



# *Three Short Talks*

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Wye River  
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# *Agenda*

- ❑ Schedule Padding Trends (for BR)
- ❑ LGA Gauge Analysis
- ❑ Analysis of Changes at LGA after “Temporary Order”

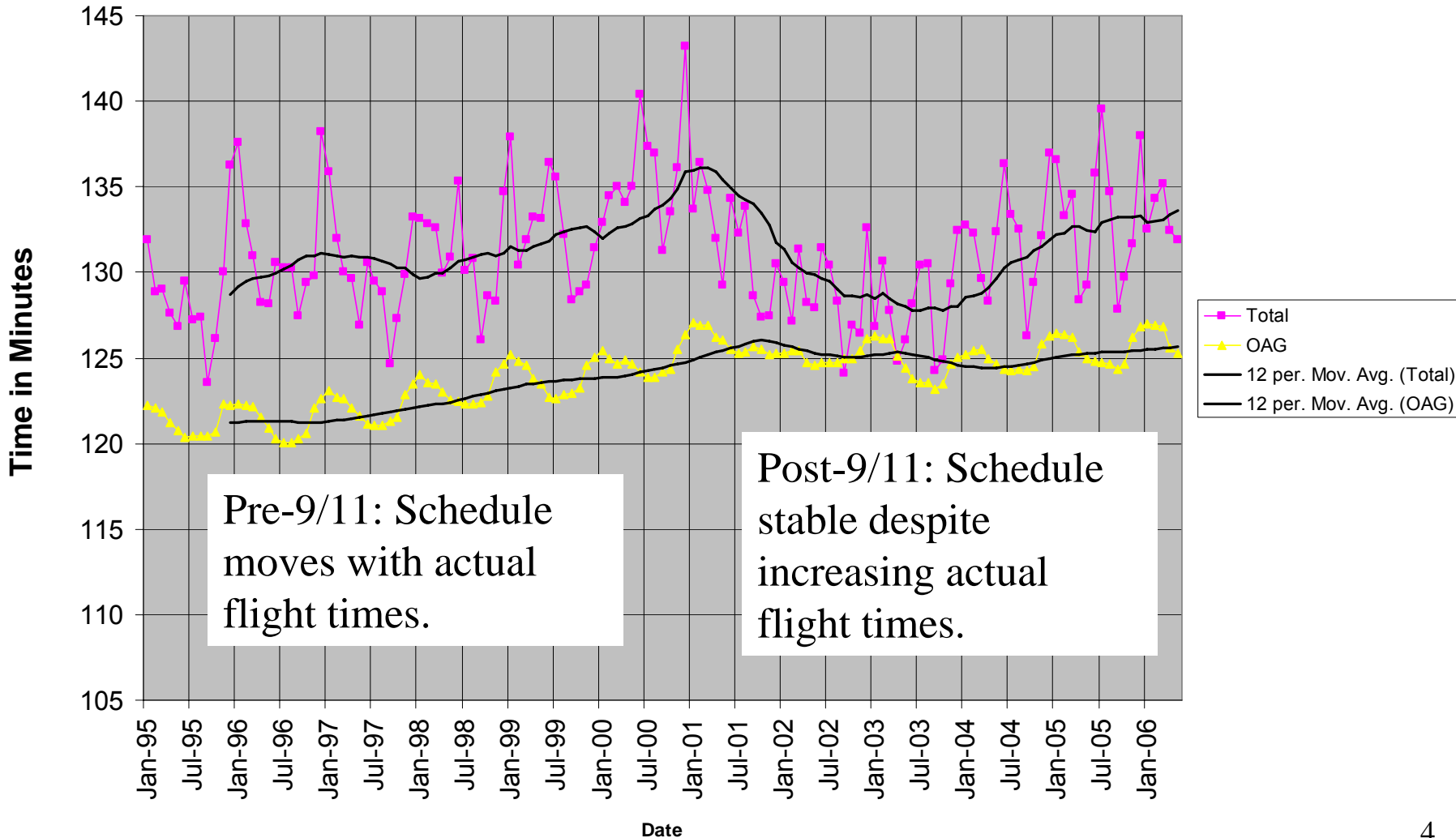


## *Flight Time Indices*

- ❑ CPI for Flight Times
- ❑ “Market Basket” of City-Pairs with Constant Weights
- ❑ Flight Time from Scheduled Departure to Actual Arrival
- ❑ OAG Time



