St. Petersburg University

Graduate School of Management

Master in Management Program

THE PASSENGER AIR CARRIER: THE IMPACT OF BUSINESS-MODEL ON OPERATIONAL PERFORMANCE

Master's Thesis by the 2nd year student

Concentration — International Management/CEMS

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St. Petersburg

2020

ЗАЯВЛЕНИЕ О САМОСТОЯТЕЛЬНОМ ХАРАКТЕРЕ ВЫПОЛНЕНИЯ ВЫПУСКНОЙ КВАЛИФИКАЦИОННОЙ РАБОТЫ

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05.06.2020

АННОТАЦИЯ

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Образовательная программа	Менеджмент
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Описание цели, задач и основных результатов	Цель данного исследования – оценка влияния бизнес-модели авиакомпании на ее операционную эффективность. Последняя понимается как техническая эффективность авиаперевозчика, определяемая в системе переменных «входа» и «выхода». Роль первых играют ресурсы авиакомпании по перевозке пассажиров и предоставляемые им сервисы (сервисные факторы). Вторые представлены множеством показателей, характеризующих результат деятельности авиакомпании. Как показал обзор литературы и баз данных, ключевые различия в бизнес-моделях авиаперевозчиков состоят в предоставляемых пассажирам услугах. Анализ публикаций по сервисам авиаперевозчиков выявил отсутствие исследований, посвященных изучению влияния спектра предоставляемых услуг и их качества на операционную эффективность авиакомпаний. В ВКР влияние типа бизнес-модели на операционную эффективность авиаперевозчиков анализируется через сервисные факторы. Его количественная оценка производится с помощью метода DEA на основе отчетных данных 10 американских авиакомпаний за период с 2005 по 2018 год. Полученные оценки указывают на то, что наибольшее влияние сервисные факторы оказывают на операционную эффективность компаний с гибридной бизнес-моделью. В компаниях с классической и бюджетной бизнес-моделями влияние сервисных факторов проявляется в значительно меньшей степени. На основании полученных результатов предложены методики определения относительной эффективности авиаперевозчиков на их конкурентных рынках, представлен инструмент, который может быть использован менеджерами авиакомпаний для оценки предлагаемых услуг, а также сформулированы дальнейшие возможности для исследования.
Ключевые слова	Операционная эффективность авиаперевозчиков, уровень сервиса авиаперевозчиков, DEA, бизнес-модели авиакомпаний

ABSTRACT

Master Student's Name	Iaroslav Kriuchkov
Master Thesis Title	The passenger air carriers: the impact of business-model on operational performance
Educational Program	Master in Management
Main field of study	International Management/CEMS
Year	2020
Academic Advisor's Name	Yuri V. Fedotov, Associate Professor
Description of the goal, tasks and main results	The aim of this study is to assess the impact of the airline business model on its operational efficiency. The latter is understood as the technical efficiency of the air carrier, defined in the "input-output" system of variables. The role of the inputs is played by the airline resources for transporting passengers and the services provided to them (service factors). The outputs are represented by a variety of indicators that characterize the result of the airline's activities. As the literature and database review has shown, the key differences in the business-models of air carriers are in the services provided to passengers. The analysis of publications on air carrier services revealed a lack of research on the impact of the range of services provided and their quality on the operational efficiency of airlines. In the Master Thesis, the impact of the type of business model on the operational efficiency of air carriers is analyzed through the service factors. The impact is quantified using the DEA method based on the reporting data of 10 U.S. airlines from 2005 to 2018. The results indicate that service factors have the greatest impact on the operational efficiency of companies with a hybrid business model. In companies with full-service and low-cost business models, the impact of service factors is much less pronounced. Based on the results, the methods for determining the relative efficiency of air carriers in their competitive markets are presented, the tool that can be used by airline managers to evaluate the services offered is presented, and further opportunities for research are formulated.
Keywords	Airline operational efficiency, airline service quality, DEA, airline business-models

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INTRODUCTION

Having started only a little over 100 years ago, air transportation has become a part of everyday life of the mankind, and nowadays it is impossible to imagine human life without air travelling. It is amazing that the distance between almost any two different points on the Globe can be covered within 24 hours. The flourishing of air transportation fell for the period after World War II, when engineering solutions, developed for the needs of military aviation, were successfully transferred to civil aircrafts manufacturing.

Prior to 1970s flights were perceived as an attribute of luxury. For an individual each flight was an exceptional event, and only very wealthy people could afford to fly. The flight as a commercial product contained a lot of services on board as well as on the ground both before the take off and after the landing. Passengers could relax in the comfortable halls of the airports. Thus, appeared the *classic business-model* or *full-service business-model (FSC)* of air carriers with its intrinsic attribute – a large number of additional services besides the flight.

In 1973, after the Yom Kippur War and the oil embargo, it became apparent that it would be extremely difficult for airlines to survive in the environment with high and unstable price for oil, as the aviation fuel is a major component of the airline's costs. This drastic change in the environment gave impetus for developing of the *budget business-model* or *low-cost business-model (LCC)*. Southwest Airlines became a pioneer LCC – it had begun the service just 2 years prior to the oil embargo, and the airline business-model, by sudden, became successful.

The emergence of new types of aircraft, which were more efficient in fuel consumption, able to fly longer distances and more comfortable for passengers, made air travelling more common in 1980s. Many new low-cost carriers appeared in the market, thus, increasing the rate of competition with existing full-service air carriers. The industry entered the mature stage in the late 1990s – early 2000s. This was manifested by a large number of mergers and acquisitions, growing promotion costs and increased attention to the scope of services and their quality and, most importantly, operational costs.

High attention to operational costs and bundle of services provided to the passengers were the main sources to generate a new business-model – *hybrid business-model*. Although there are still disputes over the existence of hybrid air carriers, in this work we will highlight special features discriminating such type of airlines, at least, on operational level.

Increased competition rate has forced the airlines to search for the new competitive advantages. Operational efficiency became one of the main advantages in the beginning of XXI century for airlines. From its inception, the air transport industry is capital-intensive, and at the same time the carriers must keep ticket prices at the level needed to maintain and increase consumer demand.

Modern world is highly dynamic. The airlines are now in the situation of creative saturation, when they have already run out of ideas on new sources to obtain the competitive advantages what makes carriers quite similar to each other. Low-cost business-model and full-service business-model are both shifting towards each other, inosculating with the hybrid business-model (Urban et al., 2018).

Research relevance of the study is determined by airlines management need in:

1. tracking the quality of the service the airline provides and comparing it with that of competitors;
2. evaluating the influence of newly introduced services on the market position of an airline;
3. identification of the way service factors affects operational performance of the company.

The following examples confirm relevance of the study. In 2017 International Airlines Group established an airline called LEVEL. It offers low-cost transatlantic flights from Western Europe, being the unique type of airline. Hybrid airline Scoot (previously named Tigerair) introduced long-haul flights with economy and business classes onboard, and the business class is quite special: it has the amenities that are common for economy class of a full-service airline with more spacious seats and wi-fi included in the price of the ticket. On the other side, full-service carriers have started to introduce economy classes with low-cost like service – for example, Finnair offers no-frill services on its North European flights. To compete, non-typical airlines started to emerge – for example, in 2015 a boutique airline called La Compagnie was established in France. It operates a fully business-class Airbus A321neo cabin on transatlantic flights from Paris and London to New York with Michelin two-course meals, 15.7-inch touchscreens and free in-flight Wi-Fi. The airline also offers some unique services like all-you-can-fly for $40 000 per year.

