
		YV	6	0	6			YV	6	1	5	0
		Total	371	49	297			Total	371	63	273	2

- 9E-Pinnacle Airlines
- AA-American Airlines
- AS-Alaska Airlines
- B6-JetBlue Airways
- CO-Continental Airlines
- DL-Delta Air Lines
- EV-Atlantic Southeast Airlines
- F9-Frontier Airlines
- FL-AirTran Airways
- MQ-American Eagle Airlines
- NW-Northwest Airlines
- OH-Comair
- UA-United Airlines
- US-US Airways
- XE-ExpressJet Airlines
- YV-Mesa Airlines
- EWR-Newark, NJ Airport
- LGA-LaGuardia, NY Airport

Source: BTS data processed by

(b)(6)

24 July 07

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DOT/BTS DATA

All U.S. Air Carriers Serving John F Kennedy (JFK) Airport U.S. Domestic Schedule Only 2/14/2007

Departures at JFK on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Departures	Departure Delays	Departure Cancellations	Total Flts Del + Can	Percent of Flts Del+Can	Percent Departing On-Time
American Airlines	32	6	25	31	96.88%	3.13%
JetBlue Airways	150	12	134	146	97.33%	2.67%
Continental Airlines	4	3	1	4	100.00%	0.00%
Delta Air Lines	36	14	21	35	97.22%	2.78%
Atlantic Southeast Airlines	1	0	1	1	100.00%	0.00%
American Eagle Airlines	20	2	18	20	100.00%	0.00%
Northwest Airlines	6	3	3	6	100.00%	0.00%
Comair	58	2	56	58	100.00%	0.00%
United Airlines	14	0	14	14	100.00%	0.00%
US Airways	7	1	6	7	100.00%	0.00%
ExpressJet Airlines	1	0	1	1	100.00%	0.00%
Mesa Airlines	7	0	7	7	100.00%	0.00%
Total:	336	43	287	330	98.21%	1.79%

Arrivals at JFK on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent Arrival On-Time
American Airlines	32	13	0	17	30	93.75%	6.25%
JetBlue Airways	150	15	5	122	142	94.67%	5.33%
Continental Airlines	4	3	0	0	3	75.00%	25.00%
Delta Air Lines	35	13	3	15	31	88.57%	11.43%
Atlantic Southeast Airlines	1	0	0	1	1	100.00%	0.00%
American Eagle Airlines	20	1	0	19	20	100.00%	0.00%
Northwest Airlines	6	3	0	3	6	100.00%	0.00%
Comair	58	5	0	53	58	100.00%	0.00%
United Airlines	14	1	0	13	14	100.00%	0.00%
US Airways	7	5	0	2	7	100.00%	0.00%
ExpressJet Airlines	1	0	0	1	1	100.00%	0.00%
Mesa Airlines	7	0	0	7	7	100.00%	0.00%
Total:	335	59	8	253	320	95.52%	4.48%

Combined Totals for Departures and Arrivals at JFK on 2/14/07 (Domestic Schedule Only)

Airline	Scheduled Dep + Arr	Dep + Arr Delays	Arrival Diversions	Dep + Arr Cancellations	Total Flts Del + Div + Can	Percent of Flts Del+Div+Can	Percent On-Time
American Airlines	64	19	0	42	61	95.31%	4.69%
JetBlue Airways	300	27	5	256	288	96.00%	4.00%
Continental Airlines	8	6	0	1	7	87.50%	12.50%
Delta Air Lines	71	27	3	36	66	92.96%	7.04%
Atlantic Southeast Airlines	2	0	0	2	2	100.00%	0.00%
American Eagle Airlines	40	3	0	37	40	100.00%	0.00%
Northwest Airlines	12	6	0	6	12	100.00%	0.00%
Comair	116	7	0	109	116	100.00%	0.00%
United Airlines	28	1	0	27	28	100.00%	0.00%
US Airways	14	6	0	8	14	100.00%	0.00%
ExpressJet Airlines	2	0	0	2	2	100.00%	0.00%
Mesa Airlines	14	0	0	14	14	100.00%	0.00%
Total:	671	102	8	540	650	96.87%	3.13%

83.08%

Source: U.S. Department of Transportation - Bureau of Transportation Statistics

BTS Data
Domestic Departures and Arrivals at John F. Kennedy (JFK)
All Domestic Air Carriers

FlightDate	Carrier	JFK Departures			JFK Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
2007-02-13	AA	33	8	1	33	10	7	0
	B6	150	50	4	150	59	5	0
	CO	3	1	0	3	0	0	0
	DL	36	3	2	36	4	10	0
	EV	1	1	0	1	1	0	0
	MQ	20	3	7	20	5	6	0
	NW	6	3	0	6	3	0	0
	OH	58	9	33	58	12	31	0
	UA	14	2	1	14	7	1	0
	US	7	2	0	7	2	4	0
	XE	1	0	1	1	0	1	0
YV	10	1	3	9	2	4	0	
Total		339	83	52	338	105	69	0
2007-02-14	AA	32	6	25	32	13	17	0
	B6	150	12	134	150	15	122	5
	CO	4	3	1	4	3	0	0
	DL	36	14	21	35	13	15	3
	EV	1	0	1	1	0	1	0
	MQ	20	2	18	20	1	19	0
	NW	6	3	3	6	3	3	0
	OH	58	2	56	58	5	53	0
	UA	14	0	14	14	1	13	0
	US	7	1	6	7	5	2	0
	XE	1	0	1	1	0	1	0
YV	7	0	7	7	0	7	0	
Total		336	43	287	335	59	253	8
2007-02-15	AA	33	19	13	33	16	15	0
	B6	173	84	89	166	67	94	2
	CO	4	3	1	4	1	1	0
	DL	39	20	16	39	24	14	0
	MQ	20	11	6	20	11	8	0
	NW	6	4	2	6	3	2	0
	OH	62	3	59	62	0	62	0
	UA	14	13	0	14	13	1	0
	US	7	7	0	7	5	2	0
	XE	1	0	1	1	0	1	0
	YV	7	3	3	7	3	4	0
Total		366	167	190	359	143	204	2
2007-02-16	AA	32	26	0	32	23	2	0
	B6	175	125	47	170	112	40	5
	CO	4	2	1	4	2	0	0
	DL	39	32	1	41	31	0	0
	MQ	20	14	1	20	12	1	0
	NW	6	3	0	6	4	0	0
	OH	62	19	43	62	26	33	0
	UA	14	5	0	14	11	0	0
	US	7	5	2	7	4	0	0
	XE	1	1	0	1	1	0	0
	YV	7	4	3	7	4	2	0
Total		367	236	98	364	230	78	5
2007-02-17	AA	31	20	0	29	13	0	0
	B6	169	101	57	169	90	66	0
	CO	2	2	0	1	0	0	0
	DL	34	28	0	35	19	0	0
	MQ	19	9	0	20	11	0	0
	NW	6	4	0	5	2	0	0
	OH	48	42	4	48	32	8	0
	UA	12	3	0	12	4	0	0
	US	7	4	0	7	5	0	0
	XE	1	1	0	1	0	0	0
	YV	5	2	1	5	1	0	0
Total		334	216	62	332	177	74	0
2007-02-18	AA	28	8	0	30	13	0	0
	B6	169	47	51	168	62	51	0
	CO	2	1	0	3	3	0	0
	DL	41	30	0	38	19	0	0
MQ	21	7	1	21	8	0	0	

	NW	5	3	0	6	5	0	0
	OH	50	28	3	52	29	2	2
	UA	13	2	0	13	3	0	0
	US	7	3	0	7	3	0	0
	XE	1	1	0	1	1	0	0
	YV	6	1	1	6	3	0	0
	Total	343	131	56	345	149	53	2
2007-02-19	AA	32	6	0	32	6	0	0
	B6	171	19	52	171	24	52	1
	CO	4	2	0	4	0	0	0
	DL	39	26	0	39	10	0	0
	MQ	20	2	0	20	2	0	0
	NW	6	0	0	6	1	0	0
	OH	61	43	5	61	21	4	0
	UA	14	4	0	14	4	0	2
	US	7	3	0	7	6	0	0
	XE	1	0	0	1	0	0	0
	YV	7	6	0	7	4	0	0
	Total	362	111	57	362	78	56	3
2007-02-20	AA	33	9	0	33	10	0	0
	B6	171	38	0	171	54	0	0
	CO	4	0	0	4	0	0	0
	DL	37	7	0	37	9	0	0
	MQ	20	5	0	20	5	0	0
	NW	6	1	0	6	2	0	0
	OH	61	22	3	61	24	1	1
	UA	14	1	0	14	2	0	0
	US	7	4	0	7	2	0	0
	XE	1	0	0	1	0	0	0
	YV	7	2	0	7	2	0	0
	Total	361	89	3	361	110	1	1
2007-03-14	AA	32	7	0	32	8	0	0
	B6	163	26	0	164	28	0	0
	CO	4	1	0	4	3	0	0
	DL	40	5	3	41	3	4	0
	MQ	20	2	0	20	2	0	0
	NW	5	1	0	5	1	0	0
	OH	61	15	0	61	11	1	0
	UA	14	0	0	14	1	0	0
	US	7	2	0	7	2	0	0
	XE	7	0	0	7	1	0	0
	YV	7	1	0	7	0	1	0
	Total	360	60	3	362	60	6	0
2007-03-15	AA	33	7	0	33	14	3	0
	B6	164	66	0	164	85	16	0
	CO	4	1	0	4	2	0	0
	DL	41	13	1	41	15	4	0
	MQ	20	7	2	19	9	0	0
	NW	5	1	0	5	3	0	0
	OH	62	36	2	62	39	3	0
	UA	14	2	0	14	6	0	0
	US	7	2	0	7	3	0	0
	XE	8	5	0	7	5	0	0
	YV	7	2	0	7	4	0	0
	Total	365	142	5	363	185	26	0
2007-03-16	AA	32	1	27	31	5	26	0
	B6	168	2	157	168	8	152	3
	CO	4	1	3	4	0	3	0
	DL	41	3	32	44	0	40	1
	MQ	20	0	18	20	0	14	0
	NW	5	1	4	5	0	4	0
	OH	62	0	57	62	4	56	0
	UA	14	3	9	14	0	14	0
	US	7	0	5	7	2	5	0
	XE	7	0	7	7	0	7	0
	YV	7	0	5	7	0	7	0
	Total	367	11	324	369	19	328	4
2007-03-17	AA	31	17	7	29	10	6	0
	B6	157	119	17	160	106	4	0
	CO	2	0	2	1	1	0	0
	DL	37	20	16	38	18	8	0
	MQ	20	13	1	20	11	6	0
	NW	5	1	4	4	0	4	0
	OH	49	21	28	48	16	28	0
	UA	12	3	7	12	1	2	0
	US	7	5	1	7	1	0	0
	XE	7	2	2	7	3	0	0
	YV	5	2	3	5	4	1	0
	Total	332	203	88	331	171	59	0

2007-03-18	AA	31	9	0	33	18	0	0
	B6	159	103	0	160	107	0	0
	CO	2	2	0	3	3	0	0
	DL	45	24	1	41	20	0	0
	MQ	21	9	0	21	9	0	0
	NW	4	0	0	5	2	0	0
	OH	50	36	3	51	35	0	0
	UA	13	3	0	13	6	0	0
	US	7	2	0	7	6	0	0
	XE	7	5	0	7	6	0	0
	YV	6	2	0	6	5	0	0
	Total	345	195	4	347	217	0	0
2007-03-19	AA	31	9	0	32	18	0	0
	B6	163	79	0	165	82	0	0
	CO	4	4	0	4	2	0	0
	DL	41	17	0	41	19	0	0
	MQ	20	9	1	20	8	0	0
	NW	5	0	0	5	3	0	0
	OH	61	37	3	61	37	2	0
	UA	14	1	0	14	8	0	0
	US	7	3	0	7	3	0	0
	XE	7	6	0	7	6	0	0
	YV	7	5	0	7	6	0	0
	Total	360	170	4	363	192	2	0
2007-03-20	AA	33	5	0	33	5	0	0
	B6	163	33	0	164	48	0	0
	CO	4	3	0	4	2	0	0
	DL	41	9	0	40	7	0	0
	MQ	20	1	0	20	3	0	0
	NW	5	2	0	5	2	0	0
	OH	60	31	1	60	26	3	0
	UA	14	3	0	14	2	0	0
	US	7	1	0	7	2	0	0
	XE	4	3	0	4	2	0	0
	YV	7	1	0	7	1	0	0
	Total	358	92	1	358	100	3	0
Total	AA	477	157	73	477	182	76	0
	B6	2465	904	608	2460	947	602	16
	CO	51	26	8	51	22	4	0
	DL	587	251	93	586	211	95	4
	EV	2	1	1	2	1	1	0
	MQ	301	94	55	301	97	54	0
	NW	81	27	13	81	34	13	0
	OH	865	344	300	867	317	287	3
	UA	204	45	31	204	69	31	2
	US	105	44	14	105	51	13	0
	XE	55	24	12	54	25	10	0
	YV	102	32	26	101	39	26	0
	Total	5295	1949	1234	5289	1995	1212	25

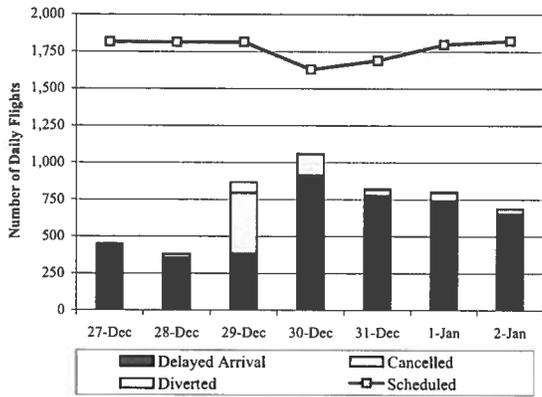
AA-American Airlines
B6-JetBlue Airways
CO-Continental Airlines
DL-Delta Air Lines
EV-Atlantic Southeast Airlines
MQ-American Eagle Airlines
NW-Northwest Airlines
OH-Comair
UA-United Airlines
US-US Airways
XE-ExpressJet Airlines
YV-Mesa Airlines
JFK-John F. Kennedy, NY Airport

Source: BTS data processed by (b)(6), 30 May 07

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**Domestic System Totals for American Airlines
All Domestic Airports
Selected Storm Days**

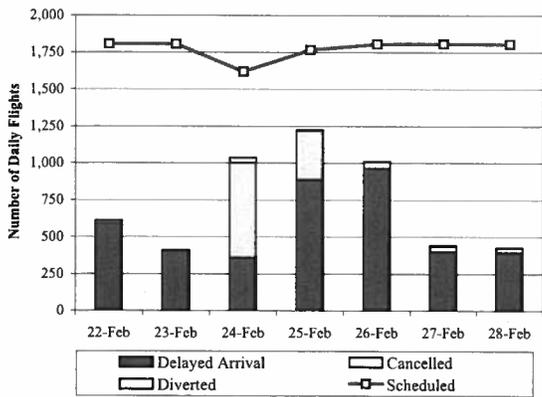
Figure X. American Airlines Flight Performance - Domestic System 12/27/06 to 1/02/07



American Airlines 12/27/06 to 1/02/07

Date	Scheduled Flights	Departure Delays	Arrival Delays	Diversions	Cancellations	Percent of Flts ArrDel+Div+Can	Percent On-Time
12/27/06	1,815	454	440	3	8	24.85%	75.15%
12/28/06	1,814	414	352	4	25	21.00%	79.00%
12/29/06	1,813	362	382	74	410	47.77%	52.23%
12/30/06	1,628	898	911	5	142	64.99%	35.01%
12/31/06	1,689	773	774	5	42	48.61%	51.39%
01/01/07	1,797	749	738	4	57	44.46%	55.54%
01/02/07	1,822	674	652	0	34	37.65%	62.35%
	12,378	4,324	4,249	95	718	40.90%	59.10%

Figure X. American Airlines Flight Performance - Domestic System 2/22/07 to 2/28/07

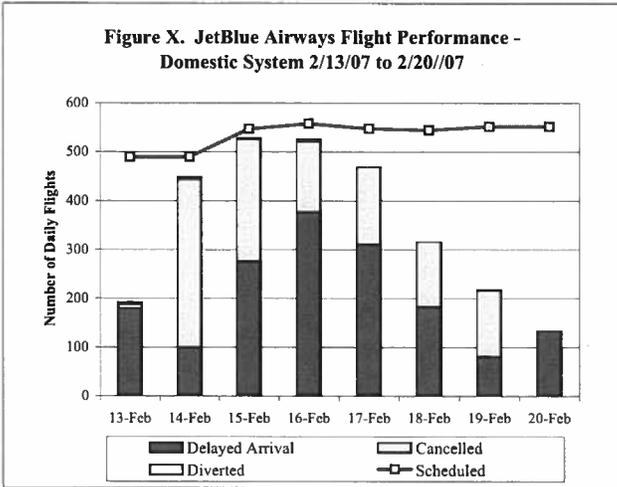


American Airlines 2/22/07 to 2/28/07

Date	Scheduled Flights	Departure Delays	Arrival Delays	Diversions	Cancellations	Percent of Flts ArrDel+Div+Can	Percent On-Time
02/22/07	1,806	547	589	1	21	33.83%	66.17%
02/23/07	1,805	376	399	0	10	22.66%	77.34%
02/24/07	1,619	290	354	35	646	63.93%	36.07%
02/25/07	1,766	851	884	2	335	69.14%	30.86%
02/26/07	1,804	918	960	2	48	55.99%	44.01%
02/27/07	1,808	380	399	4	36	24.28%	75.72%
02/28/07	1,806	315	390	1	36	23.64%	76.36%
	12,414	3,677	3,975	45	1,132	41.50%	58.50%

**Domestic System Totals for JetBlue Airways
All Domestic Airports
Selected Storm Days**

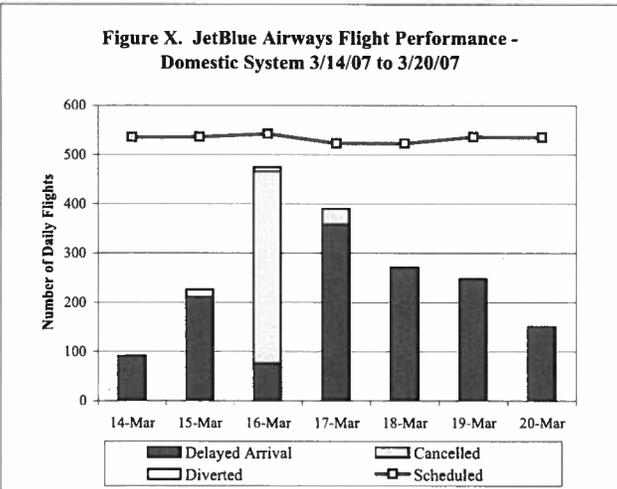
Figure X. JetBlue Airways Flight Performance - Domestic System 2/13/07 to 2/20/07



JetBlue Airways 2/13/07 to 2/20/07

Date	Scheduled Flights	Departure Delays	Arrival Delays	Diversions	Cancellations	Percent of Flts Arr+Del+Div+Can	Percent On-Time
02/13/07	490	151	179	4	9	39.18%	60.82%
02/14/07	490	78	97	6	346	91.63%	8.37%
02/15/07	547	273	274	3	251	96.53%	3.47%
02/16/07	558	371	375	6	145	94.27%	5.73%
02/17/07	548	318	309	0	159	85.40%	14.60%
02/18/07	545	165	181	0	135	57.98%	42.02%
02/19/07	552	79	79	2	136	39.31%	60.69%
02/20/07	552	104	133	0	0	24.09%	75.91%
Total	4,282	1,539	1,627	21	1,181	66.07%	33.93%

Figure X. JetBlue Airways Flight Performance - Domestic System 3/14/07 to 3/20/07



JetBlue Airways 3/14/07 to 3/20/07

Date	Scheduled Flights	Departure Delays	Arrival Delays	Diversions	Cancellations	Percent of Flts Arr+Del+Div+Can	Percent On-Time
03/14/07	535	73	91	0	0	17.01%	82.99%
03/15/07	536	191	210	0	16	42.16%	57.84%
03/16/07	542	51	74	9	391	87.45%	12.55%
03/17/07	523	361	356	1	33	74.57%	25.43%
03/18/07	523	279	271	0	0	51.82%	48.18%
03/19/07	536	225	246	1	1	46.27%	53.73%
03/20/07	535	125	150	0	0	28.04%	71.96%
Total	3,730	1,305	1,398	11	441	49.60%	50.40%