# OAG and Flight Time Trend 1995-2006





# *LGA Average Gauge Analysis*

- ❑ Compare Seats/Flight (“Size”) and Pax/Flight (“Load”) on LGA Flight Segments with “Comparable” non-LGA Segments
- ❑ Criteria for Comparability
  - Length
  - Traffic
  - Concentration



## *Data*

- ❑ T100 February 2007
- ❑ Airports with over 500K  
outbound pax
- ❑ Segments with over 1k pax and  
Distance>0
- ❑ 2440 Observations

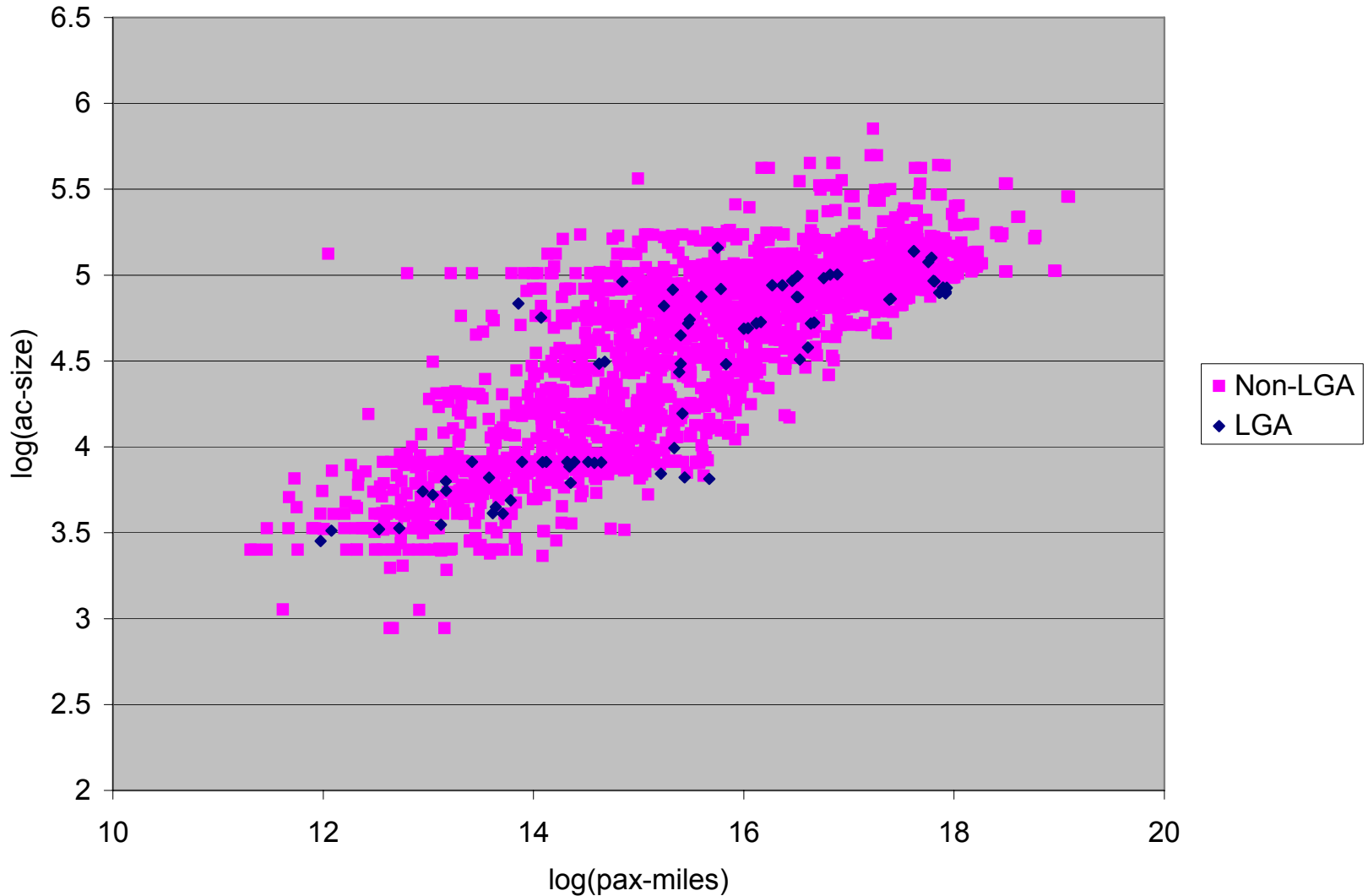


# *Models and Hypotheses*

- ❑  $\text{Size} = f(\text{pax}, \text{miles}, \text{HHI}, \text{LGA})$
- ❑  $\text{Load} = g(\text{pax}, \text{miles}, \text{HHI}, \text{LGA})$
- ❑ Hypotheses
  - $\uparrow \text{pax} \uparrow \text{Size}$  (scale economies and diminishing returns from frequency)
  - $\uparrow \text{miles} \uparrow \text{Size}$  (scale economies greater for longer distances)
  - $\uparrow \text{HHI} \uparrow \text{Size}$  (fragmentation)
  - $\uparrow \text{LGA} \downarrow \text{Size}$  (babysitting+Air21)
  - Same for Load



