

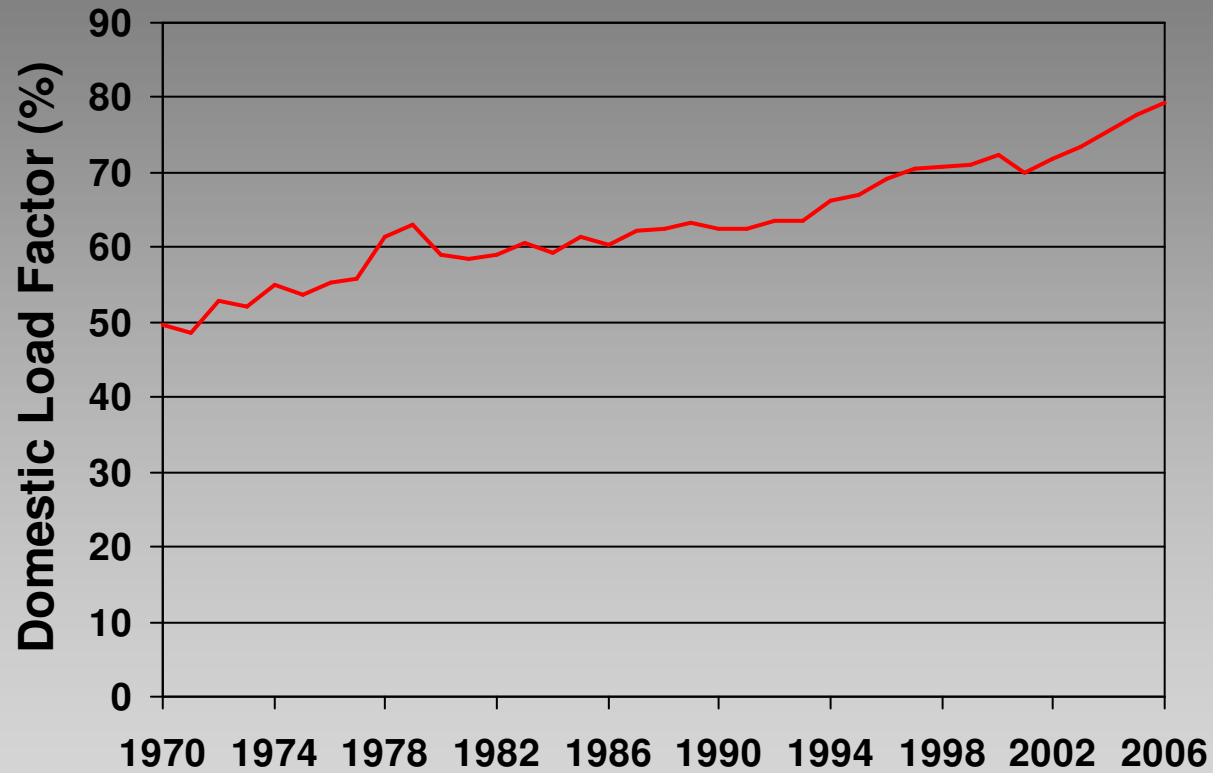


Post's Predictions

*An irreverent look at the
past and future of air transportation*

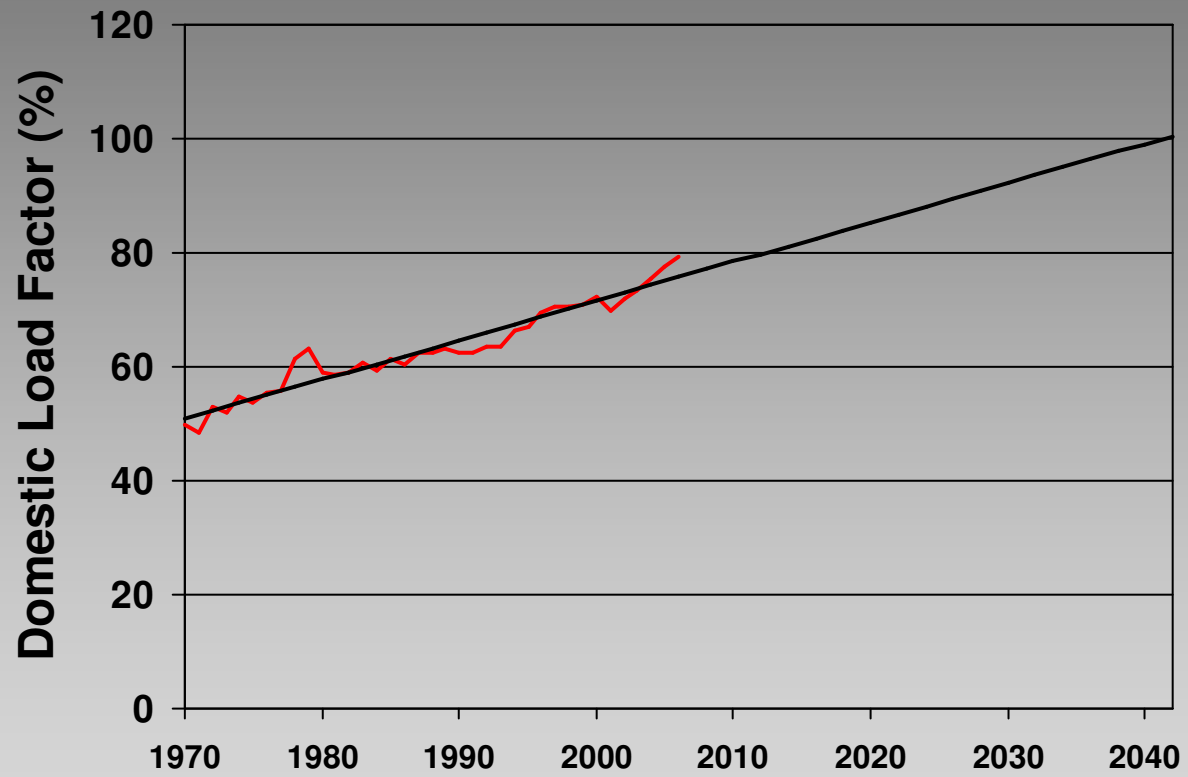


Load Factor

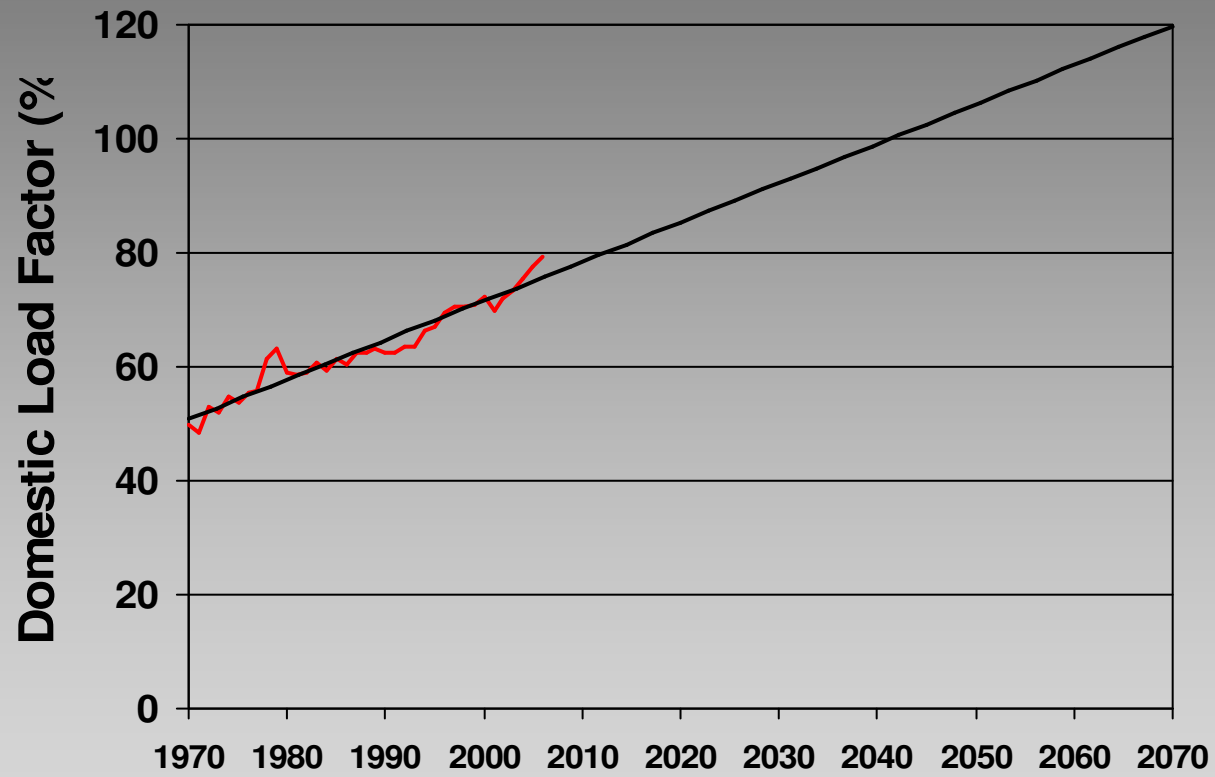


Source: Air Transport Association

Load Factor



Load Factor





One Day, That Economy Ticket May Buy You a Place to Stand

The New York Times

April 25, 2006

For Airlines, a Delicate Balance Between Economics and Comfort

With new materials and modern designs, manufacturers are creating seats with an increasingly smaller profile to provide more legroom. Airlines, however, are using the additional space to squeeze in more rows. Aircraft design experts say the next evolution in seat design could be a standing-room-only model, allowing for even closer row spacing.