Combination of service factors and changes in airline business-models gives food for thought and raises a *question: "How service factors influence the airline efficiency for different business-models?"*. Under the term of *"efficiency"* the technical efficiency score, estimated by Data Envelopment Analysis, is considered. The *research gap* of the study is formed after the thorough

literature analysis, which shown that there is a significant amount of studies on the topics of "airline operational performance", "airline business-models" and "airline scope of services and service quality", however, there exist no works on the intersection of these topics. This study is pioneer in this field.

The *aim of the research* is to evaluate the influence of different business-models through service factors on airline efficiency.

The following *research questions* are going to be answered:

- How an airline can account and measure the effects of service factors?
- Is an influence of service factors on airline operational performance dependent on business-model of the airline?
- What is the performance improvement potential?

The *research objectives* of this thesis are the following:

1. To analyze the historical perspective that has formed the current aviation market.
2. To conduct the literature review in order to analyze the historical development of airline business-models.
3. To examine the existing airline business-models and highlight their main features through the real business examples.
4. To understand what the operational performance of an airline is.
5. To analyze what are the service factors for an airline and what is underneath the term "service quality" for an airline?
6. To understand how the service quality is identified and measured.
7. To examine the models that are used to evaluate the service quality and performance and select the most suitable one.
8. To conduct an empirical research in order to understand the influence of service factors on operational performance of an airline in different airline business-models with the use of Data Envelopment Analysis methodology.
9. To analyze the results and provide managerial implication and further research areas based on the results.

The structure of the work corresponds to the logic of the research objectives mentioned above and consists of Introduction, three main Chapters, Conclusion, List of References and Appendices.

The first chapter considers the historical development of air carriers, key events that have shaped the activities of an airline and business-models of air carriers in general. Then the existing airline business-models and their key features are described, and the features of airline business-models are compared between each other. After that, the service factors of air carriers are described.

The second chapter begins with the service quality measurement topic and the models that are used to measure service quality at whole and in airlines in particular. Then the most suitable methodology for this research is selected – it is Data Envelopment Analysis. It is described and the examples of the methodology usage are presented. The process of selection of the dataset and the dataset itself are described. In the end of the chapter the research design and the stages of the analysis all inputs in outputs for the methodology used are described.

In the third chapter the results of the analysis are revealed and the conclusions about the impact of scope of services on operational performance of an airline for different airline business-models are drawn with further recommendations provided.

The object of the study is 10 largest US-based airlines, that represent different business-models. US airlines are selected because the national market in the United States is fully deregulated and highly competitive. There are several major carriers representing each business-model, so the comparison of different models is possible. Also, the routes within the United States are of different distance, so there is a variety of aircrafts used, what affects the operational efficiency and the services.

The subject of the research is airline's business-model influence on its operational performance. The difference between airline business-models can be easily observed by the scope of service provided and their quality, so these become the main interest of the research.

The theoretical basis of the study is classical foreign articles and monographs on the business activities of air carriers, as well as research papers on the efficiency of air carriers and their service factors.

In order to collect data for the empirical part, the official website of Bureau of Transportation Statistics of the United States, the official websites of airlines and the official IATA website.

CHAPTER 1. BUSINESS-MODELS AND SERVICE FACTORS IN PASSENGERS AIR CONVEYANCE

1.1 The literature review on business-model concept for airline industry

The rapid development of passenger air travel happened after the end of World War II, when the level of development of military technologies reached the stage when they could be used in everyday peaceful life (Heppenheimer & Heppenheimer, 1995). The wartime gave our world numerous aircraft construction companies. These are the Soviet Aeronautical Scientific-Technical Complexes (ASTCs) named Antonov, Ilyushin and Tupolev, as well as American Boeing and Lockheed Corporations, following European British Avro, English Electric, Handley Page, de Havilland, Hawker Siddeley and Vickers-Armstrong. All these companies, having huge capacities, started to reclassify the military production into civil in order to save the workplaces and the firms themselves. People began to understand that it is possible to make air transportation on airplanes comfortable, fast and safe, thanks to the emergence of jet engines, that significantly reduced the flight time between destinations. The development of passenger air travel was an economic breakthrough in the 1950s.

The beginning of the 1960s was marked by the "Race for Supersonic" (Gunston, 2008). It was an ideological confrontation between the USSR, the USA and European Countries, which was the second important battle after the "Space Race". Overcome of the supersonic barrier by military pilots gave hope that supersonic flights would soon become available for passenger traffic. By the early 1970s, the development of the supersonic aircrafts Soviet Tupolev Tu-144 and the UK-French Aerospatiale BAC Concorde was completed. The United States of America had come out of the race in the mid-1960s with its Boeing 2707 project and had focused on the creation of the two-decked Boeing 747, which was released in 1969. This aircraft was a success for Americans – the Yom Kippur War, which occurred in 1973, significantly increased fuel prices (Ikenberry, 1986). In this regard, airlines preferred to carry more passengers at a lower speed, but cheaper, than fewer people at higher speed, but much more expensive.

In the 1970s, the first low-cost airline, Southwest Airlines, appeared in the United States. Against the backdrop of the Yom Kippur War, the emergence of an airline with reduced costs for aircraft maintenance with a higher fuel efficiency was successful. In addition, the 1978 Airline Deregulation Act allowed budget carriers in the United States imposing competition on classic air carriers (Barnum, 1998). In Europe, budget carriers appeared later, in the mid-1980s, and were

widely spread since the early 1990s, when the European Treaty of Open Skies was signed, as well as the Deregulation Act. The 90s of the XX century marked the entry of the commercial aviation industry into the maturity stage of the industry's life cycle.

The industry entry into the life cycle maturity stage is often marked by an established set of business-models used and certain standards of operation (Porter, 2008). In the commercial air transport industry, there are two traditional types of business-models that are based either on cost-cutting strategies or on differentiation.

1.1.1 Full-service Carriers

The business-model of classic air carriers (full-service carrier, FSC) (The Economist, 2009) is used by airlines such as Delta Air Lines, American Airlines, United Airlines, Lufthansa, British Airways, Iberia, etc. There are many differences between the strategies used by these air carriers, but there are certain key aspects that are found in each company's strategy.

a) Communication with the global air transportation network

First, all mentioned carriers try to give their customers the maximum access to the worldwide network of air transportation. Since 1945, when the International Air Transport Association (Association, IATA) was established, these airlines have invested significant sums of money in the creation of specialized systems and procedures that allow one air carrier (or agent of an air carrier) to sell a ticket that will take a passenger from the point of departure to any destination, even if it requires one or more flights operated by other airlines (Boland et al., 2002).