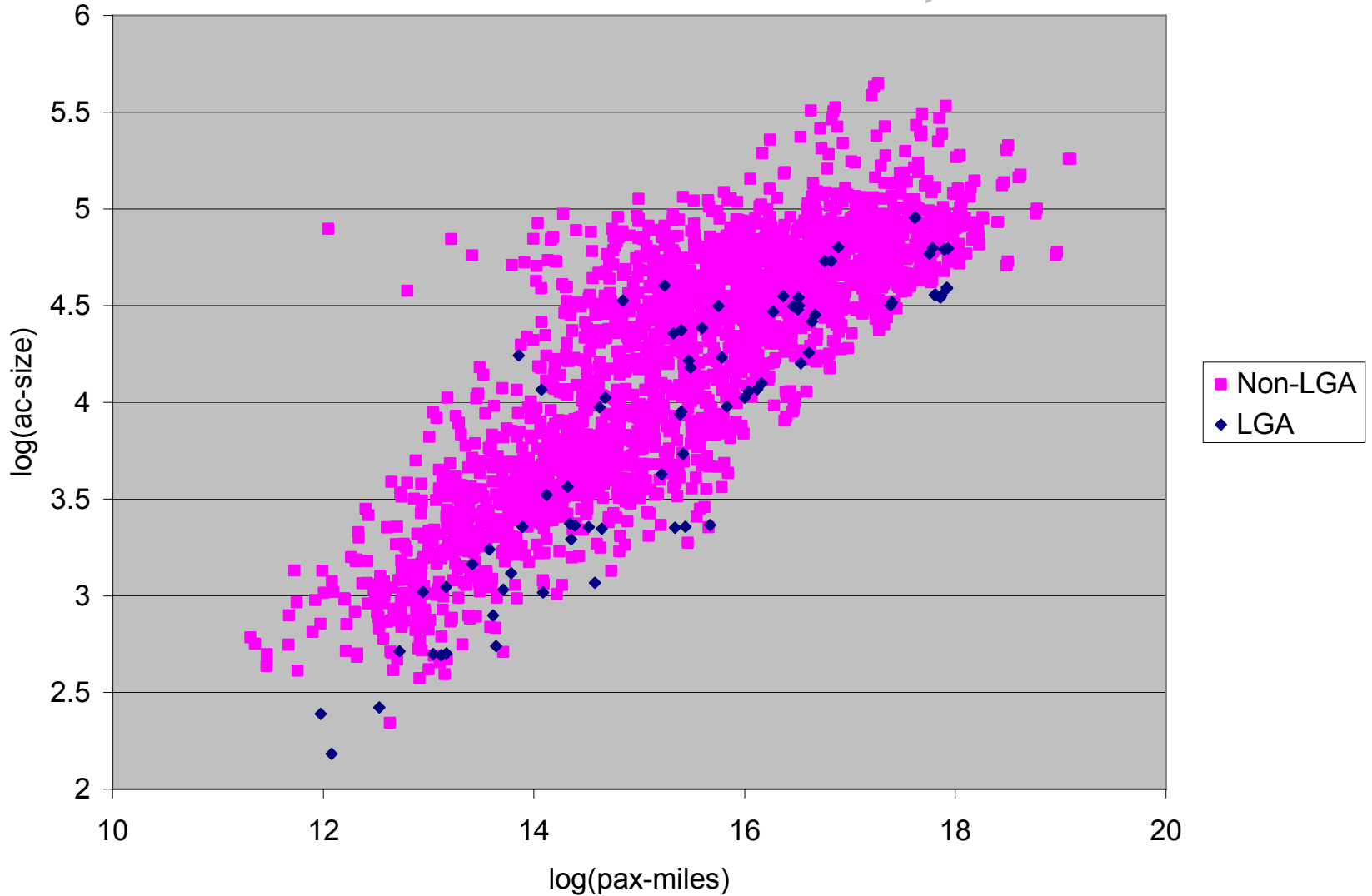
# *Size vs Pax-miles, 2/07*







# *Load vs Pax-miles, 2/07*





## *Estimation Results*

- ❑ A 1% increase in:
  - Pax increases size 0.3% and load 0.3%
  - Distance increases size 0.4% and load 0.5%
  - HHI increases size 0.2% and load 0.3%
- ❑ An LGA segment vs a non-LGA segment that is otherwise identical
  - Has 7% smaller aircraft
  - Has 21% lower pax load
- ❑ Caveat: based on just one month!!