BTS Data Domestic System Totals for JetBlue Airways

Departures and Arrivals for JetBlue								
Origin	Month	FlightDate	Scheduled	DepDel15	Cancelled	Diverted	ArrDel15	
B6	2	2007-02-13	490	151	9	4	179	
		2007-02-14	490	78	346	6	97	
		2007-02-15	547	273	251	3	274	
		2007-02-16	558	371	145	6	375	
		2007-02-17	548	318	159	0	309	
		2007-02-18	545	165	135	0	181	
		2007-02-19	552	79	136	2	79	
		2007-02-20	552	104	0	0	133	
		Total	4282	1539	1181	21	1627	
		3	2007-03-14	535	73	0	0	91
			2007-03-15	536	191	16	0	210
			2007-03-16	542	51	391	9	74
			2007-03-17	523	361	33	1	356
			2007-03-18	523	279	0	0	271
	2007-03-19		536	225	1	1	246	
	2007-03-20		535	125	0	0	150	
	Total	3730	1305	441	11	1398		
Total		2007-02-13	490	151	9	4	179	
		2007-02-14	490	78	346	6	97	
		2007-02-15	547	273	251	3	274	
		2007-02-16	558	371	145	6	375	
		2007-02-17	548	318	159	0	309	
		2007-02-18	545	165	135	0	181	
		2007-02-19	552	79	136	2	79	
		2007-02-20	552	104	0	0	133	
		2007-03-14	535	73	0	0	91	
		2007-03-15	536	191	16	0	210	
		2007-03-16	542	51	391	9	74	
		2007-03-17	523	361	33	1	356	
		2007-03-18	523	279	0	0	271	
		2007-03-19	536	225	1	1	246	
		2007-03-20	535	125	0	0	150	
		Total	8012	2844	1622	32	3025	

B6-JetBlue Airways

Source: BTS data processed by

(b)(6)

30 May 07

BTS Data

Domestic System Totals for American Airlines

Departures and Arrivals for American							
Origin	Month	FlightDate	Scheduled	DepDel15	Cancelled	Diverted	ArrDel15
AA	12	2006-12-27	1815	454	8	3	440
		2006-12-28	1814	414	25	4	352
		2006-12-29	1813	362	410	74	382
		2006-12-30	1628	898	142	5	911
		2006-12-31	1689	773	42	5	774
	1	2007-01-01	1797	749	57	4	738
		2007-01-02	1822	674	34	0	652
		Total	12378	4324	718	95	4249
	2	2007-02-22	1806	547	21	1	589
		2007-02-23	1805	376	10	0	399
		2007-02-24	1619	290	646	35	354
		2007-02-25	1766	851	335	2	884
		2007-02-26	1804	918	48	2	960
		2007-02-27	1808	380	36	4	399
		2007-02-28	1806	315	36	1	390
		Total	12414	3677	1132	45	3975
Total		2006-12-27	1815	454	8	3	440
		2006-12-28	1814	414	25	4	352
		2006-12-29	1813	362	410	74	382
		2006-12-30	1628	898	142	5	911
		2006-12-31	1689	773	42	5	774
		2007-01-01	1797	749	57	4	738
		2007-01-02	1822	674	34	0	652
		2007-02-22	1806	547	21	1	589
		2007-02-23	1805	376	10	0	399
		2007-02-24	1619	290	646	35	354
		2007-02-25	1766	851	335	2	884
		2007-02-26	1804	918	48	2	960
		2007-02-27	1808	380	36	4	399
		2007-02-28	1806	315	36	1	390
		Total	24792	8001	1850	140	8224

AA-American Airlines

Source: BTS data processed by

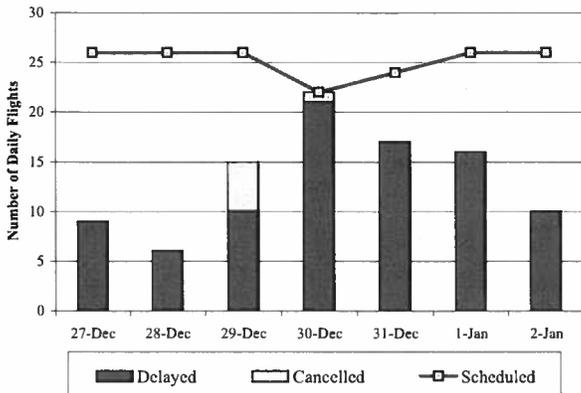
(b)(6)

30 May 07

DOCUMENT SEPARATOR

**American Airlines Domestic System Totals
Austin (AUS) Airport Only
Selected Storm Days**

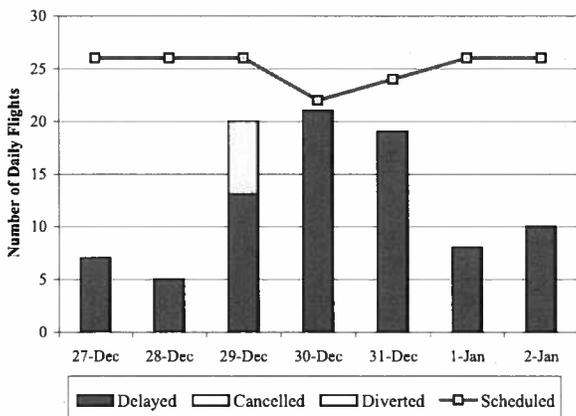
Figure X. American Airlines Departure Performance - Austin Airport 12/27/06 to 1/02/07



American Airlines Departures from 12/27/06 to 1/02/07 at AUS

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
12/27/06	26	9	0	34.62%	65.38%
12/28/06	26	6	0	23.08%	76.92%
12/29/06	26	10	5	57.69%	42.31%
12/30/06	22	21	1	100.00%	0.00%
12/31/06	24	17	0	70.83%	29.17%
01/01/07	26	16	0	61.54%	38.46%
01/02/07	26	10	0	38.46%	61.54%
Total	176	89	6	53.98%	46.02%

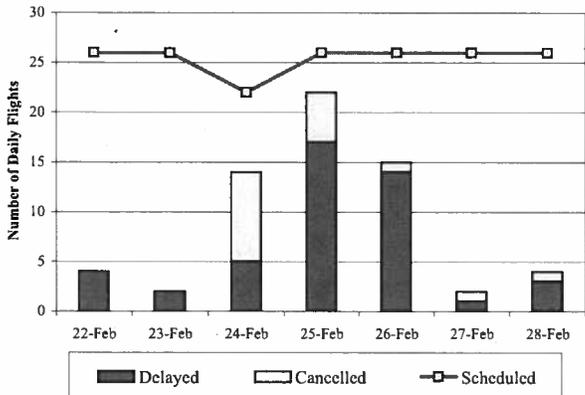
Figure X. American Airlines Arrival Performance - Austin Airport 12/27/06 to 1/02/07



American Airlines Arrivals from 12/27/06 to 1/02/07 at AUS

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
12/27/06	26	7	0	0	26.92%	73.08%
12/28/06	26	5	0	0	19.23%	80.77%
12/29/06	26	13	0	7	76.92%	23.08%
12/30/06	22	21	0	0	95.45%	4.55%
12/31/06	24	19	0	0	79.17%	20.83%
01/01/07	26	8	0	0	30.77%	69.23%
01/02/07	26	10	0	0	38.46%	61.54%
Total	176	83	0	7	51.14%	48.86%

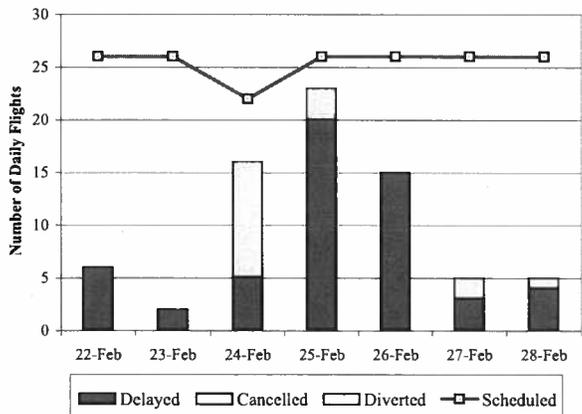
Figure X. American Airlines Departure Performance - Austin Airport 2/22/07 to 2/28/07



American Airlines Departures from 2/22/07 to 2/28/07 at AUS

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
02/22/07	26	4	0	15.38%	84.62%
02/23/07	26	2	0	7.69%	92.31%
02/24/07	22	5	9	63.64%	36.36%
02/25/07	26	17	5	84.62%	15.38%
02/26/07	26	14	1	57.69%	42.31%
02/27/07	26	1	1	7.69%	92.31%
02/28/07	26	3	1	15.38%	84.62%
Total	178	46	17	35.39%	64.61%

Figure X. American Airlines Arrival Performance - Austin Airport 2/22/07 to 2/28/07



American Airlines Arrivals from 2/22/07 to 2/28/07 at AUS

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
02/22/07	26	6	0	0	23.08%	76.92%
02/23/07	26	2	0	0	7.69%	92.31%
02/24/07	22	5	0	11	72.73%	27.27%
02/25/07	26	20	0	3	88.46%	11.54%
02/26/07	26	15	0	0	57.69%	42.31%
02/27/07	26	3	0	2	19.23%	80.77%
02/28/07	26	4	0	1	19.23%	80.77%
Total	178	55	0	17	40.45%	59.55%

BTS Data
Domestic Departures and Arrivals at Austin (AUS)
All Domestic Air Carriers

FlightDate	Carrier	AUS Departures			AUS Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
2006-12-27	AA	26	9	0	26	7	0	0
	B6	4	0	0	4	1	0	0
	CO	14	1	0	14	3	0	0
	DL	2	1	0	2	1	0	0
	EV	1	0	0	1	0	0	0
	F9	4	0	0	4	1	0	0
	MQ	7	1	0	7	0	0	0
	NW	2	0	0	2	2	0	0
	OH	3	0	2	3	0	2	0
	OO	4	1	0	4	2	0	0
	UA	3	0	0	3	2	0	0
	US	3	1	0	3	0	0	0
	WN	48	9	0	48	12	0	0
	XE	2	0	0	2	0	0	0
YV	5	1	0	5	3	0	0	
Total		128	24	2	128	34	2	0
2006-12-28	AA	26	6	0	26	5	0	0
	B6	4	0	0	4	0	0	0
	CO	14	0	0	14	0	0	0
	DL	3	0	0	3	0	0	0
	EV	1	0	0	1	0	0	0
	F9	4	1	1	4	2	1	0
	MQ	7	1	0	7	2	0	0
	NW	2	0	0	2	1	0	0
	OH	3	0	0	3	1	0	0
	OO	4	1	0	4	2	0	0
	UA	3	0	1	3	1	1	0
	US	3	2	0	3	2	0	0
	WN	48	15	0	48	17	0	0
	XE	2	0	0	2	0	0	0
YV	5	1	0	5	2	0	0	
Total		129	27	2	129	35	2	0
2006-12-29	AA	26	10	5	26	13	7	0
	B6	4	1	0	4	2	0	0
	CO	14	6	0	14	10	0	1
	DL	3	0	0	3	2	0	0
	EV	1	0	0	1	0	0	0
	F9	4	3	1	4	3	1	0
	MQ	7	0	3	7	1	2	1
	NW	2	1	0	2	2	0	0
	OH	3	3	0	3	3	0	0
	OO	4	1	0	3	2	0	0
	UA	3	2	0	3	3	0	0
	US	3	0	0	3	2	0	0
	WN	48	26	0	48	30	0	0
	XE	2	0	0	2	1	0	0
YV	5	1	0	5	2	0	0	
Total		129	54	9	128	76	10	2
2006-12-30	AA	22	21	1	22	21	0	0
	B6	4	2	0	4	3	0	0
	CO	9	3	0	9	5	0	0
	DL	3	1	0	3	1	0	0
	EV	1	1	0	1	0	0	0
	F9	2	0	0	2	1	0	0
	MQ	5	5	0	5	4	1	0
	NW	2	0	0	2	2	0	0
	OH	3	1	0	3	2	0	0
	OO	4	1	0	4	3	0	0
	UA	3	2	0	3	1	0	0
	US	2	1	0	2	1	0	0
	WN	37	16	0	36	15	0	0
	XE	2	0	0	2	1	0	0
YV	6	3	0	6	3	0	0	
Total		105	57	1	104	63	1	0
2006-12-31	AA	24	17	0	24	19	0	0
	B6	4	0	0	4	0	0	0
	CO	10	2	0	10	1	0	0

FlightDate	Carrier	AUS Departures			AUS Arrivals			
		Scheduled	Dep/Del15	Cancelled	Scheduled	Arr/Del15	Cancelled	Diverted
	DL	3	1	0	2	1	0	0
	EV	1	0	0	1	1	0	0
	F9	2	0	0	2	0	0	0
	MQ	5	2	0	5	2	0	0
	NW	2	0	0	2	1	0	0
	OH	2	1	0	2	2	0	0
	OO	3	3	0	4	2	0	0
	UA	3	1	0	3	1	0	0
	US	3	0	0	3	0	0	0
	WN	34	6	1	35	10	1	0
	XE	1	0	0	1	1	0	0
	YV	5	0	0	4	1	0	0
	Total	102	33	1	102	42	1	0
2007-01-01	9E	4	0	0	4	1	0	0
	AA	26	16	0	26	8	0	0
	B6	4	2	0	4	2	0	0
	CO	12	4	0	12	7	0	0
	DL	1	0	0	2	0	0	0
	EV	1	0	0	1	0	0	0
	F9	2	1	0	2	1	0	0
	MQ	5	2	0	5	1	0	0
	NW	2	2	0	2	1	0	0
	OH	3	0	0	3	0	0	0
	OO	4	1	0	3	2	0	0
	UA	3	1	0	3	2	0	0
	US	3	0	1	3	1	1	0
	WN	42	7	0	42	11	0	0
	XE	1	0	0	1	0	0	0
	YV	4	1	0	4	1	0	0
	Total	117	37	1	117	38	1	0
2007-01-02	9E	4	0	0	4	1	0	0
	AA	26	10	0	26	10	0	0
	B6	4	0	0	4	1	0	0
	CO	14	1	0	14	1	0	0
	DL	2	0	0	2	0	0	0
	EV	1	0	0	1	0	0	0
	F9	4	1	0	4	2	0	0
	MQ	7	2	0	7	2	0	0
	NW	2	1	0	2	1	0	0
	OH	3	2	0	3	1	0	0
	OO	3	1	0	3	2	0	0
	UA	3	2	0	3	0	0	0
	US	3	1	0	3	1	0	0
	WN	48	7	1	48	9	1	0
	XE	2	0	0	2	0	0	0
	YV	4	0	0	4	1	0	0
	Total	130	28	1	130	32	1	0
2007-02-22	9E	4	1	0	4	2	0	0
	AA	26	4	0	26	6	0	0
	B6	3	2	0	3	1	0	0
	CO	14	3	0	14	5	0	0
	DL	1	0	0	1	0	0	0
	EV	2	0	0	2	0	0	0
	F9	4	0	0	4	1	0	0
	MQ	6	0	0	6	1	0	0
	NW	2	2	0	2	1	0	0
	OH	3	2	0	3	2	0	0
	OO	2	0	0	2	1	0	0
	UA	3	0	0	3	1	0	0
	US	2	0	0	2	0	0	0
	WN	48	12	0	48	12	0	0
	XE	2	0	0	2	0	0	0
	YV	7	1	0	7	3	0	0
	Total	129	27	0	129	36	0	0
2007-02-23	9E	4	1	0	4	2	0	0
	AA	26	2	0	26	2	0	0
	B6	3	0	0	3	1	0	0
	CO	14	4	0	14	3	0	0
	DL	1	0	0	1	0	0	0
	EV	2	1	0	2	2	0	0
	F9	4	0	0	4	0	0	0
	MQ	6	3	0	6	4	0	0
	NW	2	2	0	2	1	0	0
	OH	3	1	0	3	2	0	0
	OO	2	0	0	2	1	0	0
	UA	3	0	0	3	0	0	0
	US	2	0	0	2	0	0	0

FlightDate	Carrier	AUS Departures			AUS Arrivals			
		Scheduled	Dep/Dels	Cancelled	Scheduled	Arr/Dels	Cancelled	Diverted
	WN	48	12	0	48	13	0	0
	XE	2	0	0	2	1	0	0
	YV	7	1	0	7	2	0	0
	Total	129	27	0	129	34	0	0
2007-02-24	9E	4	1	0	4	2	0	0
	AA	22	5	9	22	5	11	0
	B6	3	0	0	3	1	0	0
	CO	9	1	0	9	1	0	0
	DL	1	0	0	1	0	0	0
	EV	3	0	0	3	0	0	0
	F9	2	1	0	2	1	0	0
	MQ	5	3	1	5	3	1	0
	NW	2	0	1	2	1	1	0
	OH	2	1	0	2	2	0	0
	OO	4	1	1	5	2	2	0
	UA	3	1	0	3	3	0	0
	US	2	0	0	2	0	0	0
	WN	34	7	1	34	6	0	0
	XE	1	0	0	1	1	0	0
	YV	5	0	0	5	0	1	0
	Total	102	21	13	103	28	16	0
2007-02-25	9E	4	0	0	4	1	0	0
	AA	26	17	5	26	20	3	0
	B6	3	0	0	3	1	0	0
	CO	12	1	0	12	2	0	0
	DL	1	0	0	1	0	0	0
	EV	2	2	0	2	2	0	0
	F9	3	0	0	3	1	0	0
	MQ	5	3	0	5	3	0	0
	NW	2	2	0	2	2	0	0
	OH	2	1	0	2	1	0	0
	OO	4	0	0	3	0	0	0
	UA	3	1	0	3	1	0	0
	US	2	0	0	2	1	0	0
	WN	42	5	0	42	5	1	0
	XE	1	0	0	1	0	0	0
	YV	7	0	4	7	1	2	0
	Total	119	32	9	118	41	6	0
2007-02-26	9E	4	1	0	4	1	0	0
	AA	26	14	1	26	15	0	0
	B6	3	2	1	3	0	1	0
	CO	14	2	0	14	2	0	0
	DL	1	0	0	1	0	0	0
	EV	2	0	0	2	1	0	0
	F9	4	0	0	4	1	0	0
	MQ	6	1	0	6	2	0	0
	NW	2	1	0	2	1	0	0
	OH	3	1	0	3	1	0	0
	OO	3	2	0	3	1	0	0
	UA	3	0	0	3	1	0	0
	US	2	0	0	2	0	0	0
	WN	48	8	0	48	6	0	0
	XE	2	0	0	2	0	0	0
	YV	6	2	0	6	3	0	0
	Total	129	34	2	129	35	1	0
2007-02-27	9E	4	2	0	4	1	0	0
	AA	26	1	1	26	3	2	0
	B6	3	0	0	3	1	0	0
	CO	14	3	0	14	2	0	0
	DL	1	0	0	1	0	0	0
	EV	2	0	0	2	2	0	0
	F9	4	0	0	4	1	0	0
	MQ	6	0	2	5	1	0	0
	NW	2	0	0	2	0	0	0
	OH	2	0	0	2	0	0	0
	OO	2	0	0	2	0	0	0
	UA	3	0	0	3	0	0	0
	US	2	0	0	2	0	0	0
	WN	48	7	0	48	8	0	0
	XE	2	0	0	2	1	0	0
	YV	6	2	0	6	3	0	0
	Total	127	15	3	126	23	2	0
2007-02-28	9E	4	0	0	4	1	0	0
	AA	26	3	1	26	4	1	0
	B6	3	0	0	3	0	0	0
	CO	14	0	0	14	1	0	0
	DL	1	0	0	1	0	0	0

FlightDate	Carrier	AUS Departures			AUS Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	EV	2	0	0	2	0	0	0
	F9	4	2	0	4	2	0	0
	MQ	6	0	0	6	1	0	0
	NW	2	0	0	2	2	0	0
	OH	2	1	0	2	0	0	0
	OO	2	1	0	2	2	0	0
	UA	3	0	0	3	1	0	0
	US	2	0	0	2	0	0	0
	WN	48	5	1	48	2	1	0
	XE	2	0	0	2	0	0	0
	YV	6	0	0	6	0	0	0
	Total	127	12	2	127	16	2	0
Total	9E	36	6	0	36	12	0	0
	AA	354	135	23	354	138	24	0
	B6	49	9	1	49	14	1	0
	CO	178	31	0	178	43	0	1
	DL	24	3	0	24	5	0	0
	EV	22	4	0	22	8	0	0
	F9	47	9	2	47	17	2	0
	MQ	83	23	6	82	27	4	1
	NW	28	11	1	28	18	1	0
	OH	37	14	2	37	17	2	0
	OO	45	13	1	44	22	2	0
	UA	42	10	1	42	17	1	0
	US	34	5	1	34	8	1	0
	WN	621	142	4	621	156	4	0
	XE	24	0	0	24	6	0	0
	YV	78	13	4	77	25	3	0
	Total	1702	428	46	1699	533	45	2

- 9E-Pinnacle Airlines
- AA-American Airlines
- B6-JetBlue Airways
- CO-Continental Airlines
- DL-Delta Air Lines
- EV-Atlantic Southeast Airlines
- F9-Frontier Airlines
- MQ-American Eagle Airlines
- NW-Northwest Airlines
- OH-Comair
- OO-SkyWest Airlines
- UA-United Airlines
- US-US Airways
- WN-Southwest Airlines
- XE-ExpressJet Airlines
- YV-Mesa Airlines
- AUS-Austin, TX Airport