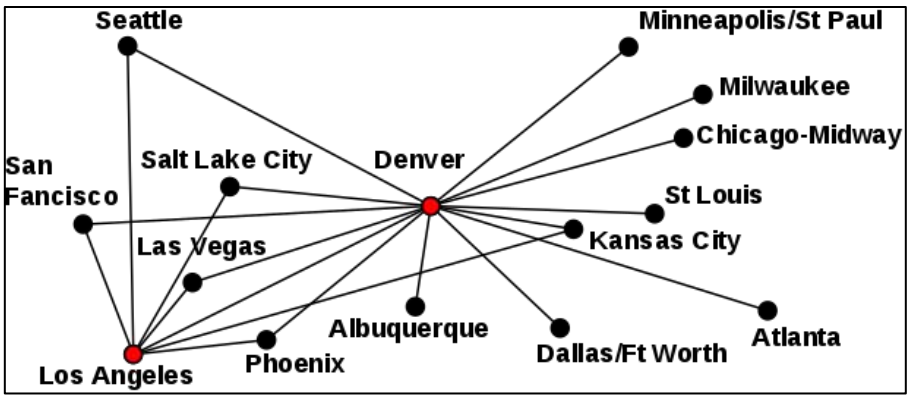

Figure 1. *The usage of the hub-and-spoke model by Delta Air Lines in 1955. Hubs are marked in red. Borrowed from (Gay, 2016)*

Companies that use this business-model carry out transportation on the so-called hub-and-spoke model (Truitt & Haynes, 1994). This model assumes the presence of a hub – the central airport – which conducts the most expensive operations related to the service of flights, and their concentration in one place allows the company to achieve the economies of scale. This hub connects with other destinations via routes (spokes), respectively, the flight between the two non-hub destinations will be operated with the stopover at the hub. The system was firstly introduced by Delta Air Lines in 1955.

Since the company operating with the hub-and-spoke model flies to different distances, it should have an extensive fleet, consisting of different types of aircraft: from regional aircraft like CRJ 200 and Embraer 145 to wide-body long-haul Airbus A350 and Boeing 777. This variety makes transportation more expensive as pilots and flight attendants are needed to be trained separately, in order to operate each type of the aircraft. In addition, this variety of transportation gives as a consequence a variety of tariffs and classes of service.

b) High costs associated with the creation of network

Creation of such a large network, certainly, demands huge expenses for airlines. Air carriers should create extremely reliable and constantly interacting systems to be able to transmit to each other huge flows of information that binds companies together. Classic airlines should have staff with special knowledge about the features of joint operation of airlines. Such employees should be aware of sufficiently subtle points: recognition of airline tickets of other airlines, baggage allowances and their standardization on the airlines with joint operations. A large amount of time is spent to solve various problems that arise every day like helping individual travelers to compose their flight plan. From time to time it is necessary to return the lost baggage of the passengers, which happens to make a round journey before returning to its owners, or to explain to passengers the rules of carrying their precious animals (NBC, 2009).

c) High costs of liabilities in regard to the employees

The first general aspect inherent to all classical air carriers is the connection with the world network of transportation. The second common characteristic is the high cost of personnel and purchases necessary to maintain a proper level of service. The high costs are inherent as well as for historically established airlines and for the newcomers of the market. High costs are needed to ensure employee compensation payments, to build sustainable relationships with suppliers and to

form a package of services that meet passenger expectations (The Economist, 2009). All these costs are necessary to maintain the high level of service.

High level is associated with the superior quality of the services provided both before departure and directly aboard the aircraft. FSCs do not forget about their passengers and after landing, allowing the customers to order a taxi directly from the aircraft or to choose a hotel from the list of partners. The high quality of the services provided, as well as the speed of their delivery, became an important feature of classical air carriers, as in most cases they are the embodiment of the country in which the airline is registered (The Economist, 2013). Most of the classic air carriers are partially or wholly owned by the state. Accordingly, the passenger often inextricably binds the airline and the country, thus forcing air carriers to provide an extremely high level of service.

All the above-mentioned aspects require considerable financial expenses. Developed transport network requires an investment in an information system that will allow you to interact properly with the information systems of other air carriers, as well as to track the complex routes of passengers. Capital costs will require a better system of luggage tracing, so in the case of passenger transfer the baggage is not lost. Additional services for individual passengers also increase the cost of the airline. The availability of the tickets at the last moment also uplift the cost base as there may be a situation of empty seats on the flight.

It should be noted that a significant number of passengers do not require such a number of services provided. For example, if the customer flies for a short distance without a transfer, he does not need most of the services and the developed transport network through alliances and agreements. However, passengers are obliged to pay for them, as the costs of an airline are naturally covered by the cost of the ticket. The provision of the possibility of flight without paying for additional unnecessary services is what has risen the second type of airline business-models – the low-cost one.

1.1.2 Low-cost Carriers

In the 1980s there were several ambitious attempts to create a financially sustainable business-model of a budget carrier out of the US market. It became possible to do so only in the 1990s, when the European air transportation market was deregulated (The Economist, 1997), and Ryanair and easyJet established their business-models. In the United States, it happened a little earlier, in the mid-1980s thanks to the success of Southwest Airlines and the deregulation of the airline market in 1978. In the last two decades alone, managers and investors have been able to manage

this business-model, so that it can be accustomed to various regional markets. At present, the followers of the business-model of Southwest Airlines can be met in Europe (Ryanair, easyJet), Canada (WestJet), South America (Gol Transportes Aéreos), Australia and New Zealand (Jetstar), and Asia (Air Asia, Vanilla Air).

The key factors that have led to the creation of a sustainable low-cost business-model are the deregulation of markets, the emergence of secondary airports and the readiness of infrastructure to work with LCCs, as well as understanding the elements of the business-model of budget air carriers, including how they earn money in that extremely capital-intensive industry. In a relation to the first factor, Thomas Lawton argued that "the global process of economic liberalization of the late 1990s is inextricably linked to the establishment of low-coasters in many countries" (Lawton, 2017).

Budget carriers adhere to point-to-point system, which allows connecting cities directly between them and avoiding transfer tickets for passengers. There are often no round-trip tickets, and it is necessary to issue tickets to each of the legs with a separate itinerary receipt.