## *Changes Since 1/1/07*

- ❑ Distinctions between slots and exemptions eliminated
- ❑ Operating authorizations unrestricted with respect to:
  - Community served
  - Aircraft size flown
- ❑ Use-or-lose remains (80%)

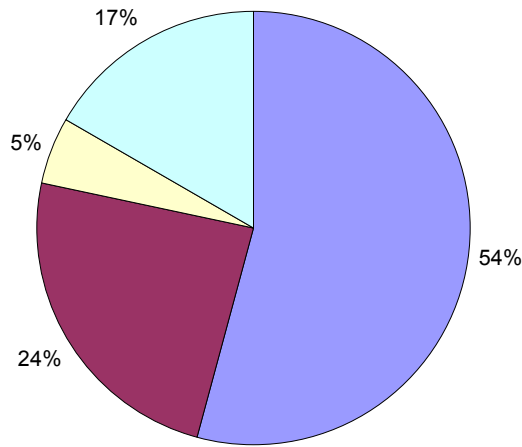


## *Methodology*

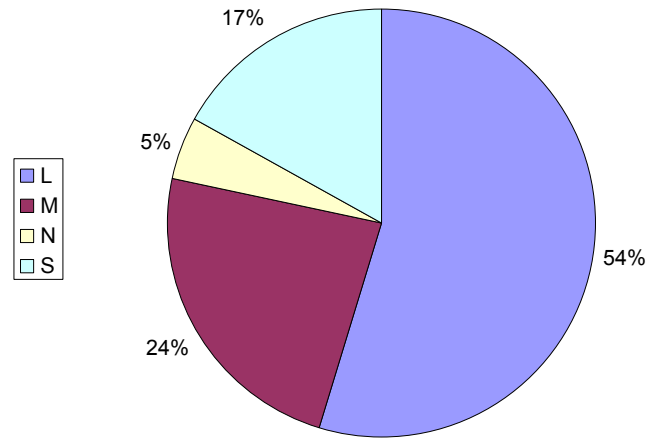
- ❑ Compared May 2007 and May 2006 weekday flights
- ❑ Only ASPM Individual Flight Data Available (completed flights only)