Source: BTS data processed by

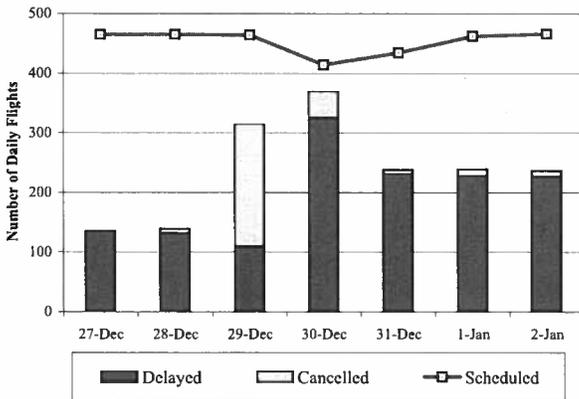
(b)(6)

30 May 07

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**American Airlines Domestic System Totals
Dallas-Ft. Worth (DFW) Airport Only
Selected Storm Days**

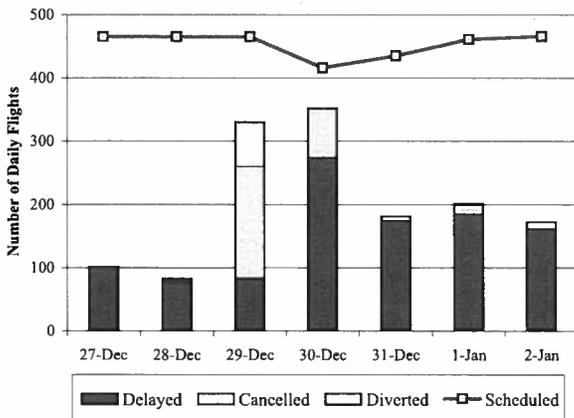
Figure X. American Airlines Departure Performance - DFW Airport 12/27/06 to 1/02/07



American Airlines Departures from 12/27/06 to 1/02/07 at DFW

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
12/27/06	465	134	1	29.03%	70.97%
12/28/06	465	131	8	29.89%	70.11%
12/29/06	464	108	206	67.67%	32.33%
12/30/06	414	323	46	89.13%	10.87%
12/31/06	434	230	8	54.84%	45.16%
01/01/07	462	227	12	51.73%	48.27%
01/02/07	466	226	11	50.86%	49.14%
Total	3,170	1,379	292	52.71%	47.29%

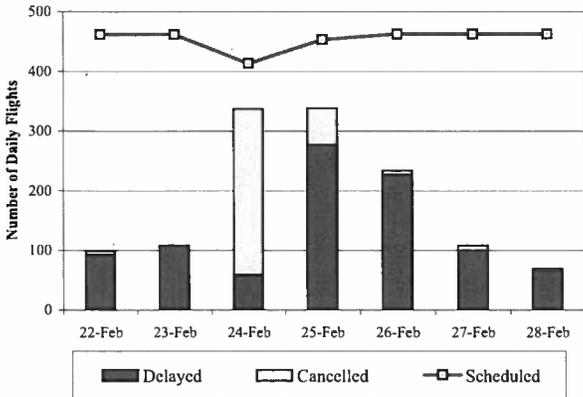
Figure X. American Airlines Arrival Performance - DFW Airport 12/27/06 to 1/02/07



American Airlines Arrivals from 12/27/06 to 1/02/07 at DFW

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
12/27/06	465	99	1	1	21.72%	78.28%
12/28/06	465	75	3	4	17.63%	82.37%
12/29/06	465	81	71	178	70.97%	29.03%
12/30/06	416	272	1	79	84.62%	15.38%
12/31/06	435	173	0	8	41.61%	58.39%
01/01/07	461	184	1	16	43.60%	56.40%
01/02/07	466	160	0	12	36.91%	63.09%
Total	3,173	1,044	77	298	44.72%	55.28%

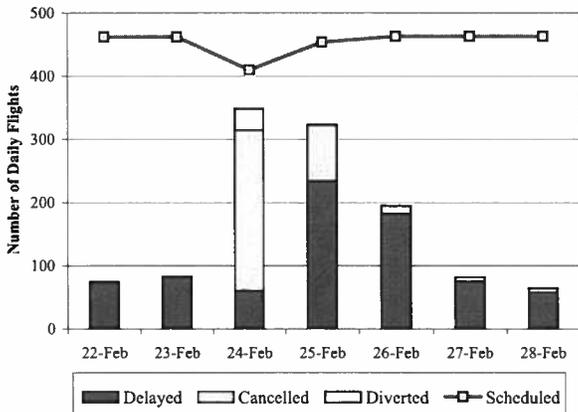
Figure X. American Airlines Departure Performance - DFW Airport 2/22/07 to 2/28/07



American Airlines Departures from 2/22/07 to 2/28/07 at DFW

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
02/22/07	462	92	6	21.21%	78.79%
02/23/07	462	106	2	23.38%	76.62%
02/24/07	413	57	280	81.60%	18.40%
02/25/07	453	276	62	74.61%	25.39%
02/26/07	463	226	8	50.54%	49.46%
02/27/07	463	99	9	23.33%	76.67%
02/28/07	463	64	5	14.90%	85.10%
	3,179	920	372	40.64%	59.36%

Figure X. American Airlines Arrival Performance - DFW Airport 2/22/07 to 2/28/07



American Airlines Arrivals from 2/22/07 to 2/28/07 at DFW

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
02/22/07	462	71	0	3	16.02%	83.98%
02/23/07	462	80	0	3	17.97%	82.03%
02/24/07	410	59	34	255	84.88%	15.12%
02/25/07	454	233	1	89	71.15%	28.85%
02/26/07	463	182	0	13	42.12%	57.88%
02/27/07	463	74	0	8	17.71%	82.29%
02/28/07	463	57	0	7	13.82%	86.18%
	3,177	756	35	378	36.80%	63.20%

BTS Data
Domestic Departures and Arrivals at Dallas-Ft. Worth (DFW)
All Domestic Air Carriers

FlightDate	Carrier	DFW Departures			DFW Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
2006-12-27	AA	465	134	1	465	99	1	1
	AS	3	1	0	3	0	0	0
	CO	13	1	0	13	1	0	0
	DL	10	2	0	10	4	0	0
	F9	6	0	0	6	0	0	0
	FL	11	0	0	11	1	0	0
	MQ	273	52	4	273	41	4	0
	NW	13	3	0	13	4	0	0
	OH	4	0	2	4	0	1	0
	OO	4	2	1	4	1	1	0
	TZ	5	1	0	5	1	0	0
	UA	18	5	0	18	3	0	0
	US	17	4	0	17	8	0	0
	XE	7	2	0	7	1	0	0
	YV	3	0	0	3	0	0	0
	Total	852	207	8	852	164	7	1
2006-12-28	AA	465	131	8	465	75	4	3
	AS	3	0	0	3	1	0	0
	CO	13	1	0	13	1	0	0
	DL	10	3	0	10	4	0	0
	F9	7	5	1	7	6	0	0
	FL	11	3	0	11	2	0	0
	MQ	272	27	0	273	22	2	0
	NW	13	1	0	13	5	0	0
	OH	4	0	2	4	0	2	0
	OO	4	2	1	3	2	0	0
	TZ	5	0	0	5	0	0	0
	UA	18	4	3	18	6	0	0
	US	17	7	0	17	11	0	0
	XE	7	1	0	7	1	0	0
	YV	3	0	0	3	1	0	0
	Total	852	185	15	852	137	8	3
2006-12-29	AA	464	108	206	465	81	178	71
	AS	3	3	0	3	3	0	0
	CO	13	3	3	13	5	4	0
	DL	11	6	0	11	7	0	2
	F9	7	2	4	7	2	5	0
	FL	11	4	2	11	8	1	1
	MQ	272	50	123	273	39	108	28
	NW	13	4	2	13	5	3	2
	OH	4	0	2	4	0	2	1
	OO	4	4	0	3	2	0	0
	TZ	5	1	1	5	2	1	0
	UA	18	2	10	18	4	7	6
	US	17	3	5	17	7	2	5
	XE	7	2	2	7	2	2	0
	YV	3	2	1	3	0	1	1
	Total	852	194	361	853	167	314	117
2006-12-30	AA	414	323	46	416	272	79	1
	AS	3	2	0	3	1	0	0
	CO	6	2	1	5	1	0	0
	DL	9	3	0	9	5	0	0
	F9	5	3	0	5	4	0	0
	FL	11	7	0	11	5	1	0
	MQ	253	209	15	254	185	31	0
	NW	10	5	1	9	8	0	0
	OH	4	3	0	3	2	0	0
	OO	3	3	0	3	3	0	0
	TZ	3	1	0	2	0	0	0
	UA	16	9	2	16	10	0	0
	US	13	7	0	13	6	0	0
	XE	5	2	0	5	3	0	0
	YV	5	1	0	5	2	0	0
	Total	760	580	65	759	507	111	1
2006-12-31	AA	434	230	8	435	173	8	0
	AS	3	1	0	3	0	0	0
	CO	6	0	0	7	2	0	0

FlightDa	Carrier	DFW Departures			DFW Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	DL	10	3	0	10	4	0	0
	F9	3	0	0	3	0	0	0
	FL	9	5	1	9	7	0	0
	MQ	251	84	15	251	75	14	0
	NW	11	1	0	12	6	0	0
	OH	2	2	0	3	2	0	0
	OO	2	2	0	2	2	0	0
	TZ	2	1	0	3	0	0	0
	UA	16	9	0	16	7	0	0
	US	17	8	0	17	7	0	0
	XE	4	1	0	4	2	0	0
	YV	2	1	0	2	2	0	0
	Total	772	348	24	777	289	22	0
2007-01-01	9E	1	0	0	1	0	0	0
	AA	462	227	12	461	184	16	1
	AS	3	1	0	3	0	0	0
	CO	11	5	0	11	4	0	0
	DL	9	2	0	9	1	0	0
	F9	6	3	0	6	3	0	0
	FL	10	2	0	10	2	0	0
	MQ	261	61	13	261	55	16	0
	NW	13	5	0	13	7	0	0
	OH	3	1	1	3	2	0	0
	OO	3	3	0	3	2	0	0
	UA	17	7	0	17	4	0	0
	US	16	7	0	16	11	0	0
	XE	6	0	0	6	0	0	0
	YV	2	1	0	2	1	0	0
	Total	823	325	26	822	276	32	1
2007-01-02	9E	1	0	0	1	0	0	0
	AA	466	226	11	466	160	12	0
	AS	3	2	0	3	1	0	0
	CO	13	3	0	13	2	0	0
	DL	11	3	0	11	1	0	0
	F9	7	5	1	7	4	0	0
	FL	11	6	0	11	4	0	0
	MQ	264	40	0	265	37	0	0
	NW	13	2	0	13	1	0	0
	OH	4	2	0	4	1	0	0
	OO	4	3	0	4	3	0	0
	UA	17	3	0	17	5	0	0
	US	17	10	1	17	10	0	0
	XE	7	1	0	7	1	0	0
	YV	2	1	0	2	1	0	0
	Total	840	307	13	841	231	12	0
2007-02-22	9E	1	1	0	1	1	0	0
	AA	462	92	6	462	71	3	0
	AS	3	0	0	3	0	0	0
	CO	13	4	0	13	3	0	0
	DL	11	0	0	11	0	0	0
	EV	2	0	0	2	0	0	0
	F9	6	1	0	6	1	0	0
	FL	8	1	0	8	2	0	0
	MQ	261	33	6	261	26	7	0
	NW	12	1	0	12	5	0	0
	OH	2	1	0	2	1	0	0
	OO	4	1	0	4	2	0	0
	UA	16	2	0	16	2	0	0
	US	20	4	0	20	5	0	0
	XE	9	2	0	9	3	0	0
	Total	830	143	12	830	122	10	0
2007-02-23	9E	1	0	0	1	0	0	0
	AA	462	106	2	462	80	3	0
	AS	3	1	0	3	0	0	0
	CO	13	4	0	13	2	0	0
	DL	11	0	0	11	1	0	0
	EV	2	0	0	2	0	0	0
	F9	7	1	0	7	2	0	0
	FL	8	1	0	8	4	0	0
	MQ	260	32	0	261	26	3	0
	NW	12	3	0	12	5	0	0
	OH	2	0	0	2	0	0	0
	OO	4	2	0	4	2	0	0
	UA	16	2	2	16	3	3	0
	US	20	6	0	20	6	0	0
	XE	9	3	0	9	4	0	1
	Total	830	161	4	831	135	9	1

FlightDate	Carrier	DFW Departures			DFW Arrivals			
		Scheduled	DepDels	Cancelled	Scheduled	ArrDels	Cancelled	Diverted
2007-02-24	9E	1	0	1	1	0	1	0
	AA	413	57	280	410	59	255	34
	AS	3	0	2	3	1	2	0
	CO	6	0	2	5	4	1	0
	DL	9	0	4	9	4	3	1
	EV	4	1	2	4	1	3	0
	F9	5	2	2	5	3	2	0
	FL	8	1	2	8	5	2	0
	MQ	243	71	114	241	69	103	19
	NW	10	2	5	9	3	2	4
	OH	1	0	1	1	0	1	0
	OO	3	1	1	3	0	1	0
	UA	13	1	9	13	0	9	1
	US	15	3	5	15	4	5	1
	XE	5	1	3	6	3	2	1
	YV	2	1	1	2	1	1	0
	Total	741	141	434	735	157	393	61
2007-02-25	9E	1	0	0	1	0	0	0
	AA	453	276	62	454	233	89	1
	AS	3	1	0	3	0	0	0
	CO	10	2	0	11	3	0	0
	DL	10	3	0	10	1	0	0
	EV	2	0	1	2	0	0	0
	F9	5	0	0	5	0	0	0
	FL	8	4	0	8	5	0	0
	MQ	260	145	11	260	108	19	0
	NW	11	7	1	12	7	2	0
	OH	1	0	0	1	0	0	0
	OO	3	2	0	3	2	0	0
	UA	15	5	5	15	5	4	0
	US	17	9	1	17	6	0	0
	XE	8	1	0	7	0	0	0
	YV	1	1	0	1	1	0	0
	Total	808	456	81	810	371	114	1
2007-02-26	9E	1	0	0	1	0	0	0
	AA	463	226	8	463	182	13	0
	AS	3	2	0	3	1	0	0
	CO	13	4	2	13	1	2	0
	DL	11	2	1	11	1	0	0
	EV	2	0	0	2	1	0	0
	F9	7	1	0	7	1	0	0
	FL	8	1	0	8	3	0	0
	MQ	261	73	2	261	48	5	0
	NW	12	4	0	12	9	0	0
	OH	1	0	0	2	0	0	0
	OO	4	1	0	4	1	0	0
	UA	16	5	0	16	7	0	0
	US	20	10	0	20	8	0	0
	XE	9	2	0	9	3	0	0
	Total	831	331	13	832	266	20	0
2007-02-27	9E	1	1	0	1	1	0	0
	AA	463	99	9	463	74	8	0
	AS	3	0	0	3	3	0	0
	CO	12	2	0	12	4	0	0
	DL	11	2	0	11	1	1	0
	EV	2	0	0	2	0	0	0
	F9	7	1	0	7	2	0	0
	FL	8	0	0	8	1	0	0
	MQ	261	32	0	261	20	1	0
	NW	12	0	0	12	1	0	0
	OH	2	0	0	1	0	0	0
	OO	4	2	0	4	3	0	0
	UA	16	0	0	16	1	0	0
	US	19	1	1	19	3	1	0
	XE	9	1	0	9	1	0	0
	Total	830	141	10	829	115	11	0
2007-02-28	9E	1	0	0	1	0	0	0
	AA	463	64	5	463	57	7	0
	AS	3	1	0	3	0	0	0
	CO	12	0	0	12	0	0	0
	DL	11	2	0	11	2	0	0
	EV	2	1	0	2	1	0	0
	F9	6	0	0	6	1	0	0
	FL	8	0	0	8	2	0	0
	MQ	260	31	0	261	26	0	1
	NW	12	2	0	12	8	0	0
	OH	2	2	0	2	2	0	0

FlightDate	Carrier	DFW Departures			DFW Arrivals			
		Scheduled	Dep/Del15	Cancelled	Scheduled	Arr/Del15	Cancelled	Diverted
	OO	4	2	0	4	2	0	0
	UA	16	0	1	16	5	1	0
	US	19	3	1	19	4	1	0
	XE	9	0	0	9	1	0	0
					1	0	0	0
	Total	828	108	7	830	111	9	1
Total	9E	9	2	1	9	2	1	0
	AA	6349	2299	664	6350	1800	676	112
	AS	42	15	2	42	11	2	0
	CO	154	31	8	154	33	7	0
	DL	144	31	5	144	36	4	3
	EV	16	2	3	16	3	3	0
	F9	84	24	8	84	29	7	0
	FL	130	35	5	130	51	4	1
	MQ	3652	940	303	3656	777	313	48
	NW	167	40	9	167	74	7	6
	OH	36	11	8	36	10	6	1
	OO	50	30	3	48	27	2	0
	TZ	20	4	1	20	3	1	0
	UA	228	54	32	228	62	24	7
	US	244	82	14	244	96	9	6
	XE	101	19	5	101	25	4	2
	YV	23	8	2	24	9	2	1
	Total	11449	3627	1073	11453	3048	1072	187

9E-Pinnacle Airlines
 AA-American Airlines
 AS-Alaska Airlines
 CO-Continental Airlines
 DL-Delta Air Lines
 EV-Atlantic Southeast Airlines
 F9-Frontier Airlines
 FL-AirTran Airways
 MQ-American Eagle Airlines
 NW-Northwest Airlines
 OH-Comair
 OO-SkyWest Airlines
 TZ-ATA Airlines
 UA-United Airlines
 US-US Airways
 XE-ExpressJet Airlines
 YV-Mesa Airlines
 DFW-Dallas-Ft.Worth, TX Airport

Source: BTS data processed by

(b)(6)

30 May 07

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Pages 119 through 121 redacted for the following reasons:

(b)(5)

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	Flight No.	Date	Taxi Out Time (Minutes)	Special Needs Pax
	Mainline			
1	951	13-Feb	79	3
2	955	13-Feb	61	4
		Average:	70	7
1	1389	14-Feb	121	3
2	172	14-Feb	103	0
3	100	14-Feb	102	5
4	44	14-Feb	90	3
5	269	14-Feb	87	8
6	647	14-Feb	85	2
7	769	14-Feb	73	3
8	181	14-Feb	63	3
		Average:	91	27
1	59	15-Feb	252	3
2	679	15-Feb	186	2
3	1165	15-Feb	172	2
4	1015	15-Feb	172	0
5	769	15-Feb	166	4
6	33	15-Feb	156	3
7	686	15-Feb	142	1
8	1889	15-Feb	139	6
9	1671	15-Feb	109	1
10	1171	15-Feb	106	6
11	1193	15-Feb	106	2
12	1443	15-Feb	99	2
13	1781	15-Feb	99	0
14	122	15-Feb	96	0
15	833	15-Feb	96	2
16	449	15-Feb	95	2
17	1529	15-Feb	93	7
18	3	15-Feb	89	2
19	667	15-Feb	82	1
20	699	15-Feb	81	4
21	1385	15-Feb	74	7
22	15	15-Feb	71	2
23	100	15-Feb	70	2
24	619	15-Feb	64	6
		Average:	117	67
1	1889	16-Feb	115	7
2	172	16-Feb	101	0
3	64	16-Feb	88	1
4	1171	16-Feb	85	4
5	2031	16-Feb	71	3
		Average:	92	15
1	1797	17-Feb	76	3

Average:	76	3
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1	1639	18-Feb	81	6
2	132	18-Feb	79	0
3	955	18-Feb	73	9
4	951	18-Feb	72	5
5	120	18-Feb	66	2
6	104	18-Feb	66	3
7	100	18-Feb	62	3
		Average:	71	28

1	1193	19-Feb	97	6
2	1529	19-Feb	79	10
3	2031	19-Feb	73	1
		Average:	83	17

American Eagle

1	4616	13-Feb	108	0
		Average:	108	0

1	4653	14-Feb	121	0
		Average:	121	0

1	4655	15-Feb	79	0
2	4618	15-Feb	73	0
3	4723	15-Feb	67	1
		Average:	73	1

1	4763	18-Feb	79	0
		Average:	79	0

Total: 165

Flight No.	Date	Taxi In Time (Minutes)	Special Needs Pax
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Mainline

1	168	14-Feb	171	3
2	107	14-Feb	134	2
3	660	14-Feb	134	3
4	118	14-Feb	117	1
5	121	14-Feb	112	1
6	2212	14-Feb	91	5
7	956	14-Feb	86	7
8	344	14-Feb	77	6
9	1692	14-Feb	77	2
10	65	14-Feb	71	1
11	34	14-Feb	66	0
12	45	14-Feb	65	0
13	141	14-Feb	64	1
14	171	14-Feb	62	3
15	160	14-Feb	61	1
		Average:	93	36

1	1732	16-Feb	69	4
2	1384	16-Feb	66	2
		Average:	68	6

1	107	17-Feb	63	2
		Average:	63	2

Americian Eagle

1	4602	15-Feb	125	0
		Average:	125	0

* 99 minute Taxi out too.