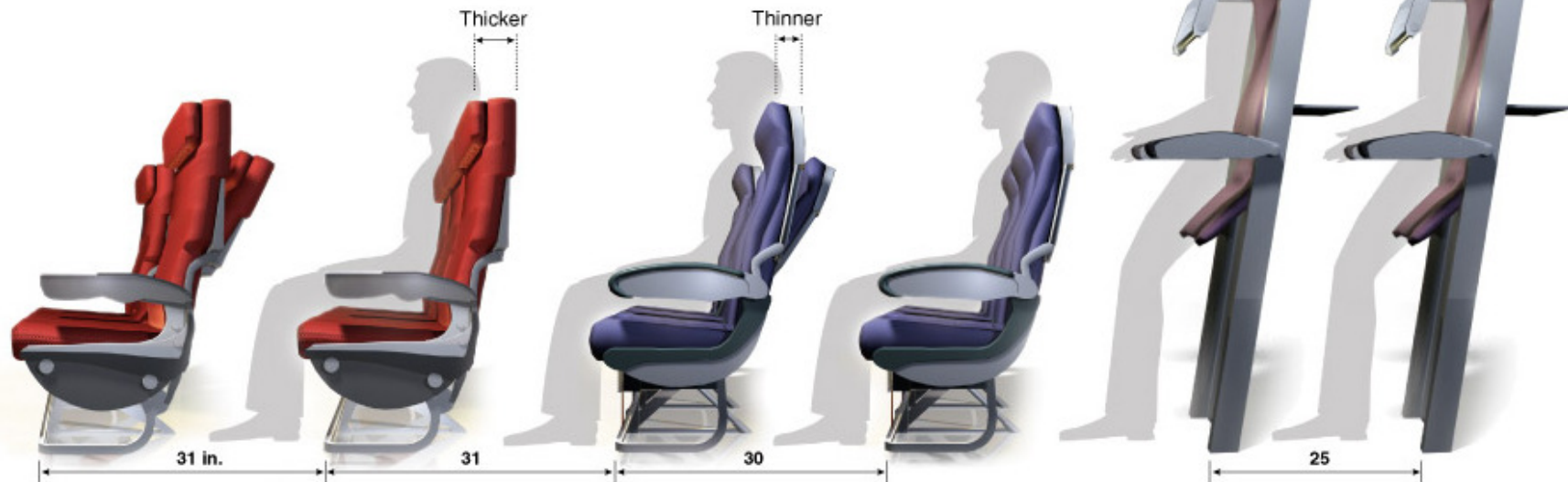
Seat-to-seat

Since 1978, the average space between economy-class seats has lost 3 inches.

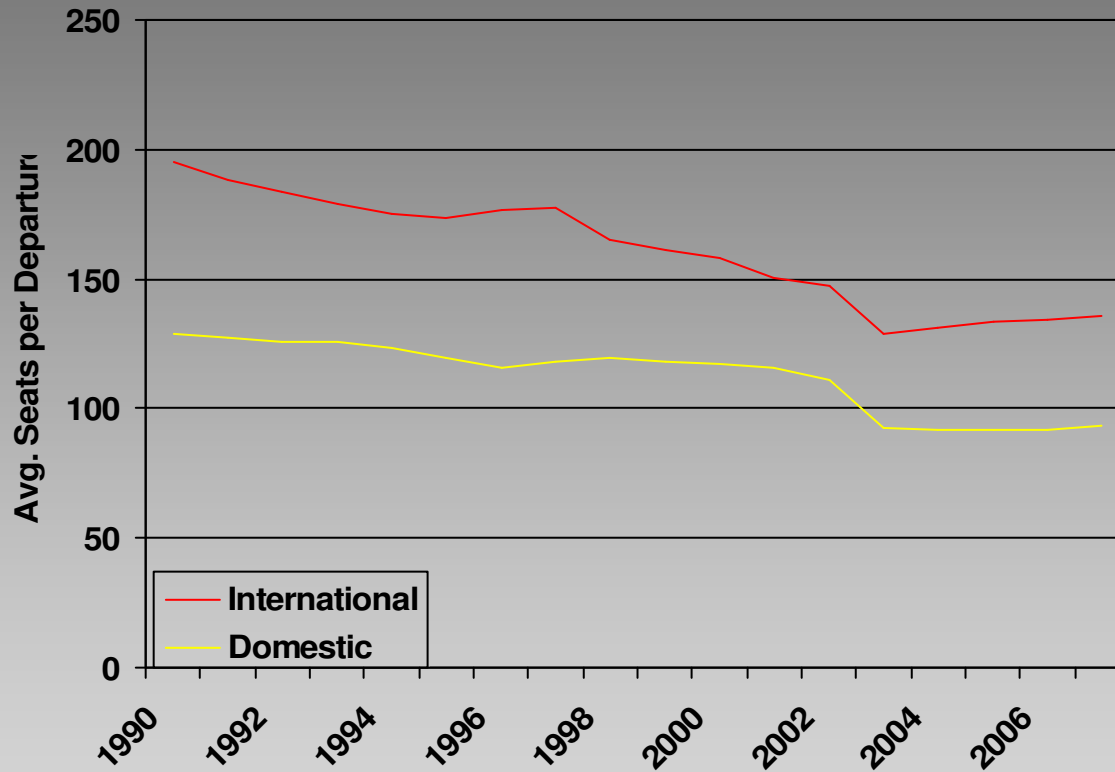
Newer, thinner seats could have increased the legroom ...