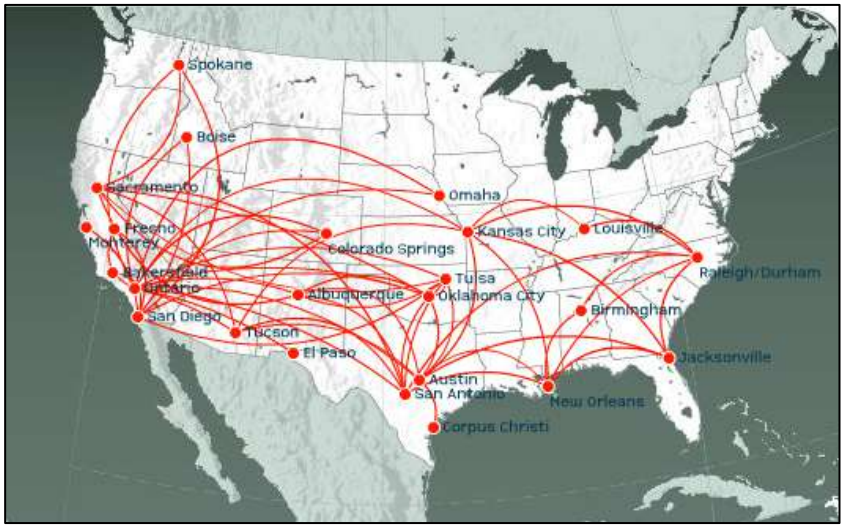

Figure 2. *Express Jet point-to point network in 2007. Borrowed from (Departed Flights, 2007)*

Low-cost carriers prefer to fly to secondary airports of the cities, as the airport fee in these air harbors is much lower compared to the main airports of city. Thus, the Irish LCC Ryanair uses the London Stansted Airport instead of the main London Heathrow, Oslo Torp and Oslo Rygge instead of Oslo Gardermoen, the airport of the city of Girona instead of Barcelona main airport Barcelona El Prat, as well as the Stockholm Skavsta and Stockholm Vasteras instead of Stockholm Arlanda. In addition to low airport charges, secondary airports have another great advantage for air carriers

– numerous free slots for departures. In this way the airline can be more flexible in drawing up its schedule, focusing mostly on the loaded airports, passenger comfort and the time of the competitors departures (Kawasaki & Lin, 2013). Low-cost air carriers do not have their own programs to reward passengers or other types of incentives. The aircraft salons are strictly standardized and have the only economy class, often without reclining seat backs. There are no free onboard meals, as well as limited free baggage allowance. Thanks to all above, budget carriers manage to reduce their transportation costs by 20-40% compared to FSC (De Neufville, 2008).

The choice of a particular type of business-model heavily depends on which type of routes the air carrier will have to withstand the competition. On regional routes, the business-model, based on minimizing transaction costs, has repeatedly proved its viability, bringing much higher financial benefits. The negative effects of using the budget business-model are described in detail in the work (Dresner et al., 1996). The study showed that the entry of low-cost airlines on the route causes an "excess" effect. There is a decrease in incomes and increase in passenger traffic not only on a certain route, which includes low-cost airline, but also on competitive routes from neighboring airports, as well as on other flights from the airport of departure. This is associated with the fact that passengers prefer to use the services of cheaper carriers for short distances. Despite the successful development of budget airlines such as Spring Airlines in China, the LCC business-model has not yet reached the disruptive potential of both developing and regulated aviation markets (Fu et al., 2015) On long-haul routes, however, classic air carriers were able to maintain a competitive advantage, despite numerous attempts of low-cost airlines to start performing long-haul flights (CAPA, 2018). Below the comparison of main features of low-cost and full-service business-models is presented.

Table 1. Comparison of low-cost and full-service business-models

Element of the strategy	**Low-cost business-model**	**Full-service business-model**	**Comments**
Costs	There is a constant improvement to simplify the processes in order to reduce the cost. Have made significant progress in reducing costs. Focusing on low costs is part of a corporate culture	The establishment of a wide network is expensive. Companies try to implement reforms aimed at reducing costs, but often they do not produce tangible cost reductions, as these are some one-time measures, not systematic changes. Even if costs are reduced, the services of classic carriers remain much more expensive than low-coster ones	The key difference between full-service and low-cost carriers. The cost reductions that are inherent to classic carriers are not comparable to a systematic strategy of reduction and maintaining low costs for budget carriers

Table 1. Comparison of low-cost and full-service business-models (continues)

Hubs	Low-cost airlines use airports of big cities as hubs, however these are mostly secondary and remote airports as they are much cheaper and there are often much more free slots at such airports. The arrival of low-costers increases the passenger flow and allows you to develop the airport infrastructure and connectivity with the cit	Hubs are strategically important elements that are being constantly developed and are increasingly protected, as the hub is a place where a lot of services are provided and the loyalty of passengers depends on theirs comfort and convenience, which is essential in times of high competition for passengers	The key difference between full-service and low-cost carriers. The different approach to usage of hubs makes them one of the key advantages, both in terms of cost efficiency and passenger service.
Connections between hubs and other airports	The point-to-point is usually used. No connection flights are offered	Hubs are used to fly as many passengers as possible to a maximum number of destinations. This, therefore, requires large areas and a large number of staff to cope with peak flows	The main difference between maintaining connections is the planning and resource requirements of classical air carriers, as opposed to constantly replenishing and changing destinations of the low-costers
Interline agreements	Interline agreements are very rare, as they require huge costs to ensure the interaction between information systems. If any, interline agreements are made with regional carriers which transport passengers to remote locations. These flights often require separate check-in. Often a no-frills airline sells a certain number of seats on their own for these flights	Interline agreements are at the core of the business-model, as they contributed to IATA in the late 1940s. Companies continuously invest in the creation and improvement of reservation systems, luggage systems, information systems, and regularly work to standardize services, as well as methods of profit distribution	The key difference between the full-service and low-cost business-model. Low-cost carriers provide cheap flights to where they can, when classical airlines – to where the passenger wants and how the person wants
Code-sharing agreements	There are individual cases of signing code-sharing agreements (e.g. JetBlue Airways has a code-sharing agreement with Emirates Airlines). Due to the use of the system without connecting flights, companies only carry passengers to the destinations they serve	One of the bases for providing a broad transport network is the establishment of code-sharing agreements, which allow the company to declare thousands of destinations	

Table 1. Comparison of low-cost and full-service business-models (continues)

Secondary airports	A large number of airlines use secondary airports, which allows them to reduce costs. Vivid examples of such airlines are Ryanair and Southwest Airlines	In the regions where they are present, classic air carriers seek to connect a large number of regional airports with hubs which are primary airports to ensure wide availability	Low-cost airlines use secondary airports as a mandatory element, full-service – only when they see a business-need for this
Alliances	Low-costers do not enter alliances due to high costs associated with	Formation of alliances in the 1990s became a key area of air carriers development due to the emergence of the Internet and, as a result, the possibility of creating integrated information systems	The key difference between the full-service and low-cost business-models
Destinations network	Flights are operated on the most profitable routes or routes with low competition rate	A key aspect of the business-model. Carriers strive to provide the greatest convenience to passengers who care about the geography of the destinations they can fly to	The key difference between the full-service and low-cost business-models
Income from the network	Low-cost airlines evaluate each of the routes only on the basis of the profit they make	Classic air carriers estimate not only the profit from the route, but also how this route allows increasing the number of destinations with the partners network	The key difference between the full-service and low-cost business-models
Air fleet	Budget air carriers use the same type of aircraft to reduce maintenance, training and flight attendants' costs, as well as to be able to quickly change an aircraft	Classic airlines use a wide range of aircrafts to serve the routes of different lengths and with different intensity of passenger traffic	
Scope of services	Low-costers are focused on providing basic services, i.e. on passenger transportation. All additional services are provided at extra charge	Historically the development of classical airlines is based on the expectations of consumers, which know that this type of airline provides a large number of services with a significant number of them free of charge	
Registration	On-line or self-registration is widely used in order to reduce the costs. Passengers are forced to use these services	On-line or self-registration is provided for the convenience of the customer.	Companies try to redirect passengers travelling without luggage to self-service check-in kiosks to reduce costs