Total:

44

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(b)(5)

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	<u>Origin City</u>	<u>Arrival Time</u>	<u>Deplanement Time</u>	<u>Diversion City</u>
1	San Francisco, CA	12:54	22:05	Austin, TX
2	Los Angeles, CA			Austin, TX
3	Oakland, CA			Austin, TX
4	Fresno, CA			Austin, TX
5	Seattle, WA			Austin, TX
6	Fresno, CA			Austin, TX
7	Vancouver, British Columbia			Austin, TX
8	Salt Lake City, UT			Midland & Austin, TX
9	San Jose, CA			Austin, TX
10	Orange County, CA			Austin, TX
11	San Diego, CA			Austin, TX

*Reflects amount of time aircraft remained on the AUS maintenance ramp.

<u>On-board Delay Time</u>	<u>AUS-recorded Time*</u>	<u>AUS-recorded tail #s</u>	<u>Flight Outcome</u>
9 hours 11 minutes	8 hours 23 minutes	N559AN	Diverted/Remained Overnight/
7 hours 9 minutes	7 hours 38 minutes	N475AA	Cancelled
7 hours	7 hours 28 minutes	N575AM	Diverted/Remained Overnight/
6 hours 1 minute	5 hours 59 minutes	N408AA	Diverted/Remained Overnight/
2 hours 26 minutes			Diverted then Arrived
2 hours 16 minutes			Diverted/Remained Overnight/
2 hours 8 minutes			Diverted then Arrived
2 hours 4 minutes			Diverted/Remained Overnight/
1 hours 39 minutes			Diverted then Arrived
1 hour 32 minutes			Diverted then Arrived
1 hour 31 minutes			Diverted then Arrived

Arrived

Arrived
Arrived

Arrived

Arrived

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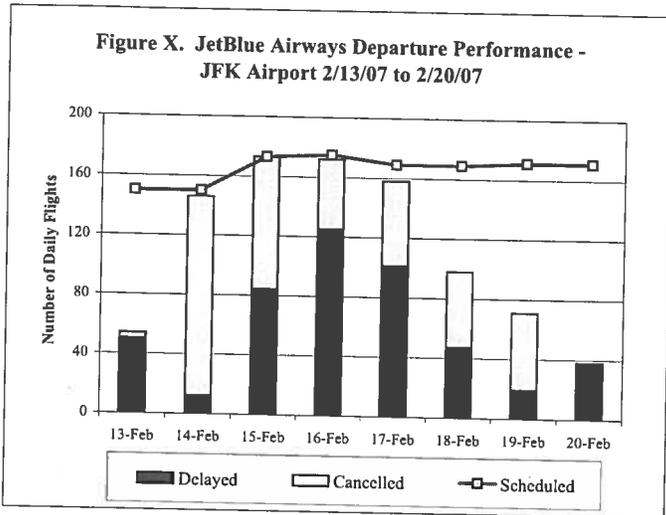
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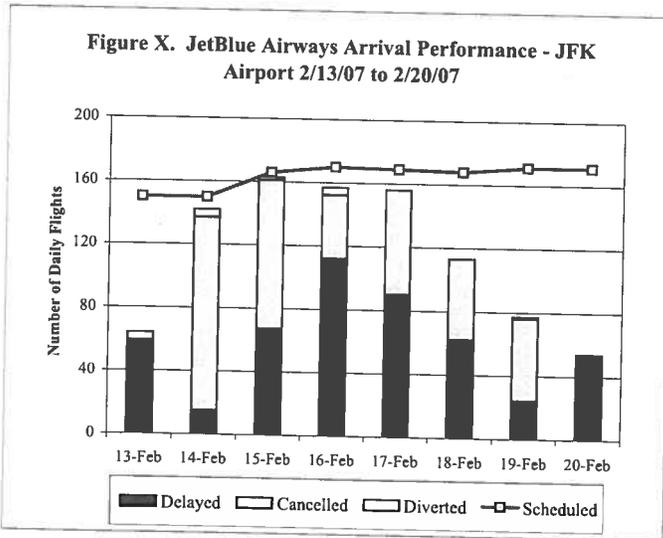
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**JetBlue Airways Domestic System Totals
John F. Kennedy (JFK) Airport Only
Selected Storm Days**



JetBlue Airways Departures from 2/13/07 to 2/20/07 at JFK

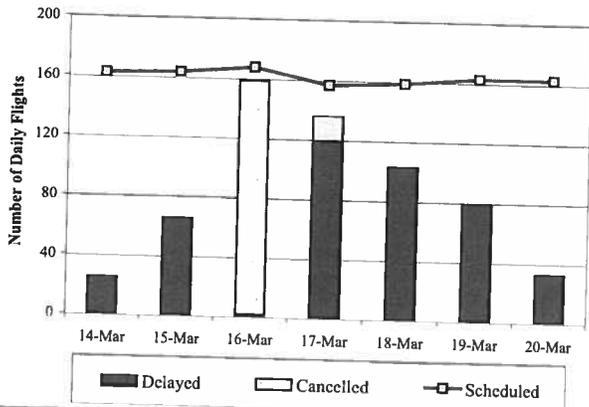
Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
02/13/07	150	50	4	36.00%	64.00%
02/14/07	150	12	134	97.33%	2.67%
02/15/07	173	84	89	100.00%	0.00%
02/16/07	175	125	47	98.29%	1.71%
02/17/07	169	101	57	93.49%	6.51%
02/18/07	169	47	51	57.99%	42.01%
02/19/07	171	19	52	41.52%	58.48%
02/20/07	171	38	0	22.22%	77.78%
Total	1,328	476	434	68.52%	31.48%



JetBlue Airways Arrivals from 2/13/07 to 2/20/07 at JFK

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
02/13/07	150	59	0	5	42.67%	57.33%
02/14/07	150	15	5	122	94.67%	5.33%
02/15/07	166	67	2	94	98.19%	1.81%
02/16/07	170	112	5	40	92.35%	7.65%
02/17/07	169	90	0	66	92.31%	7.69%
02/18/07	168	62	0	51	67.26%	32.74%
02/19/07	171	24	1	52	45.03%	54.97%
02/20/07	171	54	0	0	31.58%	68.42%
Total	1,315	483	13	430	70.42%	29.58%

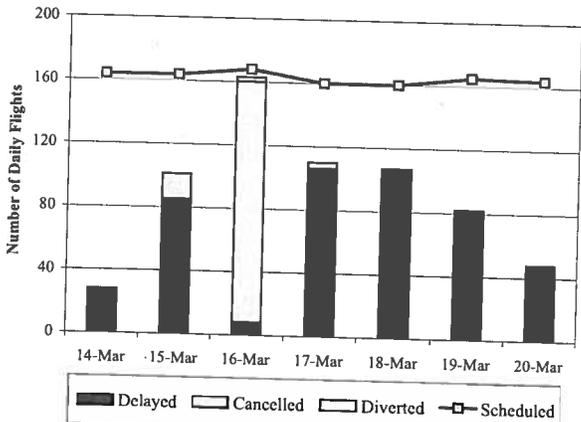
Figure X. JetBlue Airways Departure Performance - JFK Airport 3/14/07 to 3/20/07



JetBlue Airways Departures from 3/14/07 to 3/20/07 at JFK

Date	Scheduled Departures	Departure Delays	Departure Cancellations	Percent of Flts DepDel+Can	Percent Departing On-Time
03/14/07	163	26	0	15.95%	84.05%
03/15/07	164	66	0	40.24%	59.76%
03/16/07	168	2	157	94.64%	5.36%
03/17/07	157	119	17	86.62%	13.38%
03/18/07	159	103	0	64.78%	35.22%
03/19/07	163	79	0	48.47%	51.53%
03/20/07	163	33	0	20.25%	79.75%
Total	1,137	428	174	52.95%	47.05%

Figure X. JetBlue Airways Arrival Performance - JFK Airport 3/14/07 to 3/20/07



JetBlue Airways Arrivals from 3/14/07 to 3/20/07 at JFK

Date	Scheduled Arrivals	Arrival Delays	Arrival Diversions	Arrival Cancellations	Percent of Flts ArrDel+Div+Can	Percent Arrival On-Time
03/14/07	164	28	0	0	17.07%	82.93%
03/15/07	164	85	0	16	61.59%	38.41%
03/16/07	168	8	3	152	97.02%	2.98%
03/17/07	160	106	0	4	68.75%	31.25%
03/18/07	160	107	0	0	66.88%	33.13%
03/19/07	165	82	0	0	49.70%	50.30%
03/20/07	164	48	0	0	29.27%	70.73%
Total	1,145	464	3	172	55.81%	44.19%

BTS Data
Domestic Departures and Arrivals at John F. Kennedy (JFK)
All Domestic Air Carriers

FlightDate	Carrier	JFK Departures			JFK Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
2007-02-13	AA	33	8	1	33	10	7	0
	B6	150	50	4	150	59	5	0
	CO	3	1	0	3	0	0	0
	DL	36	3	2	36	4	10	0
	EV	1	1	0	1	1	0	0
	MQ	20	3	7	20	5	6	0
	NW	6	3	0	6	3	0	0
	OH	58	9	33	58	12	31	0
	UA	14	2	1	14	7	1	0
	US	7	2	0	7	2	4	0
	XE	1	0	1	1	0	1	0
	YV	10	1	3	9	2	4	0
	Total	339	83	52	338	105	69	0
2007-02-14	AA	32	6	25	32	13	17	0
	B6	150	12	134	150	15	122	5
	CO	4	3	1	4	3	0	0
	DL	36	14	21	35	13	15	3
	EV	1	0	1	1	0	1	0
	MQ	20	2	18	20	1	19	0
	NW	6	3	3	6	3	3	0
	OH	58	2	56	58	5	53	0
	UA	14	0	14	14	1	13	0
	US	7	1	6	7	5	2	0
	XE	1	0	1	1	0	1	0
	YV	7	0	7	7	0	7	0
	Total	336	43	287	335	59	253	8
2007-02-15	AA	33	19	13	33	16	15	0
	B6	173	84	89	166	67	94	2
	CO	4	3	1	4	1	1	0
	DL	39	20	16	39	24	14	0
	MQ	20	11	6	20	11	8	0
	NW	6	4	2	6	3	2	0
	OH	62	3	59	62	0	62	0
	UA	14	13	0	14	13	1	0
	US	7	7	0	7	5	2	0
	XE	1	0	1	1	0	1	0
	YV	7	3	3	7	3	4	0
	Total	366	167	190	359	143	204	2
	2007-02-16	AA	32	26	0	32	23	2
B6		175	125	47	170	112	40	5
CO		4	2	1	4	2	0	0
DL		39	32	1	41	31	0	0
MQ		20	14	1	20	12	1	0
NW		6	3	0	6	4	0	0
OH		62	19	43	62	26	33	0
UA		14	5	0	14	11	0	0
US		7	5	2	7	4	0	0
XE		1	1	0	1	1	0	0
YV		7	4	3	7	4	2	0
Total		367	236	98	364	230	78	5
2007-02-17		AA	31	20	0	29	13	0
	B6	169	101	57	169	90	66	0
	CO	2	2	0	1	0	0	0
	DL	34	28	0	35	19	0	0
	MQ	19	9	0	20	11	0	0
	NW	6	4	0	5	2	0	0
	OH	48	42	4	48	32	8	0
	UA	12	3	0	12	4	0	0
	US	7	4	0	7	5	0	0
	XE	1	1	0	1	0	0	0
	YV	5	2	1	5	1	0	0
	Total	334	216	62	332	177	74	0
	2007-02-18	AA	28	8	0	30	13	0
B6		169	47	51	168	62	51	0
CO		2	1	0	3	3	0	0
DL		41	30	0	38	19	0	0
MQ	21	7	1	21	8	0	0	

FlightDate	Carrier	JFK Departures			JFK Arrivals			
		Scheduled	DepDelis	Cancelled	Scheduled	ArrDelis	Cancelled	Diverted
	NW	5	3	0	6	5	0	0
	OH	50	28	3	52	29	2	2
	UA	13	2	0	13	3	0	0
	US	7	3	0	7	3	0	0
	XE	1	1	0	1	1	0	0
	YV	6	1	1	6	3	0	0
	Total	343	131	56	345	149	53	2
2007-02-19	AA	32	6	0	32	6	0	0
	B6	171	19	52	171	24	52	1
	CO	4	2	0	4	0	0	0
	DL	39	26	0	39	10	0	0
	MQ	20	2	0	20	2	0	0
	NW	6	0	0	6	1	0	0
	OH	61	43	5	61	21	4	0
	UA	14	4	0	14	4	0	2
	US	7	3	0	7	6	0	0
	XE	1	0	0	1	0	0	0
	YV	7	6	0	7	4	0	0
	Total	362	111	57	362	78	56	3
2007-02-20	AA	33	9	0	33	10	0	0
	B6	171	38	0	171	54	0	0
	CO	4	0	0	4	0	0	0
	DL	37	7	0	37	9	0	0
	MQ	20	5	0	20	5	0	0
	NW	6	1	0	6	2	0	0
	OH	61	22	3	61	24	1	1
	UA	14	1	0	14	2	0	0
	US	7	4	0	7	2	0	0
	XE	1	0	0	1	0	0	0
	YV	7	2	0	7	2	0	0
	Total	361	89	3	361	110	1	1
2007-03-14	AA	32	7	0	32	8	0	0
	B6	163	26	0	164	28	0	0
	CO	4	1	0	4	3	0	0
	DL	40	5	3	41	3	4	0
	MQ	20	2	0	20	2	0	0
	NW	5	1	0	5	1	0	0
	OH	61	15	0	61	11	1	0
	UA	14	0	0	14	1	0	0
	US	7	2	0	7	2	0	0
	XE	7	0	0	7	1	0	0
	YV	7	1	0	7	0	1	0
	Total	360	60	3	362	60	6	0
2007-03-15	AA	33	7	0	33	14	3	0
	B6	164	66	0	164	85	16	0
	CO	4	1	0	4	2	0	0
	DL	41	13	1	41	15	4	0
	MQ	20	7	2	19	9	0	0
	NW	5	1	0	5	3	0	0
	OH	62	36	2	62	39	3	0
	UA	14	2	0	14	6	0	0
	US	7	2	0	7	3	0	0
	XE	8	5	0	7	5	0	0
	YV	7	2	0	7	4	0	0
	Total	365	142	5	363	185	26	0
2007-03-16	AA	32	1	27	31	5	26	0
	B6	168	2	157	168	8	152	3
	CO	4	1	3	4	0	3	0
	DL	41	3	32	44	0	40	1
	MQ	20	0	18	20	0	14	0
	NW	5	1	4	5	0	4	0
	OH	62	0	57	62	4	56	0
	UA	14	3	9	14	0	14	0
	US	7	0	5	7	2	5	0
	XE	7	0	7	7	0	7	0
	YV	7	0	5	7	0	7	0
	Total	367	11	324	369	19	328	4
2007-03-17	AA	31	17	7	29	10	6	0
	B6	157	119	17	160	106	4	0
	CO	2	0	2	1	1	0	0
	DL	37	20	16	38	18	8	0
	MQ	20	13	1	20	11	6	0
	NW	5	1	4	4	0	4	0
	OH	49	21	28	48	16	28	0
	UA	12	3	7	12	1	2	0
	US	7	5	1	7	1	0	0
	XE	7	2	2	7	3	0	0

FlightDate	Carrier	JFK Departures			JFK Arrivals			
		Scheduled	DepDel15	Cancelled	Scheduled	ArrDel15	Cancelled	Diverted
	YV	5	2	3	5	4	1	0
	Total	332	203	88	331	171	59	0
2007-03-18	AA	31	9	0	33	18	0	0
	B6	159	103	0	160	107	0	0
	CO	2	2	0	3	3	0	0
	DL	45	24	1	41	20	0	0
	MQ	21	9	0	21	9	0	0
	NW	4	0	0	5	2	0	0
	OH	50	36	3	51	35	0	0
	UA	13	3	0	13	6	0	0
	US	7	2	0	7	6	0	0
	XE	7	5	0	7	6	0	0
	YV	6	2	0	6	5	0	0
	Total	345	195	4	347	217	0	0
2007-03-19	AA	31	9	0	32	18	0	0
	B6	163	79	0	165	82	0	0
	CO	4	4	0	4	2	0	0
	DL	41	17	0	41	19	0	0
	MQ	20	9	1	20	8	0	0
	NW	5	0	0	5	3	0	0
	OH	61	37	3	61	37	2	0
	UA	14	1	0	14	8	0	0
	US	7	3	0	7	3	0	0
	XE	7	6	0	7	6	0	0
	YV	7	5	0	7	6	0	0
	Total	360	170	4	363	192	2	0
2007-03-20	AA	33	5	0	33	5	0	0
	B6	163	33	0	164	48	0	0
	CO	4	3	0	4	2	0	0
	DL	41	9	0	40	7	0	0
	MQ	20	1	0	20	3	0	0
	NW	5	2	0	5	2	0	0
	OH	60	31	1	60	26	3	0
	UA	14	3	0	14	2	0	0
	US	7	1	0	7	2	0	0
	XE	4	3	0	4	2	0	0
	YV	7	1	0	7	1	0	0
	Total	358	92	1	358	100	3	0
Total	AA	477	157	73	477	182	76	0
	B6	2465	904	608	2460	947	602	16
	CO	51	26	8	51	22	4	0
	DL	587	251	93	586	211	95	4
	EV	2	1	1	2	1	1	0
	MQ	301	94	55	301	97	54	0
	NW	81	27	13	81	34	13	0
	OH	865	344	300	867	317	287	3
	UA	204	45	31	204	69	31	2
	US	105	44	14	105	51	13	0
	XE	55	24	12	54	25	10	0
	YV	102	32	26	101	39	26	0
	Total	5295	1949	1234	5289	1995	1212	25

AA-American Airlines
B6-JetBlue Airways
CO-Continental Airlines
DL-Delta Air Lines
EV-Atlantic Southeast Airlines
MQ-American Eagle Airlines
NW-Northwest Airlines
OH-Comair
UA-United Airlines
US-US Airways
XE-ExpressJet Airlines
YV-Mesa Airlines
JFK-John F. Kennedy, NY Airport

Source: BTS data processed by

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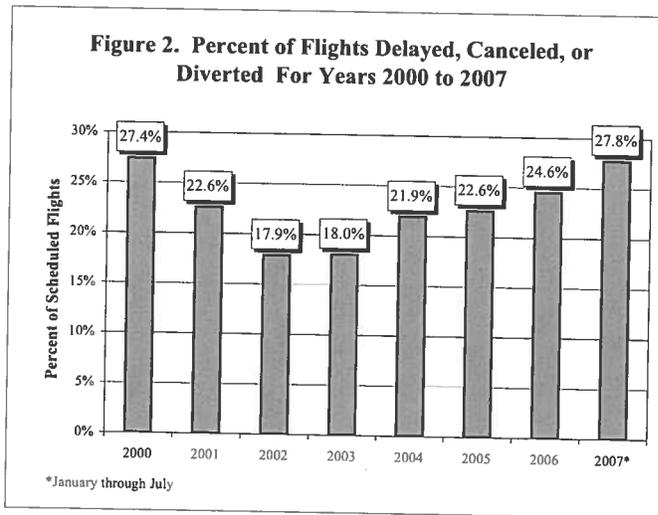
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DOT/BTS DATA
Total Scheduled Flights, Arrival Delays, Cancellations, and Diversions
All U.S., DOT Reporting Air Carriers
U.S. Domestic Schedule

Calendar Year	Scheduled Flights**	Arrival Delays	Cancellations	Diversions	Total Del, Can, or Div	% Late	% On-Time
2000	5,683,047	1,356,040	187,490	14,254	1,557,784	27.4%	72.6%
2001	5,967,780	1,104,439	231,198	12,909	1,348,546	22.6%	77.4%
2002	5,271,359	868,225	65,143	8,356	941,724	17.9%	82.1%
2003	6,488,540	1,057,804	101,469	11,381	1,170,654	18.0%	82.0%
2004	7,129,270	1,421,391	127,757	13,784	1,562,932	21.9%	78.1%
2005	7,140,596	1,466,065	133,730	14,028	1,613,823	22.6%	77.4%
2006	7,141,922	1,615,537	121,934	16,186	1,753,657	24.6%	75.4%
2007*	4,342,969	1,088,983	106,579	10,696	1,206,258	27.8%	72.2%

*January through July

**Scheduled Flights means scheduled departures.



First 7 Months of 2006

Month	Scheduled Flights**	Arrival Delays	Cancellations	Diversions	Total Del, Can, or Div	% Late	% On-Time
January	581,287	112,299	9,787	1,370	123,456	21.2%	78.8%
February	531,247	118,610	11,293	1,309	131,212	24.7%	75.3%
March	605,217	135,897	7,586	1,053	144,536	23.9%	76.1%
April	585,351	118,715	6,604	1,029	126,348	21.6%	78.4%
May	602,919	122,693	7,057	1,236	130,986	21.7%	78.3%
June	598,315	150,683	10,088	1,809	162,580	27.2%	72.8%
July	621,244	150,771	10,735	1,878	163,384	26.3%	73.7%
Total:	4,125,580	909,668	63,150	9,684	982,502	23.8%	76.2%

First 7 Months of 2007

Month	Scheduled Flights**	Arrival Delays	Cancellations	Diversions	Total Del, Can, or Div	% Late	% On-Time
January	620,065	149,715	15,697	1,195	166,607	26.9%	73.1%
February	564,582	158,113	25,418	1,259	184,790	32.7%	67.3%
March	638,372	152,446	16,858	1,275	170,579	26.7%	73.3%
April	613,740	136,797	11,119	1,191	149,107	24.3%	75.7%
May	630,332	131,000	6,833	1,436	139,269	22.1%	77.9%
June	628,182	181,007	17,183	2,194	200,384	31.9%	68.1%
July	647,696	179,905	13,471	2,146	195,522	30.2%	69.8%
Total:	4,342,969	1,088,983	106,579	10,696	1,206,258	27.8%	72.2%

Projected Scheduled Flights:**

Year 2007: $4,342,969$ divided by 7 months = $620,424$ per month average. $620,424 \times 12\text{mo} = 7,445,088$.