# *Flights by Hub Category*



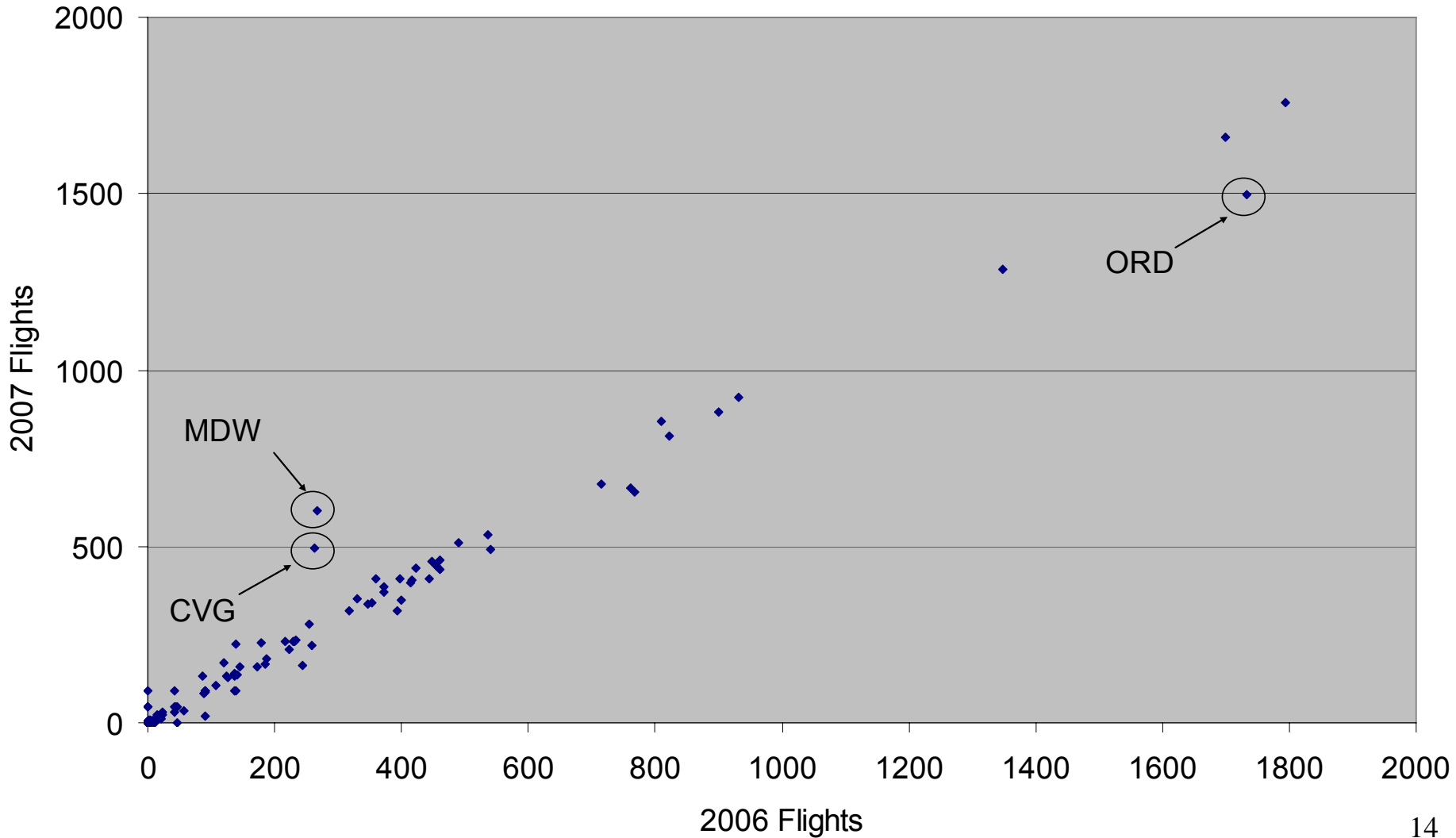
May  
2006



May  
2007

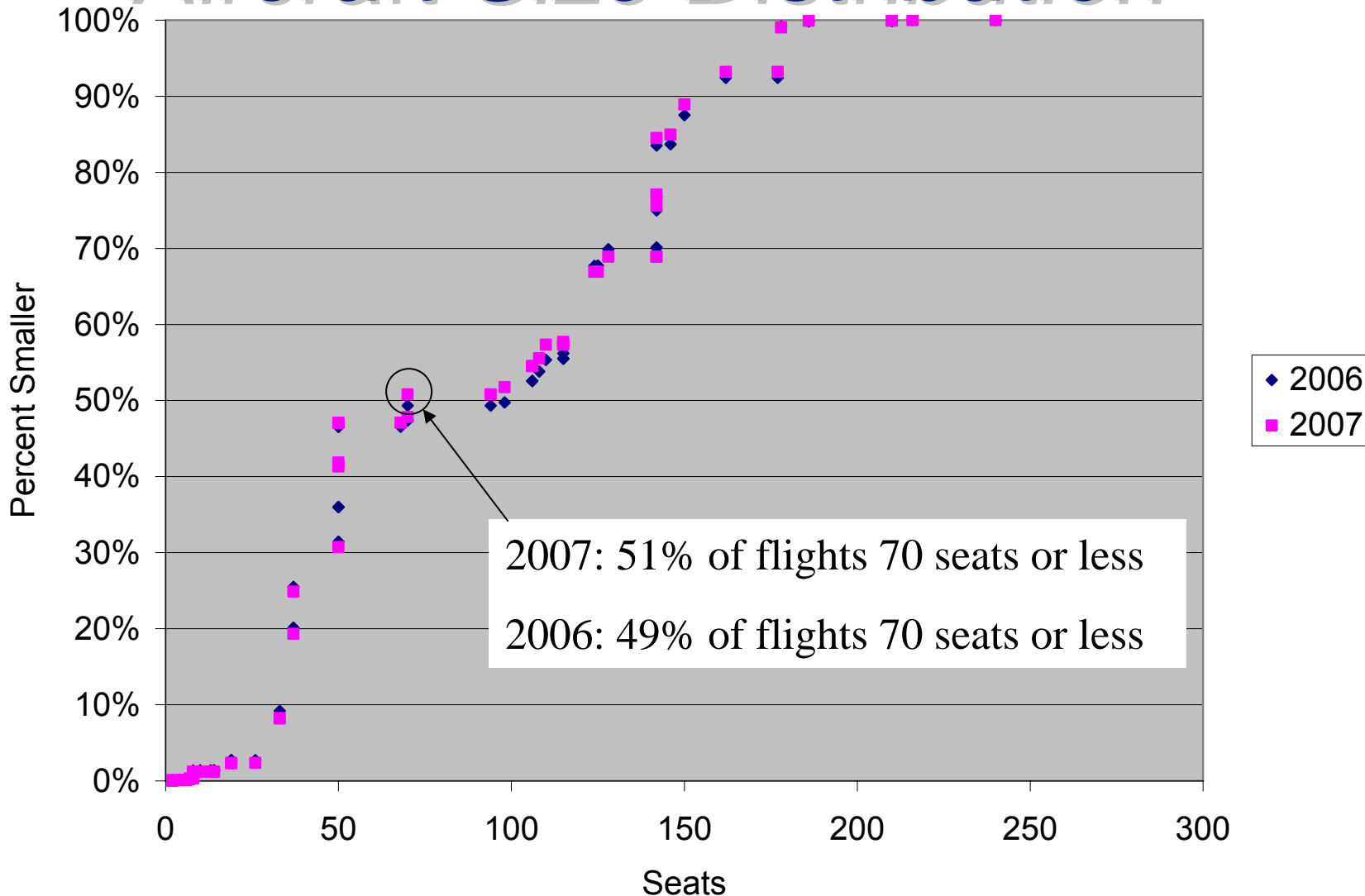