... but many airlines chose to use the space to add more seats ...

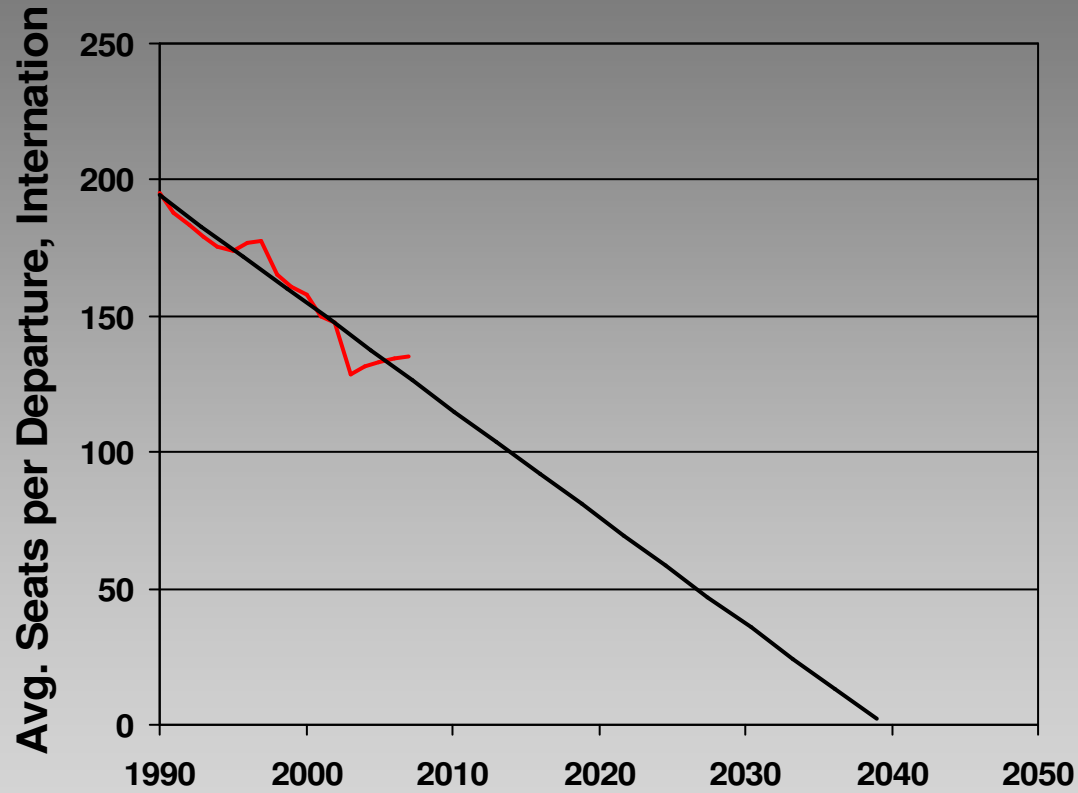
... and Airbus has proposed a standing-room concept.