DOT/BTS Data
Domestic Flights at all U.S. Airports
All U.S. DOT Reporting Air Carriers

Year	Type	January	February	March	April	May	June	July	August	September	October	November	December	Total
2007	Scheduled	620,065	564,582	638,372	613,740	630,332	628,182	647,696						
	ArrDel15	149,715	158,113	152,446	136,797	131,000	181,007	179,905						4,342,969
	Cancelled	15,697	25,418	16,858	11,119	6,833	17,183	13,471						1,088,983
	Diverted	1,195	1,259	1,275	1,191	1,436	2,194	2,146						106,579
	ArrDel15%	24.1%	28.0%	23.9%	22.3%	20.8%	28.8%	27.8%						10,696
	Cancelled%	2.5%	4.5%	2.6%	1.8%	1.1%	2.7%	2.1%						25.1%
	Diverted%	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%						2.5%
2006	Scheduled	581,287	531,247	605,217	585,351	602,919	598,315	621,244	628,732	584,937	611,718	586,197	604,758	7,141,922
	ArrDel15	112,299	118,610	135,897	118,715	122,693	150,683	150,771	140,784	127,900	153,067	126,990	157,128	1,615,537
	Cancelled	9,787	11,293	7,586	6,604	7,057	10,088	10,735	9,783	9,950	11,399	9,558	18,094	121,934
	Diverted	1,370	1,309	1,053	1,029	1,236	1,809	1,878	1,570	1,237	1,233	1,069	1,393	16,186
	ArrDel15%	19.3%	22.3%	22.5%	20.3%	20.3%	25.2%	24.3%	22.4%	21.9%	25.0%	21.7%	26.0%	22.6%
	Cancelled%	1.7%	2.1%	1.3%	1.1%	1.2%	1.7%	1.7%	1.6%	1.7%	1.9%	1.6%	3.0%	1.7%
	Diverted%	0.2%	0.2%	0.2%	0.2%	0.2%	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%
2005	Scheduled	594,924	545,332	617,540	594,492	614,802	609,195	627,961	630,904	574,253	592,712	566,138	572,343	7,140,596
	ArrDel15	143,316	111,897	131,384	90,137	93,619	139,742	166,767	141,431	87,235	99,904	106,543	154,090	1,466,065
	Cancelled	25,084	9,505	10,169	7,532	5,877	9,916	13,851	13,452	11,532	10,475	5,586	10,751	133,730
	Diverted	1,809	868	882	781	879	1,423	2,003	1,809	816	724	927	1,107	14,028
	ArrDel15%	24.1%	20.5%	21.3%	15.2%	15.2%	22.9%	26.6%	22.4%	15.2%	16.9%	18.8%	26.9%	20.5%
	Cancelled%	4.2%	1.7%	1.6%	1.3%	1.0%	1.6%	2.2%	2.1%	2.0%	1.8%	1.0%	1.9%	1.9%
	Diverted%	0.3%	0.2%	0.1%	0.1%	0.1%	0.2%	0.3%	0.3%	0.1%	0.1%	0.2%	0.2%	0.2%
2004	Scheduled	583,987	553,876	601,412	582,970	594,457	588,792	614,166	623,107	585,125	610,037	584,610	606,731	7,129,270
	ArrDel15	128,236	114,517	104,031	93,754	121,019	148,726	135,999	123,884	75,147	108,341	113,696	154,041	1,421,391
	Cancelled	17,611	9,481	7,603	4,485	10,381	8,796	10,132	10,163	17,969	6,695	7,337	17,104	127,757
	Diverted	1,015	744	879	648	1,639	1,725	1,581	1,222	1,047	864	1,039	1,381	13,784
	ArrDel15%	22.0%	20.7%	17.3%	16.1%	20.4%	25.3%	22.1%	19.9%	12.8%	17.8%	19.4%	25.4%	19.9%
	Cancelled%	3.0%	1.7%	1.3%	0.8%	1.7%	1.5%	1.6%	1.6%	3.1%	1.1%	1.3%	2.8%	1.8%
	Diverted%	0.2%	0.1%	0.1%	0.1%	0.3%	0.3%	0.3%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%
2003	Scheduled	552,109	500,206	559,342	527,303	533,782	536,496	558,568	556,984	527,714	552,370	528,171	555,495	6,488,540
	ArrDel15	82,900	96,144	86,966	62,421	75,402	89,441	104,579	106,326	67,386	69,394	96,177	120,668	1,057,804
	Cancelled	8,341	20,001	9,554	6,334	4,313	4,161	7,835	9,109	7,691	5,091	7,407	11,632	101,469
	Diverted	847	1,183	945	611	746	1,025	1,205	1,517	771	720	993	818	11,381
	ArrDel15%	15.0%	19.2%	15.5%	11.8%	14.1%	16.7%	18.7%	19.1%	12.8%	12.6%	18.2%	21.7%	16.3%
	Cancelled%	1.5%	4.0%	1.7%	1.2%	0.8%	0.8%	1.4%	1.6%	1.5%	0.9%	1.4%	2.1%	1.6%
	Diverted%	0.2%	0.2%	0.2%	0.1%	0.1%	0.2%	0.2%	0.3%	0.1%	0.1%	0.2%	0.1%	0.2%
2002	Scheduled	436,336	399,535	447,896	438,141	450,046	448,333	465,573	466,764	429,996	446,590	415,024	427,125	5,271,359
	ArrDel15	75,006	56,416	89,124	71,108	72,598	87,075	87,306	74,900	47,609	65,629	57,253	84,201	868,225
	Cancelled	7,301	4,323	6,033	4,513	4,442	7,666	6,260	5,339	3,686	4,549	3,675	7,356	65,143
	Diverted	498	413	753	715	568	1,016	1,110	862	514	493	474	940	8,356
	ArrDel15%	17.2%	14.1%	19.9%	16.2%	16.1%	19.4%	18.8%	16.0%	11.1%	14.7%	13.8%	19.7%	16.5%
	Cancelled%	1.7%	1.1%	1.3%	1.0%	1.0%	1.7%	1.3%	1.1%	0.9%	1.0%	0.9%	1.7%	1.2%
	Diverted%	0.1%	0.1%	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.2%	0.2%
2001	Scheduled	529,940	477,824	531,119	514,187	529,940	520,230	538,440	544,351	490,698	443,796	417,386	429,869	5,967,780
	ArrDel15	109,367	111,403	112,825	94,162	87,900	111,975	105,344	114,753	57,997	59,952	58,677	80,084	1,104,439
	Cancelled	19,891	17,448	17,876	11,414	9,452	15,509	11,286	13,318	99,324	6,850	4,497	4,333	231,198
	Diverted	975	1,429	918	936	843	1,640	1,193	1,574	1,386	757	653	605	12,909
	ArrDel15%	20.6%	23.3%	21.2%	18.3%	16.6%	21.5%	19.6%	21.1%	11.8%	13.5%	14.1%	18.6%	18.5%
	Cancelled%	3.8%	3.7%	3.4%	2.2%	1.8%	3.0%	2.1%	2.4%	20.2%	1.5%	1.1%	1.0%	3.9%
	Diverted%	0.2%	0.3%	0.2%	0.2%	0.2%	0.3%	0.2%	0.3%	0.3%	0.2%	0.2%	0.1%	0.2%
2000	Scheduled	470,477	444,499	482,944	463,263	478,909	471,100	483,342	491,366	463,097	485,761	467,251	481,038	5,683,047
	ArrDel15	97,699	95,920	99,890	101,445	105,425	138,347	126,682	131,225	90,086	104,943	115,294	149,084	1,356,040
	Cancelled	24,515	15,188	10,237	11,642	16,513	18,632	15,526	14,991	10,365	10,369	10,912	28,600	187,490
	Diverted	1,303	1,083	1,006	1,015	1,363	1,602	1,319	1,370	985	914	814	1,480	14,254
	ArrDel15%	20.8%	21.6%	20.7%	21.9%	22.0%	29.4%	26.2%	26.7%	19.5%	21.6%	24.7%	31.0%	23.9%
	Cancelled%	5.2%	3.4%	2.1%	2.5%	3.4%	4.0%	3.2%	3.1%	2.2%	2.1%	2.3%	5.9%	3.3%
	Diverted%	0.3%	0.2%	0.2%	0.2%	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.2%	0.3%	0.3%

Source: BTS data processed by (b)(6) 25 July 07.
 (Note: June 2007 data processed by (b)(6) 20 Aug 07.)

(Note: July 2007 data processed by

(b)(6)

12 Sep 07.)

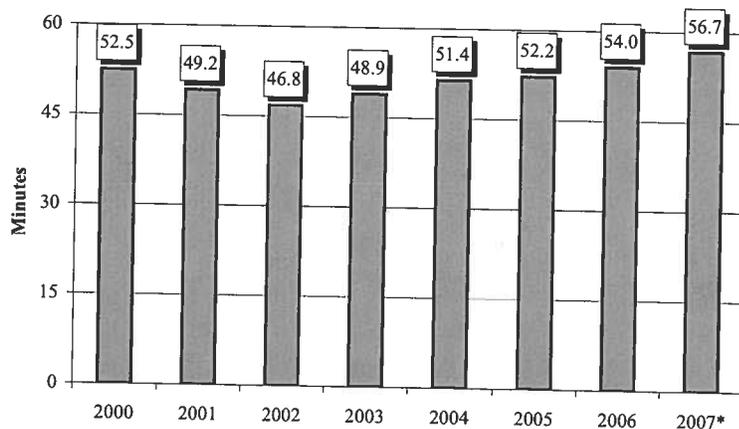
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DOT/BTS DATA
Average Length of Arrival Delays
All U.S., DOT Reporting Air Carriers
U.S. Domestic Schedule

Calendar Year	Average Length (Minutes)
2000	52.5
2001	49.2
2002	46.8
2003	48.9
2004	51.4
2005	52.2
2006	54.0
2007*	56.7

*January through July.

**Figure 3. Average Length of Arrival Delays
 For Years 2000 to 2007**



*January through July.

Comparison of Average Delay Time in Minutes

First 7 months of 2006:	53.7
First 7 months of 2007:	56.7
Time Increase:	3.0

Full Year 2006:	54.0
First 7 months of 2007:	56.7
Time Increase:	2.7

DOT/BTS Data
Domestic Flights at all U.S. Airports
All U.S. DOT Reporting Air Carriers

Descriptive Statistics Arrival Delay 15 for January thru July 2007				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,088,983	15	1,564	56.7
Descriptive Statistics Arrival Delay 15 for January thru July 2006				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	909,668	15	1,691	53.7
Descriptive Statistics Arrival Delay 15 for All 2006				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,615,537	15	1,779	54.0
Descriptive Statistics Arrival Delay 15 for All 2005				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,466,065	15	1,925	52.2
Descriptive Statistics Arrival Delay 15 for All 2004				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,421,391	15	1,879	51.4
Descriptive Statistics Arrival Delay 15 for All 2003				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,057,804	15	1,612	48.9
Descriptive Statistics Arrival Delay 15 for All 2002				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	868,225	15	2,137	46.8
Descriptive Statistics Arrival Delay 15 for All 2001				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,104,439	15	1,688	49.2
Descriptive Statistics Arrival Delay 15 for All 2000				
	# Records	Minimum Minutes	Maximum Minutes	Mean (Average Minutes)
Arrival Delay 15	1,356,040	15	1,441	52.5

Source: BTS data processed by

(b)(6)

12 Sep 07.

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Change in Scheduled Flights 2000 to 2006
DOT/Bureau of Transportation Statistics (BTS) DATA
All U.S., DOT Reporting Air Carriers
U.S. Domestic Schedule (i.e., Domestic-Wide)

Calendar Year	Scheduled Flights*	Arrival Delays	Cancellations	Diversions	Total Del, Can, or Div	% Late	% On-Time
2000	5,683,047	1,356,040	187,490	14,254	1,557,784	27.4%	72.6%
2001	5,967,780	1,104,439	231,198	12,909	1,348,546	22.6%	77.4%
2002	5,271,359	868,225	65,143	8,356	941,724	17.9%	82.1%
2003	6,488,540	1,057,804	101,469	11,381	1,170,654	18.0%	82.0%
2004	7,129,270	1,421,391	127,757	13,784	1,562,932	21.9%	78.1%
2005	7,140,596	1,466,065	133,730	14,028	1,613,823	22.6%	77.4%
2006	7,141,922	1,615,537	121,934	16,186	1,753,657	24.6%	75.4%
2007*	4,342,969	1,088,983	106,579	10,696	1,206,258	27.8%	72.2%

*January through July

Purpose: Identify and compare the number of scheduled flights for the years 2000 thru 2006.

Source: DOT/BTS Data processed by (b)(6) 12 Sep 07

Scope: All U.S. Carriers (DOT Reporting)--Domestic Schedule (i.e., Domestic-Wide)

Results/Conclusion:

The 2006 travel period was the busiest since the year 2000. (As measured by scheduled departures).
 (See Column C, rows #8 to #15--Highlighted)

Prepared by:

(b)(6)

Reviewed by:

DOT/BTS Data
Domestic Flights at all U.S. Airports
All U.S. DOT Reporting Air Carriers

Year	Type	January	February	March	April	May	June	July	August	September	October	November	December	Total
2007	Scheduled	620,065	564,582	638,372	613,740	630,332	628,182	647,696						
	ArrDel15	149,715	158,113	152,446	136,797	131,000	181,007	179,905						4,342,969
	Cancelled	15,697	25,418	16,858	11,119	6,833	17,183	13,471						1,088,983
	Diverted	1,195	1,259	1,275	1,191	1,436	2,194	2,146						106,579
	ArrDel15%	24.1%	28.0%	23.9%	22.3%	20.8%	28.8%	27.8%						10,696
	Cancelled%	2.5%	4.5%	2.6%	1.8%	1.1%	2.7%	2.1%						25.1%
2006	Scheduled	581,287	531,247	605,217	585,351	602,919	598,315	621,244	628,732	584,937	611,718	586,197	604,758	7,141,922
	ArrDel15	112,299	118,610	135,897	118,715	122,693	150,683	150,771	140,784	127,900	153,067	126,990	157,128	1,615,537
	Cancelled	9,787	11,293	7,586	6,604	7,057	10,088	10,735	9,783	9,950	11,399	9,558	18,094	121,934
	Diverted	1,370	1,309	1,053	1,029	1,236	1,809	1,878	1,570	1,237	1,233	1,069	1,393	16,186
	ArrDel15%	19.3%	22.3%	22.5%	20.3%	20.3%	25.2%	24.3%	22.4%	21.9%	25.0%	21.7%	26.0%	22.6%
	Cancelled%	1.7%	2.1%	1.3%	1.1%	1.2%	1.7%	1.7%	1.6%	1.7%	1.9%	1.6%	3.0%	1.7%
2005	Scheduled	594,924	545,332	617,540	594,492	614,802	609,195	627,961	630,904	574,253	592,712	566,138	572,343	7,140,596
	ArrDel15	143,316	111,897	131,384	90,137	93,619	139,742	166,767	141,431	87,235	99,904	106,543	154,090	1,466,065
	Cancelled	25,084	9,505	10,169	7,532	5,877	9,916	13,851	13,452	11,532	10,475	5,586	10,751	133,730
	Diverted	1,809	868	882	781	879	1,423	2,003	1,809	816	724	927	1,107	14,028
	ArrDel15%	24.1%	20.5%	21.3%	15.2%	15.2%	22.9%	26.6%	22.4%	15.2%	16.9%	18.8%	26.9%	20.5%
	Cancelled%	4.2%	1.7%	1.6%	1.3%	1.0%	1.6%	2.2%	2.1%	2.0%	1.8%	1.0%	1.9%	1.9%
2004	Scheduled	583,987	553,876	601,412	582,970	594,457	588,792	614,166	623,107	585,125	610,037	584,610	606,731	7,129,270
	ArrDel15	128,236	114,517	104,031	93,754	121,019	148,726	135,999	123,884	75,147	108,341	113,696	154,041	1,421,391
	Cancelled	17,611	9,481	7,603	4,485	10,381	8,796	10,132	10,163	17,969	6,695	7,337	17,104	127,757
	Diverted	1,015	744	879	648	1,639	1,725	1,581	1,222	1,047	864	1,039	1,381	13,784
	ArrDel15%	22.0%	20.7%	17.3%	16.1%	20.4%	25.3%	22.1%	19.9%	12.8%	17.8%	19.4%	25.4%	19.9%
	Cancelled%	3.0%	1.7%	1.3%	0.8%	1.7%	1.5%	1.6%	1.6%	3.1%	1.1%	1.3%	2.8%	1.8%
2003	Scheduled	552,109	500,206	559,342	527,303	533,782	536,496	558,568	556,984	527,714	552,370	528,171	555,495	6,488,540
	ArrDel15	82,900	96,144	86,966	62,421	75,402	89,441	104,579	106,326	67,386	69,394	96,177	120,668	1,057,804
	Cancelled	8,341	20,001	9,554	6,334	4,313	4,161	7,835	9,109	7,691	5,091	7,407	11,632	101,469
	Diverted	847	1,183	945	611	746	1,025	1,205	1,517	771	720	993	818	11,381
	ArrDel15%	15.0%	19.2%	15.5%	11.8%	14.1%	16.7%	18.7%	19.1%	12.8%	12.6%	18.2%	21.7%	16.3%
	Cancelled%	1.5%	4.0%	1.7%	1.2%	0.8%	0.8%	1.4%	1.6%	1.5%	0.9%	1.4%	2.1%	1.6%
2002	Scheduled	436,336	399,535	447,896	438,141	450,046	448,333	465,573	466,764	429,996	446,590	415,024	427,125	5,271,359
	ArrDel15	75,006	56,416	89,124	71,108	72,598	87,075	87,306	74,900	47,609	65,629	57,253	84,201	868,225
	Cancelled	7,301	4,323	6,033	4,513	4,442	7,666	6,260	5,339	3,686	4,549	3,675	7,356	65,143
	Diverted	498	413	753	715	568	1,016	1,110	862	514	493	474	940	8,356
	ArrDel15%	17.2%	14.1%	19.9%	16.2%	16.1%	19.4%	18.8%	16.0%	11.1%	14.7%	13.8%	19.7%	16.5%
	Cancelled%	1.7%	1.1%	1.3%	1.0%	1.0%	1.7%	1.3%	1.1%	0.9%	1.0%	0.9%	1.7%	1.2%
2001	Scheduled	529,940	477,824	531,119	514,187	529,940	520,230	538,440	544,351	490,698	443,796	417,386	429,869	5,967,780
	ArrDel15	109,367	111,403	112,825	94,162	87,900	111,975	105,344	114,753	57,997	59,952	58,677	80,084	1,104,439
	Cancelled	19,891	17,448	17,876	11,414	9,452	15,509	11,286	13,318	99,324	6,850	4,497	4,333	231,198
	Diverted	975	1,429	918	936	843	1,640	1,193	1,574	1,386	757	653	605	12,909
	ArrDel15%	20.6%	23.3%	21.2%	18.3%	16.6%	21.5%	19.6%	21.1%	11.8%	13.5%	14.1%	18.6%	18.5%
	Cancelled%	3.8%	3.7%	3.4%	2.2%	1.8%	3.0%	2.1%	2.4%	20.2%	1.5%	1.1%	1.0%	3.9%
2000	Scheduled	470,477	444,499	482,944	463,263	478,909	471,100	483,342	491,366	463,097	485,761	467,251	481,038	5,683,047
	ArrDel15	97,699	95,920	99,890	101,445	105,425	138,347	126,682	131,225	90,086	104,943	115,294	149,084	1,356,040
	Cancelled	24,515	15,188	10,237	11,642	16,513	18,632	15,526	14,991	10,365	10,369	10,912	28,600	187,490
	Diverted	1,303	1,083	1,006	1,015	1,363	1,602	1,319	1,370	985	914	814	1,480	14,254
	ArrDel15%	20.8%	21.6%	20.7%	21.9%	22.0%	29.4%	26.2%	26.7%	19.5%	21.6%	24.7%	31.0%	23.9%
	Cancelled%	5.2%	3.4%	2.1%	2.5%	3.4%	4.0%	3.2%	3.1%	2.2%	2.1%	2.3%	5.9%	3.3%

Source: BTS data processed by (b)(6) 25 July 07.
 (Note: June 2007 data processed by (b)(6) 20 Aug 07.)