# *Flights by Airport*



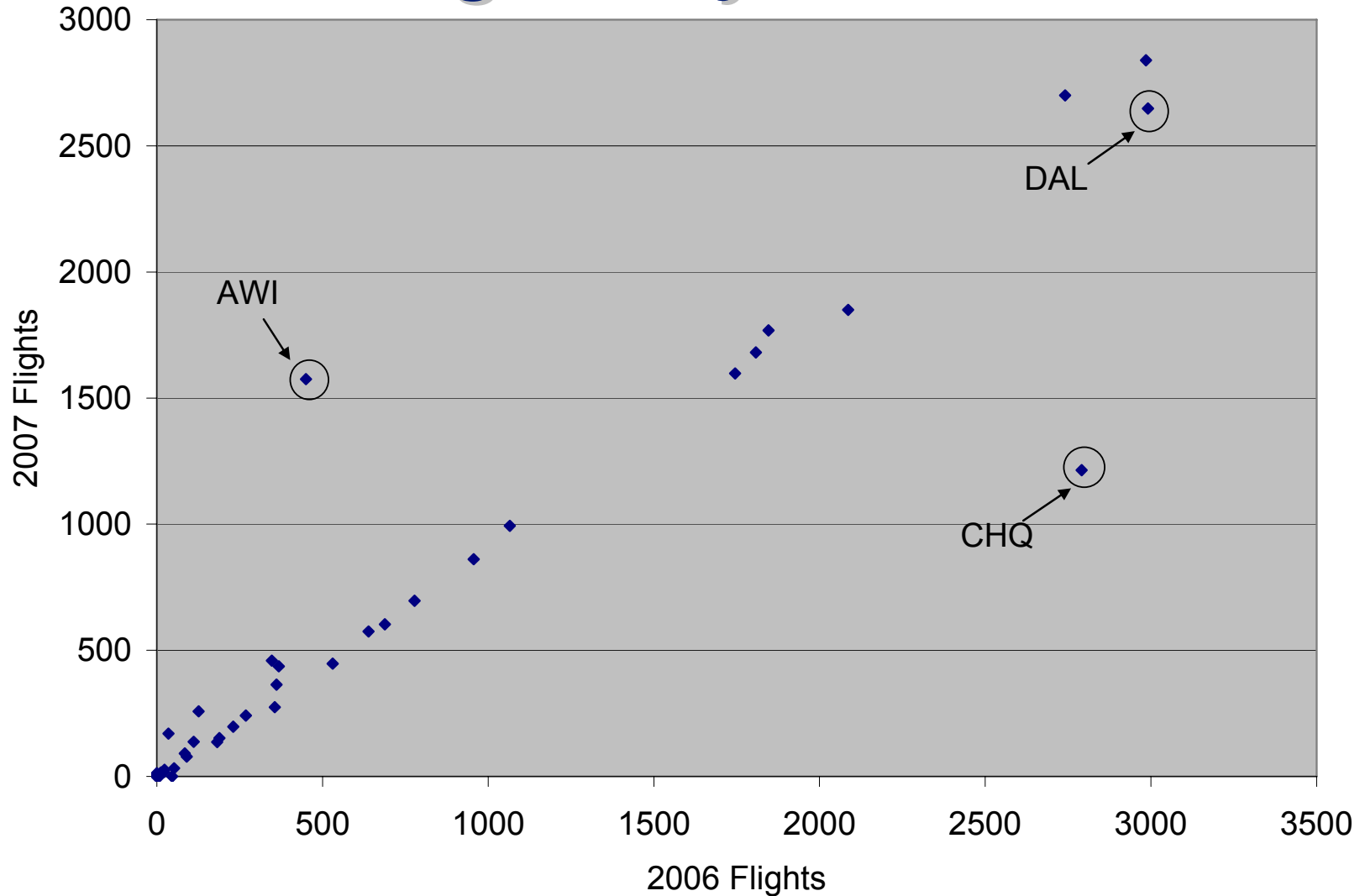


# Aircraft Size Distribution





# Flights by Airline







## *Conclusions*

- ❑ Scheduled block times increased before 9/11 but not much since
- ❑ Aircraft size and loads are lower at LGA (as of 2/07)
- ❑ Little impact from temporary order