Table 1. Comparison of low-cost and full-service business-models (continues)

Employees behavior	Usually airlines want their employees to be funny and smiling	Passenger service is highly dependent on the national characteristics of the air carrier	The key difference between the full-service and low-cost business-models
Service Policy	Budget air carriers aim at providing a basic service, namely, moving from point A to point B. Therefore, only flight options are included in the base cost. All other services, such as baggage, meals on board and entertainment, are provided at an additional charge	Classic air carriers provide their customers with bundled options, which include a large number of related services, which, it should be admitted, are not always necessary for the passenger.	The key difference between the full-service and low-cost business-models

The LCC entrance to the route has two main types of influence on classical air carriers. At first, it is a partial flow of passenger traffic from classic air carriers to the budget airlines. Secondly, the decrease of efficiency of the used strategies of price discrimination of classical airlines, associated with entrance of LCCs to the route leads to revision of pricing policy of FSCs. The inability to keep high prices reduces the profits of classic air carriers if they do not start using various techniques aimed at reducing costs. Often, they do not manage to do it in a short period, which leads to the withdrawal of airlines from the market. This was particularly so in the case of regional airlines: at different times the market left Swissair (Hermann & Rammal, 2010), Sabena (Olivares, 2005) and Ansett (Wilson, 2002).

1.1.3 Hybrid Carriers

Empirical research shows that the competition between low-cost air carriers is significantly higher than the competition between LCCs and FSCs, which is a consequence of differentiation of services provided by FSC and LCC (Fu et al., 2011). History shows that the low-cost airlines had financial performance above the average in the industry, what attracted more and more new players. As a result, at some point the concentration of low-costers has reached a certain saturation when they have lost the opportunity to stimulate additional demand. In this regard, some budget airlines have started to change their business-models by adding more services. Thus, low-cost carriers under the pressure of competitors began to resort to a strategy of differentiation, rather than maintaining a strategy of leadership in costs (Alamdari & Fagan, 2005). This deviation from the budget business-model used among commercial air carriers was defined as hybridization (Klophaus et al., 2012).

Table 2. Summary of the papers about airline business-models

Author	Method	Result
Francis et al. (2006)	Conceptual	The extended typology of LCC business-model is presented. Factors for further development of the LCC business are revealed
Mason & Morrison (2008)	Empirical	An approach based on the definition of the product and organizational structure was developed in order to identify key elements of the airline's business-model. The obtained results formed the basis for obtaining the values of certain coefficients through which the business-models of the six European airlines were evaluated.
Klophaus et al. (2012)	Empirical	Development of criteria for determining the low-cost business-model. Development of an index showing the degree of hybridization of 20 European low-costers.
Lohmann and Koo (2013)	Empirical	The spectrum of business-models of airlines is defined, 6 coefficients for definition of position of the airline in this spectrum are developed.
Daft and Albers (2013)	Conceptual	Development of a concept for assessing the convergence of airline business-models over time for five German airlines
Morandi et al. (2015)	Empirical	Analysis of the characteristics of the code-sharing agreements and their effects on the business-model of low-costers based on a sample of 93 airlines
Fageda et al. (2015)	Empirical	Analysis of the tariff grid and connecting flights of different types of airlines on the basis of 15 European air carriers
Fu et al. (2015)	Empirical	Research on the emerging competition for the release of the Spring Airlines low-coster to the developing regulated Chinese market
Pereira and Caetano (2015)	Conceptual	Development of the concept of the airline business-model type definition

A large number of researchers began to explore the phenomenon of hybridization. The study (Mason & Morrison, 2008) used an approach based on the definition of the product and organizational structure to identify key elements of the airline's business-model. The obtained results formed the basis for calculating the values of certain coefficients through which six European airlines were evaluated. Their result showed that there are significant differences between airlines the business-model of which is considered as a budget. This is confirmed by the work (Francis et al., 2006), which proposed the following classification of low-cost carriers:

- Copycats of Southwest Airlines;
- Subsidiaries of larger air carriers;
- Companies trying to reduce their costs;
- Diversified charter airlines;
- Airlines that use state support to maintain acceptable levels of prices.

In the work (Klophaus et al., 2012) used a sample of 20 European low-cost airlines to assess their degree of compliance with the classic low-cost business-model. The study showed that there is

convergence with classic business-models of airlines, and many LCC's are moving to the use of hybrid business-models.

In the work Lohmann & Koo (2013) the focus is on 9 major American Airlines, and the study allows to determine the full specter of used business-models. In order to bring greater clarity to the convergence of business-models, (Daft & Albers, 2013) offer a structure that clarifies the appropriate measures to determine the business-model of the airline. This structure is then used to describe the changes that have occurred in the business-models of 5 German airlines in the last 2 years.

The issue of using code-sharing agreements in low-cost airlines (Morandi et al., 2015) is not neglected, and the work uses simplified concepts to determine the degree of hybridization of the business-model. An important factor is the routes on which the airline carries out transportation. The analysis of different route factors (Fageda et al., 2015) is used to determine the influence of the route characteristics on the share occupied by LCCs and airlines with hybrid strategies on this leg. Using the above-mentioned literature, (Pereira & Caetano, 2015) identified 4 types of business-models of airlines using the following 4 strategies:

- Capturing and creating value;
- Taking advantage of market expectations;
- Hybrid strategies;
- Creation of profit.

For the hybrid strategy the main features were identified as a combination of low-cost and full-service models with several things stuck in the middle.

Table 3. Differences and similarities of different airline business-models

Full-service business-model	**Hybrid business-model**	**Low-cost business-model**
Main airports		Secondary airports
Hub-and-spoke	Point-to-point	
Multiple aircraft families		Single aircraft family
Numerous services are included in the ticket	Several services are included in the ticket	No services included in the ticket
Alliances and a lot of code-sharing and interline agreements	Some code-share agreements	No code-share agreements

1.2 Service factors

Last years it was hard not to observe an increasing convergence in the airline industry, when low-cost airlines started moving towards classic airlines and vice versa. According to (Belobaba et al., 2015) higher aircraft utilization rates and lower labor and operating costs for LCCs have induced

FSC to adopt some of those business practices and operational procedures, e.g. introducing charges for additional services or decreasing turnaround times through reduced ground services. Some LCC, on the contrary, have been diverging from their initial strategy by introducing a higher service level or integrating other aspects of the FSC model. JetBlue Airways, for example, operates with a higher seat-pitch and lower seat density than the average LCC, offers leather seats and free inflight entertainment. Additional services are served to attract higher passenger yield segments and, thus, potentially increase revenues (Holloway, 2008).