Average Aircraft Size



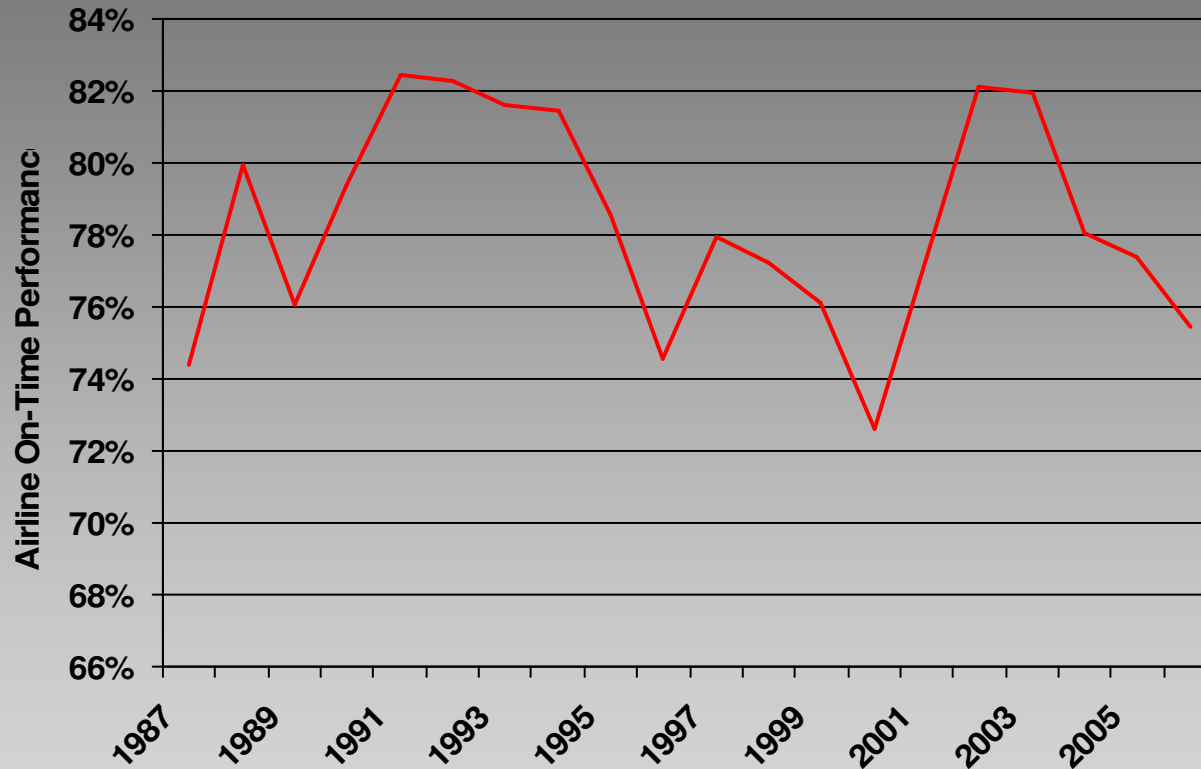
Average Aircraft Size



UAVs

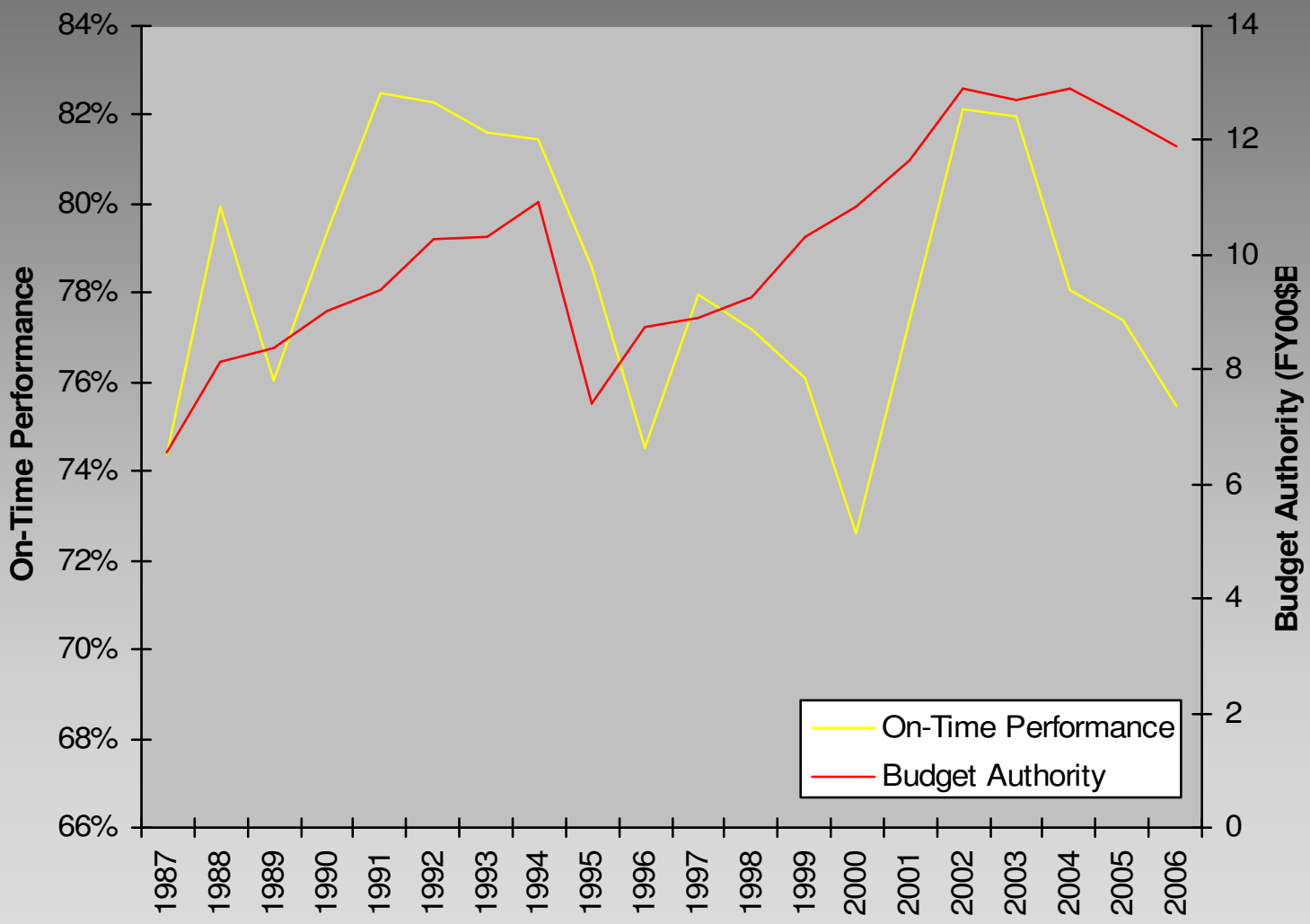


On-Time Performance

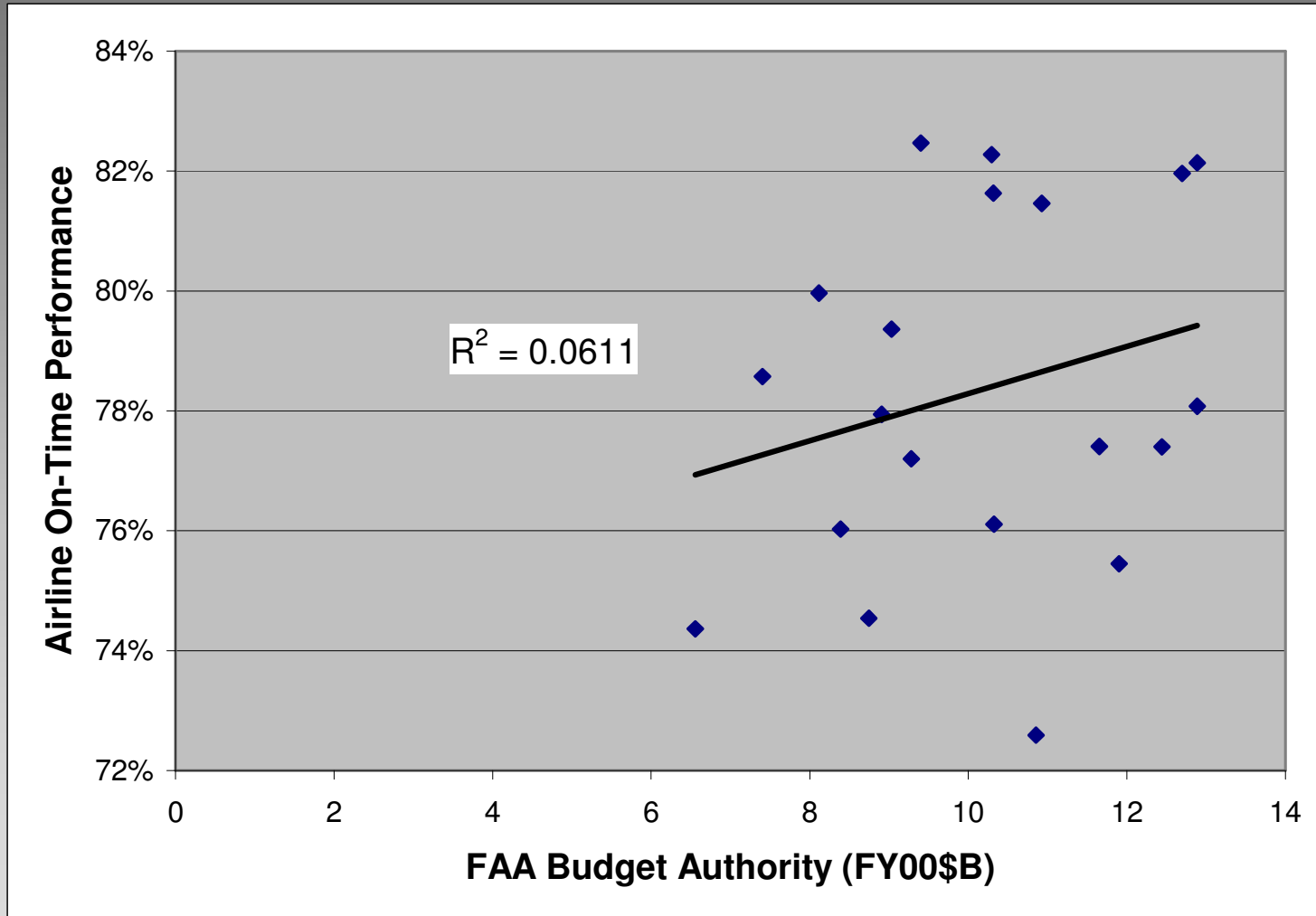


Source: Bureau of Transportation Statistics