(Note: July 2007 data processed by

(b)(6)

12 Sep 07.)

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Taxi Out/In Times for 2006

RTS Data

Processed by (b)(6) DOT/OIG HQ, JA-2

All U.S. Airlines (DOT Reporting) Minus American Eagle (MQ) and Atlantic Southeast (EV) Taxi-In Times
All U.S. Airports
U.S. Domestic Market

Number of Flights

Taxi In Times 2006 (All Carriers, All Airports)

Time Period	2000	2006	# Change	% Change
1 - 2 hours	1,819	3,172	1,353	74.38%
2 - 3 hours	161	210	49	30.43%
3 - 4 hours	13	43	30	230.77%
4 - 5 hours	1	14	13	1300.00%
5 or more hours	0	3,267	3,267	0.00%
Less than 1 hour	5,681,053	7,135,216	1,454,163	25.60%
Total	5,683,047	7,141,922	1,458,875	25.67%

1-5+ Hours	1,994	6,706	4,712	236.31%
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**Adjusted Taxi In Times 2006
(Less American Eagle and Atlantic Southeast)**

Time Period	2006	2006 (Mod)	# Change
1 - 2 hours	3,172	2,678	-494
2 - 3 hours	210	178	-32
3 - 4 hours	43	40	-3
4 - 5 hours	14	6	-8
5 or more hours	3,267	5	-3,262
Less than 1 hour	7,135,216	6,315,784	-819,432
Total	7,141,922	6,318,691	-823,231

1-5+ Hours	6,706	2,907	-3,799
------------	-------	-------	--------

DM (4/6/07): According to (b)(6) (BTS), American Eagle and Atlantic Southeast reported problems in their taxi in times for 2006. Comair also reported problems in 2003 and 2004 (so the 2006 data should be ok). (b)(6) recommended pulling these two carriers from the data when calculating the 2006 figures. He thought that much of the 3,267 figure for 2006 was due to reporting errors. In comparison, he indicated that taxi out time should be ok.

Taxi Out Times 2006 (All Carriers, All Airports)

Time Period	2000	2006	# Change	% Change
1 - 2 hours	43,315	62,617	19,302	44.56%
2 - 3 hours	5,794	6,304	510	8.80%
3 - 4 hours	1,277	1,112	-165	-12.92%
4 - 5 hours	303	192	-111	-36.63%
5 or more hours	82	37	-45	-54.88%
Less than 1 hour	5,632,276	7,071,660	1,439,384	25.56%
Total	5,683,047	7,141,922	1,458,875	25.67%

1-5+ Hours	50,771	70,262	19,491	38.39%
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2006	
Adjusted Taxi In Numbers:	2,907
Taxi Out Numbers:	70,262
Total:	73,169

BTS Data
 Processed by (b)(6) DOT/OIG HQ, JA-2
 All U.S. Airlines (DOT Reporting)
 All U.S. Airports
 U.S. Domestic Market

Taxi In Times 2006 (All Carriers, All Airports)

Time Period	Frequency	Percent
1 - 2 hours	3,172	0.0
2 - 3 hours	210	0.0
3 - 4 hours	43	0.0
4 - 5 hours	14	0.0
5 or more hours	3,267	0.0
Less than 1 hour	7,135,216	99.9
Total	7,141,922	100.0

Taxi Out Times 2006 (All Carriers, All Airports)

Time Period	Frequency	Percent
1 - 2 hours	62,617	0.9
2 - 3 hours	6,304	0.1
3 - 4 hours	1,112	0.0
4 - 5 hours	192	0.0
5 or more hours	37	0.0
Less than 1 hour	7,071,660	99.0
Total	7,141,922	100.0

70,262

Taxi In Times 2000 (All Carriers, All Airports)

Time Period	Frequency	Percent
1 - 2 hours	1,819	0.0
2 - 3 hours	161	0.0
3 - 4 hours	13	0.0
4 - 5 hours	1	0.0
5 or more hours	0	0.0
Less than 1 hour	5,681,053	100.0
Total	5,683,047	100.0

Taxi Out Times 2000 (All Carriers, All Airports)

Time Period	Frequency	Percent
1 - 2 hours	43,315	0.8
2 - 3 hours	5,794	0.1
3 - 4 hours	1,277	0.0
4 - 5 hours	303	0.0
5 or more hours	82	0.0
Less than 1 hour	5,632,276	99.1
Total	5,683,047	100.0

50,771

BTS Data
 Processed by (b)(6), DOT/OIG HQ, JA-2
All U.S. Airlines (DOT Reporting) Minus American Eagle (MQ) and Atlantic Southeast (EV)
All U.S. Airports
U.S. Domestic Market

Taxi In Times 2006

Time Period	Frequency	Percent
1 - 2 hours	2,678	0.0
2 - 3 hours	178	0.0
3 - 4 hours	40	0.0
4 - 5 hours	6	0.0
5 or more hours	5	0.0
Less than 1 hour	6,315,784	100.0
Total	6,318,691	100.0

Taxi Out Times 2006

Time Period	Frequency	Percent
1 - 2 hours	55,738	0.9
2 - 3 hours	5,610	0.1
3 - 4 hours	1,033	0.0
4 - 5 hours	181	0.0
5 or more hours	36	0.0
Less than 1 hour	6,256,093	99.0
Total	6,318,691	100.0

Data excludes Atlantic Southeast and American Eagle.

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DOT/BTS DATA

Taxi-In and Taxi-Out Times
 All U.S. Airlines (DOT Reporting)
 All U.S. Airports
 U.S. Domestic Market

Taxi-In + Taxi-Out: First 7 Months (Jan to Jul) of 2006 vs 2007

Time Period	2006*	2007*	# Change	% Change
1 - 2 Hrs	33,438	47,558	14,120	42.23%
2 - 3 Hrs	3,781	5,213	1,432	37.87%
3 - 4 Hrs	710	1,025	315	44.37%
4 - 5 Hrs	120	189	69	57.50%
5 or more Hrs	27	44	17	62.96%
Total	38,076	54,029	15,953	41.90%
Less than 1 Hr	7,603,425	7,947,445	344,020	4.52%
Total**	7,641,501	8,001,474	359,973	4.71%
% of Total Ops:	0.50%	0.68%		

*American Eagle and Atlantic Souteast. Are not included in the Taxi-In data. See Note below.

Note: According to (b)(6) (BTS), American Eagle and Atlantic Southeast reported problems in their Taxi-In times for 2006. Comair also reported problems in 2003 and 2004 (so the 2006 data should be OK). (b)(6) recommended pulling these two carriers from the data when calculating the 2006 figures. He thought that much of the figures for 2006 was due to reporting errors. In comparison, he indicated that the Taxi-Out times for 2006 should be OK. DM (4/6/07)

** Represents total operations (i.e., taxi-out and taxi-in occurrences)--net cancellations and diversions.

DOT/BTS DATA

Taxi-In and Taxi-Out Times
All U.S. Airlines (DOT Reporting)
All U.S. Airports
U.S. Domestic Market

Combined Taxi In + Taxi Out Times for Jan - Jul 2006

	1 - 2 hours	2 - 3 hours	3 - 4 hours	4 - 5 hours	5 or more hours	Less than 1 hour	Total Operations**
Taxi In*	1,476	99	15	2	0	3,587,163	3,588,755
Taxi Out	31,962	3,682	695	118	27	4,016,262	4,052,746
Total:	33,438	3,781	710	120	27	7,603,425	7,641,501

Combined Taxi In + Taxi Out Times for Jan - Jul 2007

	1 - 2 hours	2 - 3 hours	3 - 4 hours	4 - 5 hours	5 or more hours	Less than 1 hour	Total Operations**
Taxi In*	2,536	190	22	4	7	3,773,021	3,775,780
Taxi Out	45,022	5,023	1,003	185	37	4,174,424	4,225,694
Total:	47,558	5,213	1,025	189	44	7,947,445	8,001,474

*American Eagle (MQ) and Atlantic Southeast (EV) are not included in the Taxi-In data.

**Total taxi-out and taxi-in occurrences--net of cancellations and diversions.

DOT/BTS Data
Processed by (b)(6) DOT/OIG HQ, JA-2
All U.S. Airlines (DOT Reporting)
All U.S. Airports
U.S. Domestic Market

Taxi Out Time January thru July 2007

All Carriers		
Time Period	Frequency	Percent
Less than 1 hour	4,174,424	98.8
1 - 2 hours	45,022	1.1
2 - 3 hours	5,023	0.1
3 - 4 hours	1,003	0.0
4 - 5 hours	185	0.0
5 or more hours	37	0.0
Total	4,225,694	100.0

Taxi Out Time January thru July 2006

All Carriers		
Time Period	Frequency	Percent
Less than 1 hour	4,016,262	99.1
1 - 2 hours	31,962	0.8
2 - 3 hours	3,682	0.1
3 - 4 hours	695	0.0
4 - 5 hours	118	0.0
5 or more hours	27	0.0
Total	4,052,746	100.0

Taxi In Time January thru July 2007

All Carriers Except MQ & EV		
Time Period	Frequency	Percent
Less than 1 hour	3,773,021	99.9
1 - 2 hours	2,536	0.1
2 - 3 hours	190	0.0
3 - 4 hours	22	0.0
4 - 5 hours	4	0.0
5 or more hours	7	0.0
Total	3,775,780	100.0

Taxi In Time January thru July 2006

All Carriers Except MQ & EV		
Time Period	Frequency	Percent
Less than 1 hour	3,587,163	100.0
1 - 2 hours	1,476	0.0
2 - 3 hours	99	0.0
3 - 4 hours	15	0.0
4 - 5 hours	2	0.0
5 or more hours	0	0.0
Total	3,588,755	100.0

Source: BTS data processed by (b)(6) 13 Sep 07.

MQ-American Eagle Airlines
EV-Atlantic Southeast Airlines

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Page 174 redacted for the following reason:

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Load Factors
DOT-Bureau Transportation Statistics (BTS) Data
U.S. Air Carriers-Domestic Schedule (i.e., Domestic-Wide)

Average Load Factors: Domestic-Wide (First 6 Months of 2007 vs 2000)

Month	2000	2007	% Change
Jan	61.9%	72.2%	10.3%
Feb	66.2%	75.6%	9.4%
Mar	73.1%	81.4%	8.3%
Apr	73.0%	81.2%	8.2%
May	73.1%	81.2%	8.1%
Jun	78.4%	86.1%	7.7%
Total:	71.1%	79.7%	8.6%

Purpose: Identify and compare passenger load factors for the first 6 months* of CYs 2007 and 2000.

Source: BTS Data processed by (b)(6) 20 Sep 2007.

Scope: All U.S. Carriers--Domestic Schedule (i.e., Domestic-Wide)

*Note: Per BTS and (b)(6) the first 6 months of 2007 is the most recent data available.

Results/Conclusion:

Reduced capacity and increased demand has led to fuller flights. (See W/Ps "Change in Scheduled Flights and Available Seats" and "Passenger Enplanements") For the first 6 months, average load factors increased from 71.1 percent in 2000 to 79.7 percent in 2007 with an unprecedented 86.1 percent in the month of June. (See highlighted cells above)

Prepared by:

(b)(6)

Reviewed by:

DOT DATA

Domestic Scheduled Passenger Service
 Note: SvcClass "F" = Scheduled Service

Year	Month	CarrierRegion	SvcClass	SumOfT320_ASM	SumOfT140_RPM	Load Factor
2000		1 D	F	57267719000	35465923000	61.9%
2000		2 D	F	55249291000	36597642000	66.2%
2000		3 D	F	60967803000	44596228000	73.1%
2000		4 D	F	58426196000	42625850000	73.0%
2000		5 D	F	59979890000	43842832000	73.1%
2000		6 D	F	59449372000	46621779000	78.4%

YTD 2000
 351,340,271,000 249,750,254,000 71.1%

Year	SumOfMonth	CarrierRegion	SvcClass	SumOfT320_ASM	SumOfT140_RPM	Load Factor
2000	3018 D	F		714,454,375,000	508,402,855,000	71.2%

Year	Month	CarrierRegion	SvcClass	SumOfT320_ASM	SumOfT140_RPM	Load Factor
2006	1	D	F	60,381,330,312	43,780,406,378	72.5%
2006	2	D	F	54,772,702,332	41,683,968,775	76.1%
2006	3	D	F	63,525,229,544	51,656,159,734	81.3%
2006	4	D	F	61,140,007,369	49,681,841,733	81.3%
2006	5	D	F	62,501,560,038	50,166,744,163	80.3%
2006	6	D	F	63,011,567,622	53,154,414,002	84.4%
				365,332,397,217	290,123,534,785	79.4%

Year	Month	CarrierRegion	SvcClass	SumOfT320_ASM	SumOfT140_RPM	Load Factor
2007	1	D	F	61,917,122,001	44,716,251,297	72.2%
2007	2	D	F	55,761,755,406	42,182,431,271	75.6%
2007	3	D	F	64,665,335,312	52,669,536,786	81.4%
2007	4	D	F	62,502,148,042	50,756,939,259	81.2%
2007	5	D	F	64,053,411,850	51,982,720,213	81.2%
2007	6	D	F	63,731,277,559	54,854,791,994	86.1%
				372,631,050,170	297,162,670,820	79.7%

Source: DOT/BTS data processed by (b)(6) 19 Sep 2007.

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**Passenger Enplanements (Revenue PAX)
 DOT-Bureau of Transportation Statistics (BTS) Data
 All U.S. Carriers-Domestic Schedule (i.e., Domestic-Wide)
 Scheduled Service**

Revenue Pax Enplanements (First 6 Months 2006 vs 2007)

Year	2000	2007	% Chg
Jan	43,856,522	52,255,790	19.15%
Feb	46,184,133	49,876,277	7.99%
Mar	55,872,922	61,917,594	10.82%
Apr	52,898,467	59,854,964	13.15%
May	55,186,726	61,746,727	11.89%
Jun	57,749,829	64,006,780	10.83%
Total:	311,748,599	349,658,132	12.16%
rounded	312	350	12.18%

Purpose: Identify and compare the number of revenue passengers enplaned for the first 6 months* of CYs 2007 and 2000.

Source: BTS Data processed by (b)(6) Sep 2007.

Scope: All U.S. Carriers--Domestic Schedule (i.e., Domestic-Wide)

*Note: Per BTS and (b)(6) the first 6 months of 2007 is the most recent data available.

Results/Conclusion:

Even though the number of flights and seats declined, (See W/Ps "Change in Scheduled Flights and Available Seats") passenger enplanements were up over 12 percent, from 312 million passengers in 2000 to 350 million passengers in 2007. (See highlighted cells above)

Note: This data is for the first 6 months of each year.

Prepared by: (b)(6)

Reviewed by: (b)(6)

BTS DATA

DOT/BTS (Bureau of Transportation Statistics)
All US Air Carriers-Domestic Schedule

Note: SvcClass "F" = Scheduled Passenger Service
Note: CarrierRegion "D" = Domestic

Year	Month	CarrierRegion	SvcClass	Available Seats		Enplaned Passengers	
				SumOfT310	Seats	SumOfT130	RPax
2000		1 D	F	75541523		43856522	
2000		2 D	F	73230391		46184133	
2000		3 D	F	80448991		55872922	
2000		4 D	F	76635539		52898467	
2000		5 D	F	79407617		55186726	
2000		6 D	F	77780479		57749829	
YTD Total				463044540		311748599	

Year	SumOfMonth	CarrierRegion	SvcClass	SumOfT310	Seats	SumOfT130	RPax
2000	1253426	D	F	936972659		632328552	

Year	Month	CarrierRegion	SvcClass	SumOfT310	Seats	SumOfT130	RPax
2006		1 D	F	75128260		50943300	
2006		2 D	F	68258795		49313167	
2006		3 D	F	78505072		60726612	
2006		4 D	F	75389030		58154956	
2006		5 D	F	77335501		59543422	
2006		6 D	F	76837616		61863299	
YTD Total				451454274		340544756	

Year	Month	CarrierRegion	SvcClass	SumOfT310	Seats	SumOfT130	RPax
2007		1 D	F	77504270		52255790	
2007		2 D	F	69576315		49876277	
2007		3 D	F	80123530		61917594	
2007		4 D	F	77758508		59854964	
2007		5 D	F	79854186		61746727	
2007		6 D	F	78001027		64006780	
YTD Total				462817836		349658132	

Source: BTS Data processed by (b)(6), 20 Sep 2007.

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Estimated Number of JetBlue Passengers Affected by Delays of More Than Four Hours on February 14, 2007

Using the JetBlue spreadsheet D.3.30, the number of people on the flights that were delayed for more than 4 hours (more than 240 minutes) is about 2,962.

In order to determine the number of passengers for 7 flights that did not list the number of passengers (mainly cancelled flights), we used 90 percent of the 150 seats on JetBlue's Airbus A20, which is 135 seats or an estimate of 135 passengers per flight. JetBlue cancelled the E190 flights; therefore, no estimate for the number of E190 passengers was used.

The estimated number of JetBlue passengers affected by delays for more than four hours on 26 flights February 14, 2007 was about 2,962.

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**Change in Scheduled Flights and Available Seats
 FAA's Flight Schedule Data System Data (FSDS)
 All Domestic Carriers-Domestic Schedule (i.e., Domestic-Wide)**

Scheduled Flights (First 6 Months)

Month	2000	2007	% Chg 2000 vs. 2007
Jan	911,395	831,443	-8.77%
Feb	867,852	758,989	-12.54%
Mar	938,083	856,365	-8.71%
Apr	894,522	825,002	-7.77%
May	929,338	848,146	-8.74%
Jun	919,118	846,241	-7.93%
Total:	5,460,308	4,966,186	-9.05%
(rounded)	5.5	5.0	-9.09%

Available Seats (First 6 Months)

Month	2000	2007	% Chg 2000 vs. 2007
Jan	84,754,402	77,419,634	-8.65%
Feb	80,824,554	70,695,747	-12.53%
Mar	87,636,693	80,016,489	-8.70%
Apr	84,072,545	77,130,536	-8.26%
May	86,767,982	78,701,581	-9.30%
Jun	85,448,306	77,892,482	-8.84%
Total:	509,504,482	461,856,469	-9.35%
(rounded)	510	462	-9.41%

Purpose: Identify and compare the number of scheduled flights and available seats for the first 6 months of CYs 2007 and 2000.

Source: FAA's Flight Schedule Data System (FSDS) at <http://www.apo.data.faa.gov>

Scope: All U.S. Carriers--Domestic Schedule (i.e., Domestic-Wide)

Results/Conclusion:

For the first 6 months, the number of scheduled flights (capacity) decreased from 5.5 million in 2000 to 5.0 million in 2007, a drop of 9 percent. Scheduled seats also declined by over 9 percent between 2000 and 2007, from 510 million to 462 million. (See highlighted cells above)

Prepared by:

(b)(6)

Reviewed by:

FAA's Flight Schedule Data System (FSDS)
All Domestic Carriers--Domestic Schedule
<http://www.apo.data.faa.gov/>

FSDS Report

From 01/2000 To 06/2000 | User Class=ATC Commuter | User Class=Carrier | Operator Carrier Type=Domestic Carrier | Flight Type=Domestic Flight

#	Date	Flights	Seats	Block	Statute	Seat Miles	Seats Per Block Hrs.		Statute
				Hours	Miles	0	Flight	Per Flight	Miles Per Flight
1	Jan-00	911,395	84,754,402	1,515,774:33	464,456,379	60,121,982	92	1:39	509
2	Feb-00	867,852	80,824,554	1,443,356:58	443,252,838	57,351,896	93	1:39	510
3	Mar-00	938,083	87,636,693	1,567,560:21	482,809,472	62,554,604	93	1:40	514
4	Apr-00	894,522	84,072,545	1,504,140:41	465,434,510	60,262,836	93	1:40	520
5	May-00	929,338	86,767,982	1,557,307:36	481,969,202	62,156,226	93	1:40	518
6	Jun-00	919,118	85,448,306	1,540,626:57	479,388,195	61,787,676	92	1:40	521
Total:		5,460,308	509,504,482	9,128,767:10	2,817,310,596	364,235,220	93	1:40	515

FSDS Report

From 01/2007 To 06/2007 | User Class=ATC Commuter | User Class=Carrier | Operator Carrier Type=Domestic Carrier | Flight Type=Domestic Flight

#	Date	Flights	Seats	Block	Statute	Seat Miles	Seats Per Block Hrs.		Statute
				Hours	Miles	0	Flight	Per Flight	Miles Per Flight
1	Jan-07	831,443	77,419,634	1,579,299:30	505,862,015	61,423,331	93	1:53	608
2	Feb-07	758,989	70,695,747	1,442,858:27	462,760,769	56,193,665	93	1:54	609
3	Mar-07	856,365	80,016,489	1,635,423:13	527,393,707	64,168,295	93	1:54	615
4	Apr-07	825,002	77,130,536	1,567,637:33	507,882,422	61,767,379	93	1:54	615
5	May-07	848,146	78,701,581	1,599,733:24	520,333,780	63,047,495	92	1:52	613
6	Jun-07	846,241	77,892,482	1,604,962:15	524,596,613	63,435,111	92	1:53	619
Total:		4,966,186	461,856,469	9,429,914:27	3,048,829,306	370,035,276	93	1:53	613

Source: FAA's Flight Schedule Data System (FSDS) at <http://www.apo.data.faa.gov>

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<u>Flight #</u>	<u>Origin City</u>	<u>Origin Airport</u>	<u>Actual Departure Time</u>	<u>AUS Arrival Time</u>	<u>Gate Arrival Time</u>
1348	San Francisco, CA	SFO	7:10 PST	12:49 CST	22:05 CST
534	Fresno, CA	FAT	7:30 PST	12:54 CST	19:02 CST

Total On-board Time

9 hours 11 minutes

6 hours 8 minutes

Total Jet Time

12 hours 55 minutes

9 hours 32 minutes

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§ 232.5

General within the meaning of section 41902 of the Statute may, within not more than four calendar days after the issuance of such order, apply to the Department for a postponement of the effective date of that order pending review: *Provided*, That if the final day of the four day period is a Saturday, Sunday, or holiday for the Department, the application may be filed with the Department no later than the end of the next day which is neither a Saturday, Sunday, or holiday.