(Daft & Albers, 2013) have empirically analyzed this phenomenon to raise attention, especially on managers' and researchers' side. According to this paper, the increasing similarity of all airlines in the sample provides strategic maneuvering space for airlines that maintain their original business-model. When all others become more similar, those that remain unchanged passively evolve into differentiators. However, the differentiation factor needs to be "in demand"; that is, valued by the consumer. For example, Ryanair, which is known to be fundamentally focused on its initial cost-saving business-model design, is the only airline that was able to even increase the average distance to all other airlines. This could benefit Ryanair, which is clearly positioning itself in the pure low-cost segment, which seems to develop into a niche market, whereas the former LCCs are moving towards hybrid models. By leaving the pure low-cost segment, these airlines are contributing to the rise of a new, clearly separated low-cost market segment. Yet, recent announcements of Ryanair to become customer friendly airline might indicate that the ultra-low-cost business-model has become obsolete, thus further facilitating the move towards a service oriented dominant design.

However, there are still a lot of uncertainties about the airline companies that are trying to take this new "stuck-in-the-middle" approach based on a reasonable combination of customer-oriented and low-cost approaches – will these companies be able to create a new market segment or not? Of course, there are several examples of successful implementation of such approach – so called hybrid airlines – Norwegian Air Shuttle has successfully launched long-haul low-cost airlines (Daft & Albers, 2012), Spanish airline called Vueling added premium-oriented business-classes in the fully economy class cabins. These practices have allowed above mentioned airlines to attract new customers and catch new markets. Full-service airlines are also trying to reinvent their business-models to build new market segments – for example, Finnair proposed basic economy tariffs with no food and only small hand luggage included on their domestic and European connections. Thus, these trends are becoming popular among FSCs as well as they try to protect their own profitability and sustainability.

The convergence of the airline business-models leads to the increasing importance on small factors, that flyers take into consideration, choosing the ticket. Analysis of these factors can provide the new insights in terms of understanding of the position of the airline in the market.

Service industry providers operating in a rapidly changing environment are well aware of the need to deliver high quality (Nadiri et al., 2008). As competition in the airline industry increases, providing high quality services and value creation have become all the more necessary (Chen et al., 2011). Today, value creation relies mostly on intellectual capital that cannot be recognized in financial statements under the current accounting standards or financial reporting framework (Atalay et al., 2018; Gokten & Gokten, 2017). A main component of the intellectual capital is relational capital that refers to customer loyalty and satisfaction. Relational capital increases profitability by enhancing service quality and customer satisfaction. As (Liou et al., 2011) points out, there is no universally agreed definition of service quality. Service quality is a context-dependent construct that can be evaluated through various aspects for various industries.

An airline operator is expected to satisfy the passengers on each attribute if it wishes to be the preferred operator (Medina-Muñoz et al., 2018). Studies show that customer expectations and perceptions of airline services have not fully been understood (Chow, 2015). Besides, many airline operators fail to correctly allocate their resources. Market shares of airline operators are driven by customer perceptions of service quality (Jing Zhu, 2017). Passengers make their airline choices based on service quality, and rank airline operators accordingly (Prayag, 2007). Understanding of the influence of the service factors on operating performance has become a critical factor to ensure sustainability in the airline industry (Tsafarakis et al., 2018).

(Medina-Muñoz et al., 2018) indicated that ‘safety and punctuality’, ‘ticket price’, and ‘attention and service during journey’ were the most important criteria in determining airline attractiveness. Cabin crew's professional knowledge, emergency handling abilities and flight schedule were highlighted by (Kim & Park, 2017) as core components of airline service quality. (Maqsood Ali et al., 2014) emphasized cabin crew's service quality. (Kurtulmuşoğlu et al., 2016) pointed out the importance of punctuality in assessing airline service quality. (Chiang Leong, 2008) drew attention to check-in service, in-flight entertainment and convenience. (Tsantoulis & Palmer, 2008) named cabin comfort, in-flight amenities, and the attitude of ground and flight crews in service delivery as the most important criteria for passenger satisfaction.

(Surovitskikh & Lubbe, 2008) drew attention to the significant effect of on-time performance on the consistency of service quality. (H.-C. Wu & Cheng, 2013) highlighted the importance of

punctuality and scheduling criteria for passenger satisfaction. (Vink, 2004) noted comfort during flight experience. (Gilbert & Wong, 2003) offered the dimensions of reliability, assurance, facilities, employees, flight patterns, customization, and responsiveness as the components of airline service quality. (Chang & Yeh, 2002) emphasized the importance of reservation and ticketing processes in assessing airline service quality. (Jin, 1998) put forward safety record, ticket price, cabin food/beverage and possible delay time as service quality criteria effective in airline selection. (Elliott & Roach, 1993) used schedule accuracy, luggage handling, quality of food, in-cabin comfort, quality of check-in service, and in-flight entertainment and service to define airline service quality. In this work the focus will be pointed on the services that can be objectively measured and are influenced by the main interests of passengers.

1.3 Conclusion

Through the literature review it was possible to identify the historic development of business-models of the airlines. Main disruption changes were identified, and it was explained, how they influence the modern business-models. Two classical airline business-models, low-cost and full-service, were introduced. The further investigation shows that business-models converge, and it is of high importance now to examine the new competitive advantages, that air companies may gain now. This led to the creation of hybrid airlines in the beginning of 2000s. However, thinking about the competitive advantages, it is very to stay efficient, as airline industry is a low-margin one, so the companies must count every cent they spend and earn.

One of the ways to create competitive advantages is to provide unique combination of service to passengers. As there are different needs for different types of passengers, knowledge of the target audience gives an airline an opportunity to provide the scope of services that would exactly match the needs. In the next chapter the measurement of service quality and the suitability of the models will be discussed.

CHAPTER 2. STUDY OF AIR CARRIERS OPERATIONAL PERFORMANCE: METHODOLOGY AND DESIGN

2.1 Service Quality Measurement

Given that there is a long list of services that can be taken into consideration by the passenger and can affect the airline customer loyalty, it is important to develop quantitative indicators for various service factors in order to measure and monitor the airline success with respect to the particular service factor.

There are two big groups to which all service factors of an airline can be divided. The first one is so called *objective factors* – these are the factors for which an objective measure can be created. For example, average delay time of the flight can be measured in minutes or hours, mishandled luggage can be evaluated by the number of pieces of luggage that have not been delivered properly per 1000 passengers. Despite that these factors can be measured objectively, the perception of the result of the measurement can be different for different passengers and different flight – e.g. on the flight from Saint-Petersburg to Moscow, which takes about an hour, a delay for 30 minutes can be considered as a significant one. At the same time a 30-minute delay for the transatlantic flight, e.g. Moscow – Los Angeles, is not most of the times considered as a significant one.

The second group that is important to mention is known as the *subjective factors*. These factors cannot be directly measured, and the only way to identify the quality of the service is by interviewing passengers directly or with surveys. One of the most vivid examples is in-flight food service by airlines. Meals for the flight are cooked and served under the highest standards of safety and quality, nevertheless the taste of food is very subjective. For the same dish one passenger might give the highest point and another one – the lowest grade. Another service that is very subjective is the hospitality onboard. For some passengers in would be enough to receive a warm greeting from the steward onboard while others would expect a concierge-like service even on a Ryanair flight. These peculiarities make the assessment of the service factors very hard, thus researchers and airlines always work on different methodologies of how to measure the subjective factor.