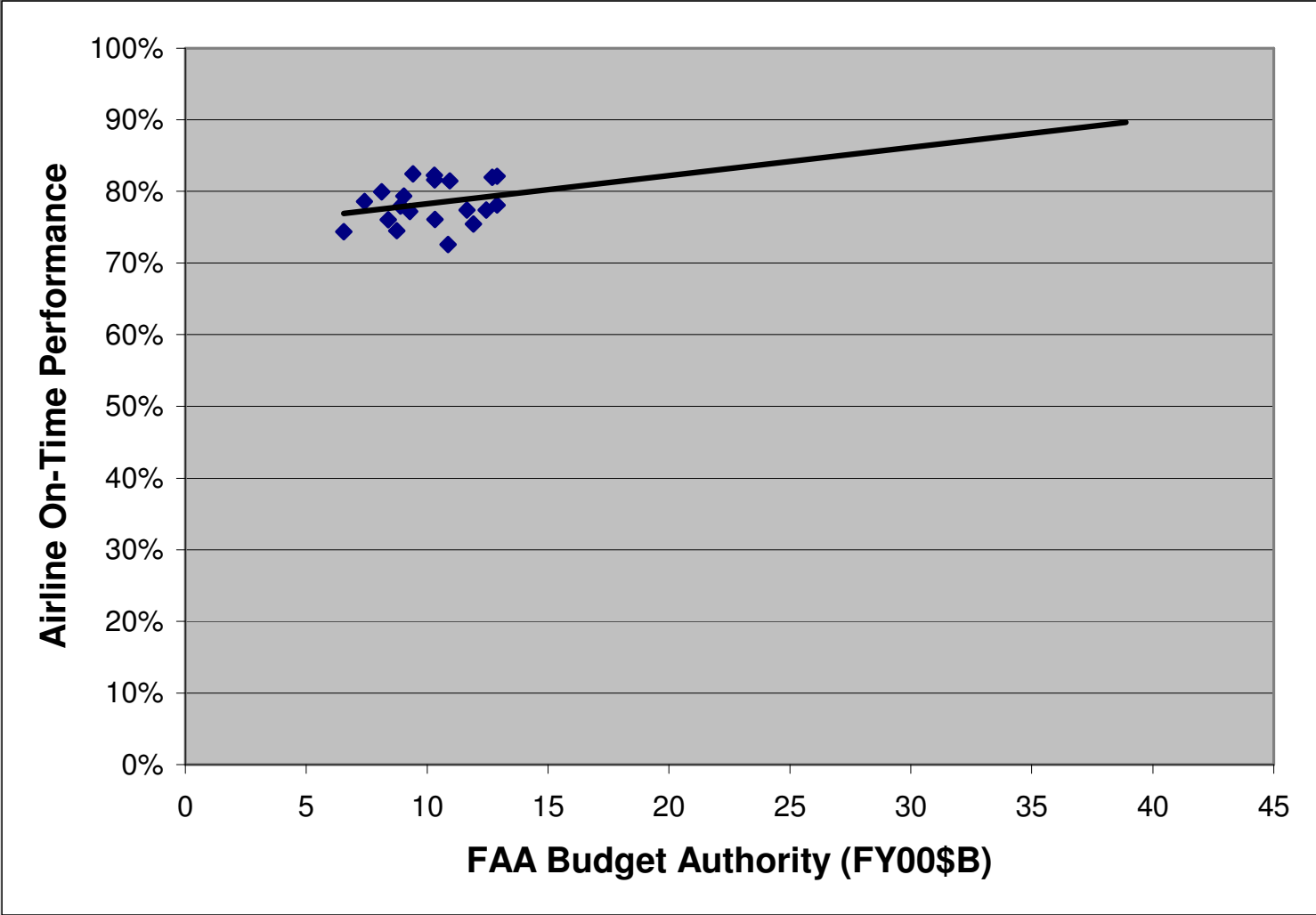
On-Time Performance



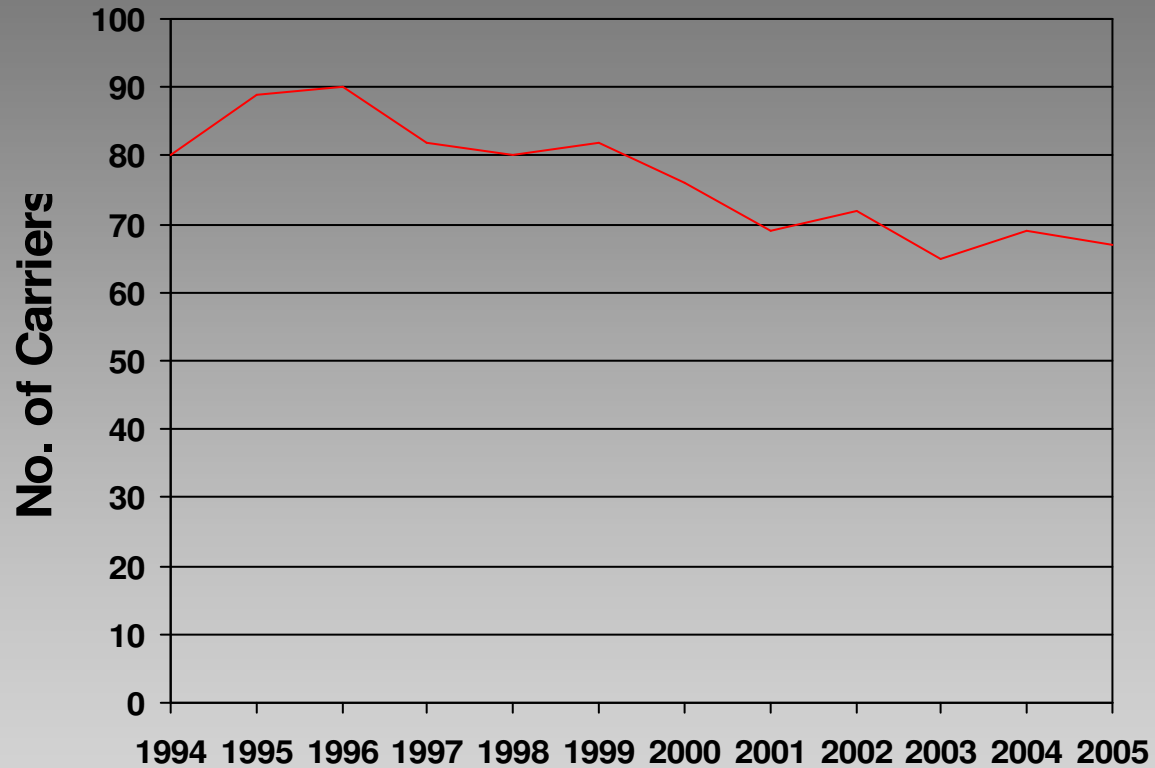
On-Time Performance



On-Time Performance

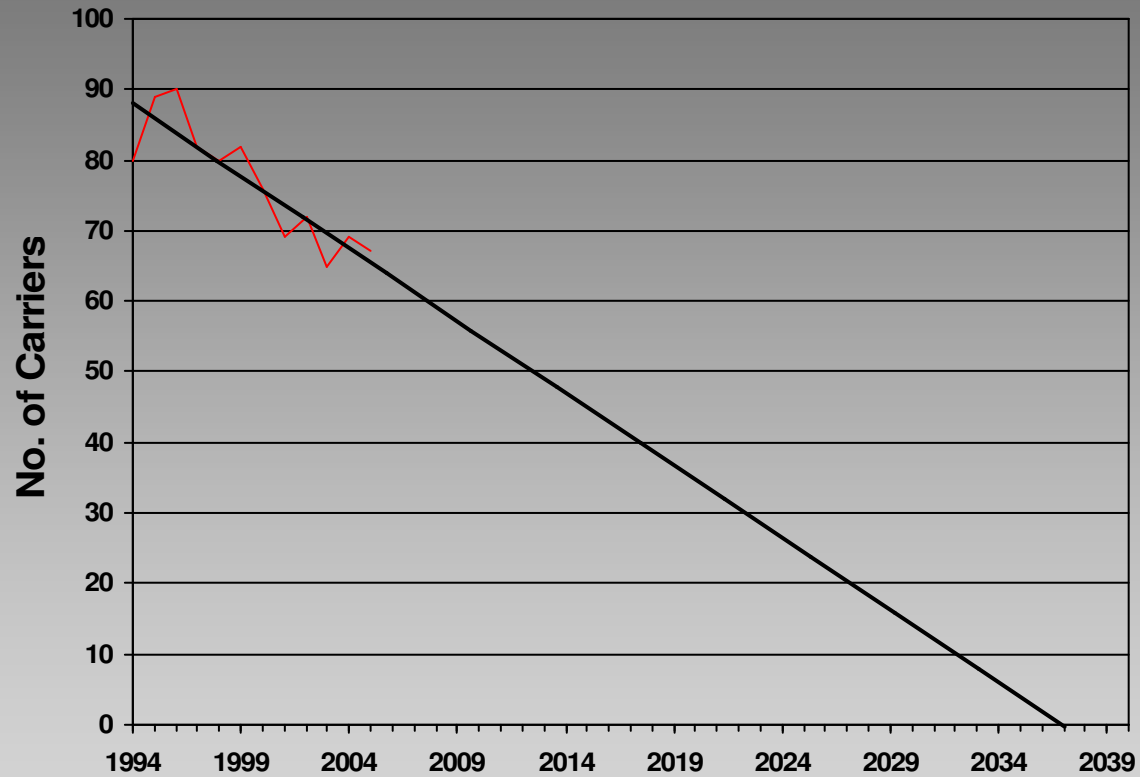


Number of Air Carriers



Total domestic and international
Source: Bureau of Transportation Statistics

Number of Air Carriers



SATS



Summary

- By 2040 load factors will reach 100%
 - By 2070 load factors will reach 120% (and keep going)
- By 2040 only UAVs will be flying in the NAS
- We can increase on-time performance through massive cash infusions
 - 0.39% for every \$1B in budget authority
- By 2035 there will be no air carriers left

Acknowledgements



Dewey, Cheatum, and Howe
Aviation Consulting

We sell you the data that you already have!