(b) An application for postponement of the effective date filed under this part may be made in writing or by telegram, and shall be conspicuously entitled Application for Postponement of the Effective Date of Order of the Postmaster General Pending Review Under section 41902 of the Statute. Such application for postponement shall specify:

(1) The schedule affected and identity of the order complained of;

(2) The manner in which the applicant is or would be aggrieved by the order;

(3) The relief which will be sought;

(4) That the applicant intends to file a timely application for review of the order under § 232.1; and

(5) A summary of the justification and facts relied upon to establish that the stay should be granted.

(c) Any interested person may, within not more than four calendar days after the service of an application for postponement of the effective date, serve and file with the Department an answer in opposition to, or in support of, the application: *Provided*, That if the final day of the four day period is a Saturday, Sunday, or holiday for the Department, the application may be filed with the Department no later than the end of the next day which is neither a Saturday, Sunday, or holiday: *Provided further, however*, That the Department need not consider any answer filed later than eight calendar days after issuance of the Postmaster General's order.

[41 FR 49479, Nov. 9, 1976, as amended by Docket No. 47939, 57 FR 40102, Sept. 2, 1992; 60 FR 43524, Aug. 22, 1995]

14 CFR Ch. II (1-1-00 Edition)

§ 232.5 Filing and service of applications, answers, and replies.

(a) An application, answer or reply filed hereunder shall be deemed to have been filed on the date on which it is actually received by the Department at its offices in Washington, D.C.

(b) At the time a written or telegraphic application, answer, or reply is filed under this part, a copy thereof shall be served by personal service, registered mail, or telegraph upon the Postmaster General and upon the air carrier operating or ordered to operate the mail service in question. Except in the case of telegraphic delivery each copy so served shall be accompanied by a letter of transmittal stating that such service is being made pursuant to this section. In the case of telegraphic delivery the copy shall be accompanied by a telegraphic statement that service is being made pursuant to this section.

(c) The execution, number of copies, and verification of a written application, answer, or reply filed under this part, and the formal specifications of papers included in such application, answer, or reply shall be in accordance with the requirements of the Rules of Practice relating to applications generally (see part 302 of this chapter).

[41 FR 49479, Nov. 9, 1976, as amended by Docket No. 47939, 57 FR 40102, Sept. 2, 1992]

PART 234—AIRLINE SERVICE QUALITY PERFORMANCE REPORTS

Sec.

234.1 Purpose.

234.2 Definitions.

234.3 Applicability.

234.4 Reporting of on-time performance.

234.5 Form of reports.

234.6 Baggage-handling statistics.

234.7 Voluntary reporting.

234.8 Calculation of on-time performance codes.

234.9 Reporting of on-time performance codes.

234.10 Voluntary disclosure of on-time performance codes.

234.11 Disclosure to consumers.

234.12 Waivers.

AUTHORITY: 49 U.S.C. 329 and chapters 401, 417.

SOURCE: Amdt. No. 234-1, 52 FR 34071, Sept. 9, 1987, unless otherwise noted.

NOTE: The reporting requirements contained in this part have been approved by the

Office of the Secretary, DOT

§ 234.2

Office of Management and Budget under control number 2138-0041.

§ 234.1 Purpose.

The purpose of this part is to set forth required data that certain air carriers must submit to the Department and to computer reservations system vendors in computerized form, except as otherwise provided, so that information on air carriers' quality of service can be made available to consumers of air transportation. This part also requires that service quality data be disclosed directly to consumers.

§ 234.2 Definitions.

For the purpose of this part:

Cancelled flight means a flight operation that was not operated, but was listed in a carrier's computer reservation system within seven calendar days of the scheduled departure.

Discontinued flight means a flight dropped from a carrier's computer reservation system more than seven calendar days before its scheduled departure.

Diverted flight means a flight which is operated from the scheduled origin point to a point other than the scheduled destination point in the carrier's published schedule. For example, a carrier has a published schedule for a flight from A to B to C. If the carrier were to actually fly an A to C operation, the A to B segment is a diverted flight, and the B to C segment is a cancelled flight.

Extra-section flight means a flight conducted as an integral part of scheduled passenger service, that has not been provided for in published schedules and is required for transportation of traffic that cannot be accommodated on the regularly scheduled flight.

Flight means any nonstop scheduled passenger flight segment with a specific flight number scheduled to be operated pursuant to a published schedule within a specific origin-destination city pair, other than transborder or foreign air transportation. In the case of reporting to computer reservations system vendors, *flight* also means one-stop or multi-stop single plane scheduled operations that include any flight segments for which performance is reported pursuant to this part.

Late or late flight means a flight that arrives at the gate 15 minutes or more after its published arrival time.

Mishandled-baggage report means a report filed with a carrier by or on behalf of a passenger that claims loss, delay, damage or pilferage of baggage.

New flight means a flight added to a carrier's schedule to operate in a specific origin-destination city pair and not scheduled to depart within 30 minutes of any discontinued flight that was contained in the carrier's published schedules for the same city pair during the previous month.

On-time means a flight that arrives less than 15 minutes after its published arrival time.

On-time performance means the percentage of scheduled operations of a specific flight that an air carrier operates on-time during a month.

On-time performance code means a single character determined in accordance with the provisions of this part that reflects the monthly on-time performance of certain nonstop flights and single plane one-stop or multi-stop flights, the schedule and availability of which are listed in a computer reservation system (CRS) regulated by 14 CFR part 255.

Reportable flight means any nonstop flight, including a mechanically delayed flight, to or from any airport within the contiguous 48 states that accounts for at least 1 percent of domestic scheduled-passenger enplanements in the previous calendar year, as reported to the Department pursuant to part 241 of this title. Qualifying airports will be specified periodically in accounting and reporting directives issued by the Office of Airline Information.

Reporting carrier means an air carrier certificated under 49 U.S.C. 41102 that accounted for at least 1 percent of domestic scheduled-passenger revenues in the 12 months ending March 31 of each year, as reported to the Department pursuant to part 241 of this title. Reporting carriers will be identified periodically in accounting and reporting directives issued by the Office of Airline Information.

§ 234.3

Wet-leased flight means a flight operated with a leased aircraft and crew.

[Amdt. 234-1, 52 FR 34071, Sept. 9, 1987, as amended by Docket No. 48524, 59 FR 49797, Sept. 30, 1994; 60 FR 66722, Dec. 26, 1995]

§ 234.3 Applicability.

This part applies to certain domestic scheduled passenger flights that are held out to the public by certificated air carriers that account for at least 1 percent of domestic scheduled passenger revenues. Certain provisions also apply to voluntary reporting to on-time performance by carriers.

§ 234.4 Reporting of on-time performance.

(a) Each reporting carrier shall file BTS Form 234 "On-Time Flight Performance Report" with the Office of Airline Information on a monthly basis, setting forth the information for each of its reportable flights held out in the *Official Airline Guide* (OAG), in the computer reservations systems (CRS), or in other schedule publications. The reportable flights include, but are not limited to, cancelled flights, mechanically cancelled flights, diverted flights, new flights and wet-leased flights. The report shall be made in the form and manner set forth in accounting and reporting directives issued by the Director, Office of Airline Statistics, and shall contain the following information:

- (1) Carrier and flight number.
- (2) Aircraft tail number.
- (3) Origin and Destination airport codes.
- (4) Published OAG departure and arrival times for each scheduled operation of the flight.
- (5) CRS scheduled arrival and departure time for each scheduled operation of the flight.
- (6) Actual departure and arrival time for each operation of the flight.
- (7) Difference in minutes between OAG and CRS scheduled arrival times.
- (8) Difference in minutes between OAG and CRS scheduled departure times.
- (9) Actual wheels-off and wheels-on times for each operation of the flight.
- (10) Date and day of week of scheduled flight operation.

14 CFR Ch. II (1-1-00 Edition)

(11) Scheduled elapsed time, according to CRS schedule.

(12) Actual elapsed time.

(13) Amount of departure delay, if any.

(14) Amount of arrival delay, if any.

(15) Amount of elapsed time difference, if any.

(b) When reporting the information specified in paragraph (a) of this section for a diverted flight, a reporting carrier shall use the *original* scheduled flight number and the *original* scheduled origin and destination airport codes.

(c) A reporting carrier shall report the information specified in paragraph (a) of this section for a new flight beginning with the first day of the new scheduled operation.

(d) A reporting carrier shall not report the information specified in paragraph (a) of this section for any discontinued or extra-section flight.

(e) Actual arrival, departure and elapsed times shall be measured by the times at which the aircraft arrived at and departed from the gate or passenger loading area.

(f) The published arrival time and departure time of a flight shall be, respectively, the scheduled arrival and departure times in effect on the date of the scheduled operation of the flight, as shown in the most recent *Official Airline Guide*, and in computer reservations systems. Each carrier shall designate a single computer reservations system in addition to the *Official Airline Guide* as the sources of scheduled arrival time and departure time data in its reports to the Department and shall report the scheduled arrival times and departure times listed in those sources for each flight. Scheduled elapsed times, amount of departure and/or arrival delay, and elapsed time difference shall be calculated using the scheduled times shown in the designated CRS source.

[Amdt. 234-1, 52 FR 34071, Sept. 9, 1987, as amended by Docket No. 48524, 59 FR 49797, Sept. 30, 1994; 60 FR 66722, Dec. 26, 1995]

§ 234.5 Form of reports.

Except where otherwise noted, all reports required by this part shall be filed within 15 days of the end of the month for which data are reported. The

reports must be submitted to the Office of Airline Information on ADP computer tape in the format specified in accounting and reporting directives issued by the Director of that office.

[Docket No. 48524, 59 FR 49798, Sept. 30, 1994, as amended at 60 FR 66722, Dec. 26, 1995]

§ 234.6 Baggage-handling statistics.

Each reporting carrier shall report monthly to the Department on a domestic system basis, excluding charter flights, the total number of passengers enplaned systemwide, and the total number of mishandled-baggage reports filed with the carrier. The information shall be submitted to the Department within 15 days of the end of the month to which the information applies and must be submitted with the transmittal letter accompanying the data for on-time performance in the form and manner set forth in accounting and reporting directives issued by the Director, Office of Airline Information.

[Docket No. 48524, 59 FR 49798, Sept. 30, 1994, as amended at 60 FR 66722, Dec. 26, 1995]

§234.7 Voluntary reporting.

(a) In addition to the data for each reportable flight required to be reported by this part, a reporting carrier may report to DOT for every other nonstop domestic flight that it schedules, the reportable flight data specified in this part.

(b) Any air carrier that is not a reporting carrier may file the data specified in this part for every reportable flight that it schedules, or for every nonstop domestic flight that it schedules.

(c) Voluntary reports containing information not required to be filed (1) must be submitted in the same form and manner, and at the same time, as reports containing data required to be filed, and (2) must be accompanied by a written statement describing in detail the information that is being voluntarily submitted. A carrier that files a voluntary report must continue to do so for a period of not less than 12 consecutive months.

§234.8 Calculation of on-time performance codes.

(a) Each reporting carrier shall calculate an on-time performance code in accordance with this section and as provided in more detail in accounting and reporting directives issued by the Director, Office of Airline Information. The calculations shall be performed for each reportable flight, except those scheduled to operate three times or less during a month. In addition, each reporting carrier shall assign an on-time performance code to each of its single plane one-stop or multi-stop flights, or portion thereof, that the carrier holds out to the public through a CRS, the last segment of which is a reportable flight.

(b) The on-time performance code shall be calculated as follows:

(1) Based on reportable flight data provided to the Department, calculate the percentage of on-time arrivals of each nonstop flight. Calculations shall not include discontinued or extra-section flights for which data are not reported to the Department.

(2) Based upon the on-time performance percentage calculated in paragraph (b)(1) of this section, assign a single digit code to each flight that reflects the percentile of on-time performance achieved by the flight, as set forth in the following table:

ON TIME PERFORMANCE	
Code:	Percentage
9	90-100
8	80-89.9
7	70-79.9
6	60-69.9
5	50-59.9
4	40-49.9
3	30-39.9
2	20-29.9
1	10-19.9
0	0-9.9

(3) For a one-stop or multi-stop flight, or portion thereof, listed in a CRS, the performance code for the non-stop flight segment arriving at the destination listed in the CRS shall be used.

(4) In the case of a new flight, carriers shall assign a performance code consisting of the letter "N." A flight

§ 234.9

that is not a new flight shall be assigned the performance code calculated for the flight that it replaces, even if the two flights do not have the same flight number. In the case of a flight scheduled to operate three times or less during a month, carriers shall assign a performance code consisting of the letter "U."

(c) Carriers shall calculate on-time performance percentages and assign on-time performance codes on a monthly basis. This process shall be completed no later than the 15th day of each month, when the reports required by this part are due to the Department, and the codes shall reflect the previous month's operations.

[Amdt. No. 234-1, 52 FR 34071, Sept. 9, 1987, as amended by Amdt. No. 234-3, 52 FR 48397, Dec. 22, 1987; 53 FR 27677, July 22, 1988; Docket No. 48524, 59 FR 49798, Sept. 30, 1994; 60 FR 66722, Dec. 26, 1995]

§ 234.9 Reporting of on-time performance codes.

No later than the 15th day of each month, each reporting carrier shall deliver, or arrange to have delivered, to each system vendor, as defined in 14 CFR part 255, the on-time performance codes required to be determined above. Carriers may report the codes by insuring that they are included in basic schedule tapes provided to CRS vendors or by providing a separate tape that will permit the CRS vendors to match the performance codes with basic schedule tapes.

§ 234.10 Voluntary disclosure of on-time performance codes.

(a) Any air carrier may determine, in accordance with the provisions of § 234.8 of this part, the on-time performance codes for the flights for which it voluntarily provides flight information to the Department pursuant to § 234.7 of this part.

(b) A carrier may supply these additional on-time performance codes to system vendors at the same time and in the same manner as the required disclosures are made to system vendors, provided that voluntary disclosures must continue for a period of not less than 12 consecutive months, and must be supplied either

14 CFR Ch. II (1-1-00 Edition)

(1) For each of the carrier's reportable flights and each of its single plane one-stop or multi-stop flights, or portions thereof, that it holds out to the public through a CRS, the last segment of which is a reportable flight or

(2) For each of the carrier's domestic flights.

§ 234.11 Disclosure to consumers.

During the course of reservations or ticketing discussions or transactions, or inquiries about flights, between a carrier's employees and the public, the carrier shall disclose upon reasonable request the on-time performance code for any flight that has been assigned a code pursuant to this part.

§ 234.12 Waivers.

Any carrier may request a waiver from the reporting requirements of this part. Such a request, at the discretion of the Director, Bureau of Transportation Statistics may be granted for good cause shown. The requesting party shall state the basis for such a waiver.

[Docket No. 48524, 59 FR 49798, Sept. 30, 1994, as amended at 60 FR 66722, Dec. 26, 1995]

PART 240—INSPECTION OF ACCOUNTS AND PROPERTY

Sec.

240.1 Interpretation.

240.2 Obligation of air carriers, foreign air carriers, and ticket agents.

§ 240.1 Interpretation.

(a) In the exercise of the authority granted by section 407(e) of the Act, the authority of any special agent or auditor to inspect and examine lands, buildings, equipment, accounts, records, memorandums, papers or correspondence shall include the authority to make such notes and copies thereof as he deems appropriate.

(b) The term "special agent" and "auditor" are construed to mean any employee of the Bureau of Enforcement and any other employee of the Board specifically designated by it or by the Director, Office of Facilities and Operations.

(c) The issuance in the form set forth below of an identification card and credentials to any such employee shall be

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Count	Flight	Date	Orig	Dest	On Board Delay	Final Outcome	Number of
					in Minutes		Passengers
1	94	2/14/07	OAK	JFK	288	Diverted/Arrived	135
2	204	2/14/07	LGB	JFK	297	Diverted/Arrived	135
3	80	2/14/07	MCO	JFK	342	Arrived	49
4	1060	2/14/07	AUS	JFK	353	Arrived	135
5	350	2/14/07	BUR	JFK	358	Diverted/Arrived	135
6	620	2/14/07	HOU	JFK	459	Arrived	40
7	1048	2/14/07	BNA	JFK	486	Arrived	36
8	850	2/14/07	RSW	JFK	545	Arrived	35
9	179	2/14/07	JFK	PHX	244	Departed	153
10	221	2/14/07	JFK	LGB	278	Cancelled	135
11	83	2/14/07	JFK	SEA	288	Departed	148
12	6	2/14/07	JFK	BUF	307	Departed	121
13	357	2/14/07	JFK	BUR	315	Departed	148
14	129	2/14/07	JFK	MSY	323	Cancelled	130
15	21	2/14/07	JFK	TPA	330	Departed	150
16	25	2/14/07	JFK	FLL	372	Departed	147
17	359	2/14/07	JFK	BUR	376	Departed	148
18	177	2/14/07	JFK	PHX	404	Cancelled	135
19	153	2/14/07	JFK	MCO	411	Cancelled	150
20	1002	2/14/07	JFK	BOS	422	Cancelled	135
21	610	2/14/07	JFK	BUF	432	Cancelled	81
22	623	2/14/07	JFK	HOU	435	Departed	59
23	68	2/14/07	JFK	SYR	457	Cancelled	35
24	751	2/14/07	JFK	CUN	477	Cancelled	132
25	351	2/14/07	JFK	BUR	540	Cancelled	132
26	755	2/14/07	JFK	AUA	620	Cancelled	123
							2,962
						Numbers in red are estimates	

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Pages 222 through 235 redacted for the following reasons:

(b)(5)

(b)(5), (b)(6)

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Pages 237 through 533 redacted for the following reasons:

(b)(5), (b)(6)

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Pages 535 through 778 redacted for the following reasons:

(b)(5), (b)(6)

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Pages 780 through 860 redacted for the following reasons:

(b)(5)

(b)(5), (b)(6)

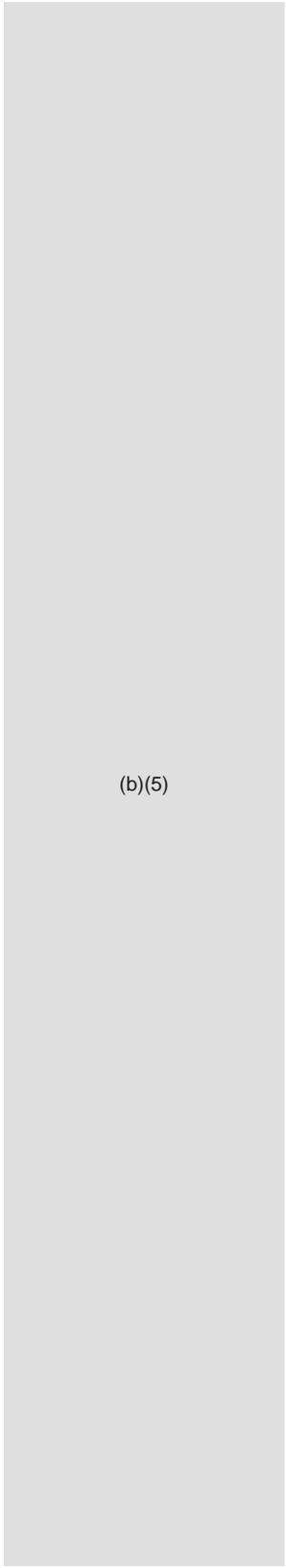
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**Weather's Share of Delayed Flights
National (January - December, 2006)**

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Weather Delay													
Number of Delays	49,717	49,893	57,956	46,831	54,524	63,384	58,638	53,132	51,527	61,847	51,709	60,830	659,988
% of Total Delayed Operations	44.27%	42.06%	42.65%	39.45%	44.44%	42.06%	38.89%	37.74%	40.29%	40.41%	40.72%	38.71%	40.85%
Delayed Minutes	2,778,595	2,612,689	3,194,709	2,471,017	2,993,177	4,028,805	3,770,801	3,086,753	3,161,086	3,787,756	3,000,500	3,664,938	38,550,826
% of Total Delayed Operations	47.48%	44.06%	45.68%	41.37%	46.85%	45.62%	42.36%	40.37%	44.98%	45.48%	45.38%	42.12%	44.22%
Non-Weather Delay													
Number of Delays	62,582	68,717	77,941	71,884	68,169	87,299	92,133	87,652	76,373	91,220	75,281	96,298	955,549
% of Total Delayed Operations	55.73%	57.94%	57.35%	60.55%	55.56%	57.94%	61.11%	62.26%	59.71%	59.59%	59.28%	61.29%	59.15%
Delayed Minutes	3,073,970	3,317,383	3,799,718	3,501,637	3,395,072	4,803,261	5,131,463	4,559,289	3,867,236	4,540,832	3,610,796	5,035,556	48,636,213
% of Total Delayed Operations	52.52%	55.94%	54.32%	58.63%	53.15%	54.38%	57.64%	59.63%	55.02%	54.52%	54.62%	57.88%	55.78%

A flight is considered delayed when it arrived 15 or more minutes than the schedule (see definitions in Frequently Asked Questions). Delayed minutes are calculated for delayed flights only. Weather delay in this section is the sum of Extreme Weather delays, NAS delays caused by the weather as assigned by the FAA (see National Aviation System Delay by Cause), and the Weather's pro-rata share of late-arriving-aircraft delays based on delay minutes. No detailed data is available for a specific carrier at a specific airport.