Understanding the service quality of an airline requires the combination of subjective and objective factors. The assessment model for an airline was developed quite recently and it emerged from the broad service quality assessment model. The first one was proposed by (Anantharanthan Parasuraman et al., 1985). It is a comprehensive model comprising ten dimensions of service

quality i.e. (1) tangibles, (2) reliability, (3) responsiveness, (4) understanding the customers, (5) access, (6) communication, (7) credibility, (8) security, (9) competence and (10) courtesy. Same model was latter simplified and named as SERVQUAL by (Ananthanarayanan Parasuraman et al., 1988) reducing it twice – to only 5 dimensions i.e. (1) tangibles, (2) reliability, (3) responsiveness, (4) assurance and (5) empathy. The SERVQUAL scale has been generally perceived by researches, analysts and experts from different fields all other the world (Butt & de Run, 2010; Lee-Ross, 2008). SERVQUAL offers a complete measurement scale with practical implications for customers' perceived service quality (Arun Parasuraman et al., 1994). It merits noting that, despite the fact that SERVQUAL has been generally acknowledged and embraced by distinct scholars (Abu-El Samen et al., 2013; Gilbert & Wong, 2003; Lee-Ross, 2008), yet it has faced criticism by certain researchers (Buttle, 1996; Cronin Jr & Taylor, 1992; Robledo, 2001) on the grounds that it just includes examination of service received versus customers' expected service quality.

Hereof (H.-C. Wu & Ko, 2013) state that SERVQUAL offers some broad rules for assessment of service quality by joining its few dimensions and contexts; still service quality appraisals should be investigated and analyzed discretely for consolidating different industry-specific issues. In addition, (Park et al., 2005) contend that several tasks and issues which are special only for the airline industry (for example on-line ticket sales, on-line registration, baggage restrictions, boarding services and on-board facilities) recognize the mentioned industry from those of other service-oriented businesses.

Various scientists (Chang & Yeh, 2002; Cunningham et al., 2004; Muturi et al., 2013; Radović-Marković et al., 2017; H.-C. Wu & Cheng, 2013) have proposed that customer starts to have certain expectations from an airline at a "moment of truth" by interaction with the booking department, telephone communications, ticket purchase experience, baggage handling system, flight schedule and cabin crew service. Therefore, (Park et al., 2005) claims that the five metrics of the SERVQUAL scale are not adequate to determine all measures of service quality in the airline sector, since they are not linked to the business (i.e. aviation) facets of service quality.

Owing to serious criticism of the use of the SERVQUAL scale, different scholars have used and proposed another quality of service metric scale, developed by (Cronin Jr & Taylor, 1992) and called SERVPERF. According to (Cronin Jr & Taylor, 1994), the metric of SERVPERF is structured specifically to reflect on the interpretation of service provider quality by clients and to measure the real level of services provided, though some analysts used this metric to determine the airline industry's level of services. There are still a number of concerns that it cannot address all facets of the quality of airline service (Ali et al., 2015; Ostrowski et al., 1993). In addition,

some authors, e.g. (Cunningham et al., 2004), also question the basic form of SERVPERF and claim that the complexity of such metrics, making it impossible to compensate for the business dimensions of the airline sector, has a crucial effect on the interpretation of the evaluation of service quality by passengers.

Various scholars have therefore proposed different models to study aspects of service quality, focusing on the aviation industry (Chang & Yeh, 2002; Gourdin, 1988; Ostrowski et al., 1993; Truitt & Haynes, 1994). One model presented by (Gourdin, 1988) describes airline service quality through three different dimensions - cost, safety and timeliness of flights. Similarly, the airline service quality model is presented by (Ostrowski et al., 1993) presupposes seat comfort, nutrition, and flight timeliness. While (Truitt & Haynes, 1994) suggested using seat cleanliness, registration process, flight timeliness, meals and drinks, and a customer complaint handling system as a measurement of airline service quality. However, (Chang & Yeh, 2002) proposed a revised version of the five quality of service measurements presented by (Ananthanarayanan Parasuraman et al., 1988), which include tangibility, responsiveness, reliability, empathy, and assurance. (Park et al., 2005) also analyzed airline quality of service, involving few measurements of service quality, which are reliability of customer service, convenience of availability and quality of in-flight services.

In addition, in a recent study of the Ugandan airline industry, (Muturi et al., 2013) classified the quality of air travel into three categories, which include the quality of pre-flight service, the quality of service on board of the aircraft, and the quality of post-flight service. To measure the quality of pre-flight service, he used the level of communication between the company and the client and the availability of discounts. The quality of in-flight service was measured by the courtesy of staff, tangibles and baggage service. At the same time, the quality of post-flight service was measured by the level of schedule execution and the loyalty program for frequent passengers (Muturi et al., 2013). The results of his research confirmed that all three areas, namely quality of service before flight, quality of service in flight and quality of service after flight, are of equal importance and have a significant positive impact on customer satisfaction in the Ugandan aviation industry (Muturi et al., 2013). Another recent (H.-C. Wu & Cheng, 2013) study classified airline quality of service into four main dimensions: quality of physical environment, quality of interaction, quality of access and quality of results. These four aspects were further divided into eleven sub-dimensions, which include cleanliness, problem solving skills, general behavior, staff experience, comfort, safety, tangibles, waiting times, convenience, valence, and access to information (H.-C. Wu & Cheng, 2013). The results of their study showed that conceptual and theoretical

understanding of airline service quality and customer satisfaction are still at an early stage (Farooq, 2016; H.-C. Wu & Cheng, 2013). In addition, inconsistent measurement scales, different analytical methodologies and different measures used to assess the quality of services in the aviation industry make it difficult to cross-examine for a meaningful conclusion.

To address these inconsistencies, (Nadiri et al., 2008) introduced a comprehensive model called AIRQUAL to assess airline service quality. This AIRQUAL model includes five dimensions, i.e. airline tangibles, terminal tangibles, staff services, empathy and image. Later, another study by (Nadiri et al., 2008) also tested the AIRQUAL scale, using it to assess the impact of airline service quality on airline customer loyalty; It is followed by (Ali et al., 2015), who used this scale to assess the quality of service at Pakistan International Airlines (PIA). However, they called for further research to examine different customer satisfaction conditions and airline service quality so that the AIRQUAL scale can be summarized and validated in a broader context.

AIRQUAL model has shown that it is a good methodology to assess service quality of an airline. However, it is not suitable for our study as the aim of the thesis is to identify the influence of service quality on operational performance of an airline, and AIRQUAL model does not take into consideration operational performance at all. Therefore, another model, that can take into consideration service factors as well as operational ones, will be used. This model is called DEA (Data Envelopment Analysis).

2.2 Operational performance and Data Envelopment Analysis

Data Envelopment Analysis (DEA) is a method of non-parametric comparative analysis of efficiency. It is aimed at comparing production units (or more generally, decision making units – DMU) according to the resources which they use (the factors of productions, or the inputs) and results of production or services delivered (outputs). Although DEA has a strong link to production theory in economics, the tool is also used for benchmarking in operations management, where a set of measures is selected to benchmark the performance of manufacturing and service operations. In benchmarking, the efficient DMUs, as defined by DEA, may not necessarily form a “production frontier”, but rather lead to a “best-practice frontier” (Charnes et al., 1978). Data Envelopment Analysis is a sampled based method and one of the prerequisites for it is a homogeneous sample.