SOURCE: Bureau of Transportation Statistics, Airline Service Quality Performance 234 and Federal Aviation Administration OPSNET



(b)(5)

AUDITOR'S NOTE:

**On-Time Arrival Performance
National (January - December, 2006)**

	Number of Operations	% of Total Operations	Delayed Minutes	% of Total Delayed Minutes
On Time	5,388,265	75.45%	N/A	N/A
Air Carrier Delay	457,817	6.41%	24,255,294	27.82%
Weather Delay	66,538	0.93%	4,853,843	5.57%
National Aviation System Delay	556,313	7.79%	25,610,715	29.37%
Security Delay	5,904	0.08%	221,371	0.25%
Aircraft Arriving Late	528,966	7.41%	32,245,816	36.98%
Cancelled	121,934	1.71%	N/A	N/A
Diverted	16,186	0.23%	N/A	N/A
Total Operations	7,141,922	100.00%	87,187,039	100.00%

A flight is considered delayed when it arrived 15 or more minutes than the schedule (see definitions in [Frequently Asked Questions](#)). Delayed minutes are calculated for delayed flights only. When multiple causes are assigned to one delayed flight, each cause is prorated based on delayed minutes it is responsible for. The displayed numbers are rounded and may not add up to the total.

SOURCE: Bureau of Transportation Statistics, Airline Service Quality Performance 234

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<u>Flight #</u>	<u>Origin City</u>	<u>Origin Airport</u>	<u>Actual Departure Time</u>	<u>AUS Arrival Time</u>	<u>Gate Arrival Time</u>
1348	San Francisco, CA	SFO	7:10 PST	12:49 CST	22:05 CST
534	Fresno, CA	FAT	7:30 PST	12:54 CST	19:02 CST

Total On-board Time

9 hours 11 minutes

6 hours 8 minutes

Total Jet Time

12 hours 55 minutes

9 hours 32 minutes

Pages 867 through 887 redacted for the following reasons:

(b)(5)

§ 232.5

General within the meaning of section 41902 of the Statute may, within not more than four calendar days after the issuance of such order, apply to the Department for a postponement of the effective date of that order pending review: Provided, That if the final day of the four day period is a Saturday, Sunday, or holiday for the Department, the application may be filed with the Department no later than the end of the next day which is neither a Saturday, Sunday, or holiday.

(b) An application for postponement of the effective date filed under this part may be made in writing or by telegraph, and shall be conspicuously entitled Application for Postponement of the Effective Date of Order of the Postmaster General Pending Review Under section 41902 of the Statute. Such application for postponement shall specify:

(1) The schedule affected and identity of the order complained of;

(2) The manner in which the applicant is or would be aggrieved by the order;

(3) The relief which will be sought;

(4) That the applicant intends to file a timely application for review of the order under § 232.1; and

(5) A summary of the justification and facts relied upon to establish that the stay should be granted.

(c) Any interested person may, within not more than four calendar days after the service of an application for postponement of the effective date, serve and file with the Department an answer in opposition to, or in support of, the application: Provided, That if the final day of the four day period is a Saturday, Sunday, or holiday for the Department, the application may be filed with the Department no later than the end of the next day which is neither a Saturday, Sunday, or holiday: Provided further, however, That the Department need not consider any answer filed later than eight calendar days after issuance of the Postmaster General's order.

[41 FR 49479, Nov. 9, 1976, as amended by Docket No. 47939, 57 FR 40102, Sept. 2, 1992; 60 FR 43524, Aug. 22, 1995]

14 CFR Ch. II (1-1-00 Edition)

§ 232.5 Filing and service of applications, answers, and replies.

(a) An application, answer or reply filed hereunder shall be deemed to have been filed on the date on which it is actually received by the Department at its offices in Washington, D.C.

(b) At the time a written or telegraphic application, answer, or reply is filed under this part, a copy thereof shall be served by personal service, registered mail, or telegraph upon the Postmaster General and upon the air carrier operating or ordered to operate the mail service in question. Except in the case of telegraphic delivery each copy so served shall be accompanied by a letter of transmittal stating that such service is being made pursuant to this section. In the case of telegraphic delivery the copy shall be accompanied by a telegraphic statement that service is being made pursuant to this section.

(c) The execution, number of copies, and verification of a written application, answer, or reply filed under this part, and the formal specifications of papers included in such application, answer, or reply shall be in accordance with the requirements of the Rules of Practice relating to applications generally (see part 302 of this chapter).

[41 FR 49479, Nov. 9, 1976, as amended by Docket No. 47939, 57 FR 40102, Sept. 2, 1992]

PART 234—AIRLINE SERVICE QUALITY PERFORMANCE REPORTS

Sec.

- 234.1 Purpose.
- 234.2 Definitions.
- 234.3 Applicability.
- 234.4 Reporting of on-time performance.
- 234.5 Form of reports.
- 234.6 Baggage-handling statistics.
- 234.7 Voluntary reporting.
- 234.8 Calculation of on-time performance codes.
- 234.9 Reporting of on-time performance codes.
- 234.10 Voluntary disclosure of on-time performance codes.
- 234.11 Disclosure to consumers.
- 234.12 Waivers.

AUTHORITY: 49 U.S.C. 329 and chapters 401, 417.

SOURCE: Amdt. No. 234-1, 52 FR 34071, Sept. 9, 1987, unless otherwise noted.

NOTE: The reporting requirements contained in this part have been approved by the

Office of Management and Budget under control number 2138-0041.

§ 234.1 Purpose.

The purpose of this part is to set forth required data that certain air carriers must submit to the Department and to computer reservations system vendors in computerized form, except as otherwise provided, so that information on air carriers' quality of service can be made available to consumers of air transportation. This part also requires that service quality data be disclosed directly to consumers.

§ 234.2 Definitions.

For the purpose of this part:

Cancelled flight means a flight operation that was not operated, but was listed in a carrier's computer reservation system within seven calendar days of the scheduled departure.

Discontinued flight means a flight dropped from a carrier's computer reservation system more than seven calendar days before its scheduled departure.

Diverted flight means a flight which is operated from the scheduled origin point to a point other than the scheduled destination point in the carrier's published schedule. For example, a carrier has a published schedule for a flight from A to B to C. If the carrier were to actually fly an A to C operation, the A to B segment is a diverted flight, and the B to C segment is a cancelled flight.

Extra-section flight means a flight conducted as an integral part of scheduled passenger service, that has not been provided for in published schedules and is required for transportation of traffic that cannot be accommodated on the regularly scheduled flight.

Flight means any nonstop scheduled passenger flight segment with a specific flight number scheduled to be operated pursuant to a published schedule within a specific origin-destination city pair, other than transborder or foreign air transportation. In the case of reporting to computer reservations system vendors, flight also means one-stop or multi-stop single plane scheduled operations that include any flight segments for which performance is reported pursuant to this part.

Late or late flight means a flight that arrives at the gate 15 minutes or more after its published arrival time.

Mishandled-baggage report means a report filed with a carrier by or on behalf of a passenger that claims loss, delay, damage or pilferage of baggage.

New flight means a flight added to a carrier's schedule to operate in a specific origin-destination city pair and not scheduled to depart within 30 minutes of any discontinued flight that was contained in the carrier's published schedules for the same city pair during the previous month.

On-time means a flight that arrives less than 15 minutes after its published arrival time.

On-time performance means the percentage of scheduled operations of a specific flight that an air carrier operates on-time during a month.

On-time performance code means a single character determined in accordance with the provisions of this part that reflects the monthly on-time performance of certain nonstop flights and single plane one-stop or multi-stop flights, the schedule and availability of which are listed in a computer reservation system (CRS) regulated by 14 CFR part 255.

Reportable flight means any nonstop flight, including a mechanically delayed flight, to or from any airport within the contiguous 48 states that accounts for at least 1 percent of domestic scheduled-passenger enplanements in the previous calendar year, as reported to the Department pursuant to part 241 of this title. Qualifying airports will be specified periodically in accounting and reporting directives issued by the Office of Airline Information.

Reporting carrier means an air carrier certificated under 49 U.S.C. 41102 that accounted for at least 1 percent of domestic scheduled-passenger revenues in the 12 months ending March 31 of each year, as reported to the Department pursuant to part 241 of this title. Reporting carriers will be identified periodically in accounting and reporting directives issued by the Office of Airline Information.

§ 234.3

Wet-leased flight means a flight operated with a leased aircraft and crew.

[Amdt. 234-1, 52 FR 34071, Sept. 9, 1987, as amended by Docket No. 48524, 59 FR 49797, Sept. 30, 1994; 60 FR 66722, Dec. 26, 1995]

§ 234.3 Applicability.

This part applies to certain domestic scheduled passenger flights that are held out to the public by certificated air carriers that account for at least 1 percent of domestic scheduled passenger revenues. Certain provisions also apply to voluntary reporting to on-time performance by carriers.

§ 234.4 Reporting of on-time performance.

(a) Each reporting carrier shall file BTS Form 234 "On-Time Flight Performance Report" with the Office of Airline Information on a monthly basis, setting forth the information for each of its reportable flights held out in the Official Airline Guide (OAG), in the computer reservations systems (CRS), or in other schedule publications. The reportable flights include, but are not limited to, cancelled flights, mechanically cancelled flights, diverted flights, new flights and wet-leased flights. The report shall be made in the form and manner set forth in accounting and reporting directives issued by the Director, Office of Airline Statistics, and shall contain the following information:

- (1) Carrier and flight number.
- (2) Aircraft tail number.
- (3) Origin and Destination airport codes.
- (4) Published OAG departure and arrival times for each scheduled operation of the flight.
- (5) CRS scheduled arrival and departure time for each scheduled operation of the flight.
- (6) Actual departure and arrival time for each operation of the flight.
- (7) Difference in minutes between OAG and CRS scheduled arrival times.
- (8) Difference in minutes between OAG and CRS scheduled departure times.
- (9) Actual wheels-off and wheels-on times for each operation of the flight.
- (10) Date and day of week of scheduled flight operation.

14 CFR Ch. II (1-1-00 Edition)

(11) Scheduled elapsed time, according to CRS schedule.

(12) Actual elapsed time.

(13) Amount of departure delay, if any.

(14) Amount of arrival delay, if any.

(15) Amount of elapsed time difference, if any.

(b) When reporting the information specified in paragraph (a) of this section for a diverted flight, a reporting carrier shall use the original scheduled flight number and the original scheduled origin and destination airport codes.

(c) A reporting carrier shall report the information specified in paragraph (a) of this section for a new flight beginning with the first day of the new scheduled operation.

(d) A reporting carrier shall not report the information specified in paragraph (a) of this section for any discontinued or extra-section flight.

(e) Actual arrival, departure and elapsed times shall be measured by the times at which the aircraft arrived at and departed from the gate or passenger loading area.

(f) The published arrival time and departure time of a flight shall be, respectively, the scheduled arrival and departure times in effect on the date of the scheduled operation of the flight, as shown in the most recent Official Airline Guide, and in computer reservations systems. Each carrier shall designate a single computer reservations system in addition to the Official Airline Guide as the sources of scheduled arrival time and departure time data in its reports to the Department and shall report the scheduled arrival times and departure times listed in those sources for each flight. Scheduled elapsed times, amount of departure and/or arrival delay, and elapsed time difference shall be calculated using the scheduled times shown in the designated CRS source.

[Amdt. 234-1, 52 FR 34071, Sept. 9, 1987, as amended by Docket No. 48524, 59 FR 49797, Sept. 30, 1994; 60 FR 66722, Dec. 26, 1995]

§ 234.5 Form of reports.

Except where otherwise noted, all reports required by this part shall be filed within 15 days of the end of the month for which data are reported. The

reports must be submitted to the Office of Airline Information on ADP computer tape in the format specified in accounting and reporting directives issued by the Director of that office.

[Docket No. 48524, 59 FR 49798, Sept. 30, 1994, as amended at 60 FR 66722, Dec. 26, 1995]

§234.6 Baggage-handling statistics.

Each reporting carrier shall report monthly to the Department on a domestic system basis, excluding charter flights, the total number of passengers enplaned systemwide, and the total number of mishandled-baggage reports filed with the carrier. The information shall be submitted to the Department within 15 days of the end of the month to which the information applies and must be submitted with the transmittal letter accompanying the data for on-time performance in the form and manner set forth in accounting and reporting directives issued by the Director, Office of Airline Information.

[Docket No. 48524, 59 FR 49798, Sept. 30, 1994, as amended at 60 FR 66722, Dec. 26, 1995]

§234.7 Voluntary reporting.

(a) In addition to the data for each reportable flight required to be reported by this part, a reporting carrier may report to DOT for every other nonstop domestic flight that it schedules, the reportable flight data specified in this part.

(b) Any air carrier that is not a reporting carrier may file the data specified in this part for every reportable flight that it schedules, or for every nonstop domestic flight that it schedules.

(c) Voluntary reports containing information not required to be filed (1) must be submitted in the same form and manner, and at the same time, as reports containing data required to be filed, and (2) must be accompanied by a written statement describing in detail the information that is being voluntarily submitted. A carrier that files a voluntary report must continue to do so for a period of not less than 12 consecutive months.

§234.8 Calculation of on-time performance codes.

(a) Each reporting carrier shall calculate an on-time performance code in accordance with this section and as provided in more detail in accounting and reporting directives issued by the Director, Office of Airline Information. The calculations shall be performed for each reportable flight, except those scheduled to operate three times or less during a month. In addition, each reporting carrier shall assign an on-time performance code to each of its single plane one-stop or multi-stop flights, or portion thereof, that the carrier holds out to the public through a CRS, the last segment of which is a reportable flight.

(b) The on-time performance code shall be calculated as follows:

(1) Based on reportable flight data provided to the Department, calculate the percentage of on-time arrivals of each nonstop flight. Calculations shall not include discontinued or extra-section flights for which data are not reported to the Department.

(2) Based upon the on-time performance percentage calculated in paragraph (b)(1) of this section, assign a single digit code to each flight that reflects the percentile of on-time performance achieved by the flight, as set forth in the following table:

ON TIME PERFORMANCE	
Code:	Percentage
9	90-100
8	80-89.9
7	70-79.9
6	60-69.9
5	50-59.9
4	40-49.9
3	30-39.9
2	20-29.9
1	10-19.9
0	0-9.9

(3) For a one-stop or multi-stop flight, or portion thereof, listed in a CRS, the performance code for the nonstop flight segment arriving at the destination listed in the CRS shall be used.

(4) In the case of a new flight, carriers shall assign a performance code consisting of the letter "N." A flight

§ 234.9

that is not a new flight shall be assigned the performance code calculated for the flight that it replaces, even if the two flights do not have the same flight number. In the case of a flight scheduled to operate three times or less during a month, carriers shall assign a performance code consisting of the letter "U."

(c) Carriers shall calculate on-time performance percentages and assign on-time performance codes on a monthly basis. This process shall be completed no later than the 15th day of each month, when the reports required by this part are due to the Department, and the codes shall reflect the previous month's operations.

[Amdt. No. 234-1, 52 FR 34071, Sept. 9, 1987, as amended by Amdt. No. 234-3, 52 FR 48397, Dec. 22, 1987; 53 FR 27677, July 22, 1988; Docket No. 48524, 59 FR 49798, Sept. 30, 1994; 60 FR 66722, Dec. 26, 1995]

§ 234.9 Reporting of on-time performance codes.

No later than the 15th day of each month, each reporting carrier shall deliver, or arrange to have delivered, to each system vendor, as defined in 14 CFR part 255, the on-time performance codes required to be determined above. Carriers may report the codes by insuring that they are included in basic schedule tapes provided to CRS vendors or by providing a separate tape that will permit the CRS vendors to match the performance codes with basic schedule tapes.

§ 234.10 Voluntary disclosure of on-time performance codes.

(a) Any air carrier may determine, in accordance with the provisions of § 234.8 of this part, the on-time performance codes for the flights for which it voluntarily provides flight information to the Department pursuant to § 234.7 of this part.

(b) A carrier may supply these additional on-time performance codes to system vendors at the same time and in the same manner as the required disclosures are made to system vendors, provided that voluntary disclosures must continue for a period of not less than 12 consecutive months, and must be supplied either

14 CFR Ch. II (1-1-00 Edition)

(1) For each of the carrier's reportable flights and each of its single plane one-stop or multi-stop flights, or portions thereof, that it holds out to the public through a CRS, the last segment of which is a reportable flight or

(2) For each of the carrier's domestic flights.

§ 234.11 Disclosure to consumers.

During the course of reservations or ticketing discussions or transactions, or inquiries about flights, between a carrier's employees and the public, the carrier shall disclose upon reasonable request the on-time performance code for any flight that has been assigned a code pursuant to this part.

§ 234.12 Waivers.

Any carrier may request a waiver from the reporting requirements of this part. Such a request, at the discretion of the Director, Bureau of Transportation Statistics may be granted for good cause shown. The requesting party shall state the basis for such a waiver.

[Docket No. 48524, 59 FR 49798, Sept. 30, 1994, as amended at 60 FR 66722, Dec. 26, 1995]

PART 240—INSPECTION OF ACCOUNTS AND PROPERTY

Sec.

240.1 Interpretation.

240.2 Obligation of air carriers, foreign air carriers, and ticket agents.

§ 240.1 Interpretation.

(a) In the exercise of the authority granted by section 407(e) of the Act, the authority of any special agent or auditor to inspect and examine lands, buildings, equipment, accounts, records, memorandums, papers or correspondence shall include the authority to make such notes and copies thereof as he deems appropriate.

(b) The term "special agent" and "auditor" are construed to mean any employee of the Bureau of Enforcement and any other employee of the Board specifically designated by it or by the Director, Office of Facilities and Operations.

(c) The issuance in the form set forth below of an identification card and credentials to any such employee shall be

					On Board Delay		Number of
Count	Flight	Date	Orig	Dest	in Minutes	Final Outcome	Passengers
1	94	2/14/07	OAK	JFK	288	Diverted/Arrived	135
2	204	2/14/07	LGB	JFK	297	Diverted/Arrived	135
3	80	2/14/07	MCO	JFK	342	Arrived	49
4	1060	2/14/07	AUS	JFK	353	Arrived	135
5	350	2/14/07	BUR	JFK	358	Diverted/Arrived	135
6	620	2/14/07	HOU	JFK	459	Arrived	40
7	1048	2/14/07	BNA	JFK	486	Arrived	36
8	850	2/14/07	RSW	JFK	545	Arrived	35
9	179	2/14/07	JFK	PHX	244	Departed	153
10	221	2/14/07	JFK	LGB	278	Cancelled	135
11	83	2/14/07	JFK	SEA	288	Departed	148
12	6	2/14/07	JFK	BUF	307	Departed	121
13	357	2/14/07	JFK	BUR	315	Departed	148
14	129	2/14/07	JFK	MSY	323	Cancelled	130
15	21	2/14/07	JFK	TPA	330	Departed	150
16	25	2/14/07	JFK	FLL	372	Departed	147
17	359	2/14/07	JFK	BUR	376	Departed	148
18	177	2/14/07	JFK	PHX	404	Cancelled	135
19	153	2/14/07	JFK	MCO	411	Cancelled	150
20	1002	2/14/07	JFK	BOS	422	Cancelled	135
21	610	2/14/07	JFK	BUF	432	Cancelled	81
22	623	2/14/07	JFK	HOU	435	Departed	59
23	68	2/14/07	JFK	SYR	457	Cancelled	35
24	751	2/14/07	JFK	CUN	477	Cancelled	132
25	351	2/14/07	JFK	BUR	540	Cancelled	132
26	755	2/14/07	JFK	AUA	620	Cancelled	123
							2,962
						Numbers in red are estimates	

Pages 894 through 930 redacted for the following reasons:

(b)(5)