One assumption that is used in Data Envelopment Analysis is that all firms of interest are sampled, and all required input and output values are evaluated the same way (Grajewski et al., 2009). This gives space for data manipulation in the interests of researchers. Thus, commercial entities can

specifically introduce inefficient firms into the sample to improve their efficiency because the evaluation is relative. Such manipulation causes some results to be meaningless. As part of the research of commercial aviation, this problem is raised in the study of the efficiency of Spanish airports (Martín et al., 2009). This work raises the aspect of manipulation of airport performance by managers, so that for some runways the number of take-off and landing operations exceeded the permissible values by several times, which is impossible due to the restrictions of EASA (European Aviation Safety Agency). These manipulations are extremely simple to perform because the analysis of the performance environment does not confine the input and output values. There is no indication of how to sample data for the study (Parkin & Hollingsworth, 1997). The original work (Charnes et al., 1978) raises the question of what the decision-making unit is, but in aviation-related work this problem is not manifested due to the possibility of explicit identification of individual airlines. The analysis of the functioning environment is also subject to several methodological problems (Sueyoshi & Goto, 2012):

- If a large number of firms are used in the sample, many of them can reach an effective border, which will not allow to assess their relative efficiency among themselves.
- The performance of the entire industry cannot be assessed through performance analysis. Performance can be compared against the firms in the sample.
- Analysis of the functioning environment does not allow to provide any statistical conclusions regarding the results obtained.

The problem with the data used suggests that all input and output values must be measured in the same units and have a similar order of values to ensure the significance of the results obtained. That means that the samples used for the analysis should be balanced. In addition, it is proposed to use such a number of firms in the sample, which will be several times more than the total number of input and resulting values. However, this view is contrary to the original idea of Data Envelopment Analysis, as this method was created to evaluate companies for which it is impossible to create a large sample, as well as the possibility to collect data similar in their methods of obtaining, because in such cases the use of econometric models allows to obtain a wider range of information.

Since performance environment analysis is not a parametric method of research, no statistical conclusions can be made (A. Assaf & Matawie, 2010). This is one of the main disadvantages of this methodology, since unlike econometric methods, it is not possible to draw conclusions about the impact of input values on the resulting indicators.

Researchers pay a great deal of attention to the assessment of the efficiency of air carriers, as this industry is highly competitive and low margin. Companies have to fight for every cent of profits to keep themselves afloat while respecting established traditions and, most importantly, safety standards, as airlines are always under scrutiny of supervisory bodies and ordinary residents, and every aviation incident leads to a lot of actions, which are not always 100% justified. The first studies on the efficiency of air carriers were carried out in the 1980s after the adoption of the law on deregulation of the air transport industry in the United States, which led to increased competition between air carriers, as the state stopped distributing slots and routes among airlines. Deregulation of the industry in the United States occurred simultaneously with the release of an article (Charnes et al., 1978) in which it is described how to analyze the performance environment. This methodology, despite the shortcomings, has gained great popularity among airline researchers because, unlike econometric methods, it does not require a large sample of values, which is extremely difficult for airlines to collect due to the absence of so many air carriers themselves and the large differences between them.

Previous work on the assessment of airline efficiency using DEA shall be quoted in the form of a time series, thus demonstrating its development through years. (Schefczyk, 1993) is the first paper which applies DEA for an evaluation of airline performance. In this article the basic CCR (Charnes, Cooper, Rhodes) input-oriented model is used to evaluate the efficiency of performance for 15 international airlines in 1990. The research paper of (Banker & Johnston, 1994) uses the BCC (Banker, Charnes, Cooper) input-oriented model in order to assess the efficiency of 12 main US schedule carriers for the years 1981–1985.

The CCR input-oriented model is also used by (Good et al., 1995) to assess the efficiency of 8 significant European and American airlines between 1976 and 1986. (Sengupta, 1999) is implementing a self-developed Dynamic Efficiency DEA model to assess the efficiency of international airline 14 during the years 1988-1994. (Fethi et al., 2000; Scheraga, 2004) are also implementing the CCR DEA model to assess the effectiveness of 17 European and 38 international airlines, respectively. The first study estimates the period from 1991 to 1995 and the second estimates the years 1995 and 2000, respectively. Subsequently, (Chiou & Chen, 2006) studies implement both basic DEA CCR and BCC models in an attempt to evaluate the effectiveness of one Taiwanese air carrier for different in-country routes on 2001 data. A notable feature of specific studies is the evaluation of the efficiency of both production and services using the above methodologies.

The research conducted by (Greer, 2006) is considered innovative on the grounds that the methodological approach to super-efficiency originally developed by (Gustafsson et al., 1999) is implemented together with input-oriented CCR DEA model to compare the performance of 7 American classic air carriers and 7 low-cost air carriers for the year 2005. Also significant is the Greer study (2008) combining Malmquist Index with the CCR DEA model. The goal of this paper is to assess performance changes over time for 12 major U.S. airlines between 2000 and 2004.

The BCC DEA model is used by (Barbot et al., 2008; Carlos Pestana Barros & Peypoch, 2009; Bhadra, 2009) to assess the effectiveness of 49 international, 27 European and 13 US airlines respectively. However, different studies alter in model directions. (Barbot et al., 2008) uses input-oriented models, while two other utilizes output-oriented. The (Chou et al., 2011; Hong & Zhang, 2010) studies use the input-oriented CCR model, to evaluate the effectiveness of Chinese and international air carriers, respectively. In addition, (B. Lee & Worthington, 2010) use input-oriented CCR and BCC DEA models to evaluate the performance of 53 international airlines for 2006.

In 2011, (Joe Zhu, 2011) creates a new Two-Stage Network DEA Model, which is considered a breakthrough in airline efficiency research. The model is applied for the evaluation of 21 international air carriers over the 2007-2008 time period. The abovementioned model was further developed by (Gramani, 2012), who evaluated the efficiency of major Brazilian and American air carriers between 1997 and 2006. At the same time, (Lu et al., 2012) use Two-Stage Network DEA Model to analyze the performance of the 30 largest U.S. air carriers for 2006.

Another interesting airline efficiency research methodology was proposed by (Lozano & Gutiérrez, 2014). This methodology is called Slacks-based Measure DEA, and it is used to evaluate the performance of 17 European air carriers in 2006. Work of (Yu, 2012) uses Enhanced-Russel Method (ERM) Network DEA on the same data as (Chiou & Chen, 2006), assessing performance on various Taiwan Air Carrier routes in 2001. Another model was proposed by (Carlos P Barros et al., 2013), it is named the DEA B-Convex model and is used to evaluate the efficiency of 11 U.S. air carriers in 1998-2010.

Using traditional input-oriented DEA CCR and DEA BCC models, (Merkert & Hensher, 2011; Merkert & Morrell, 2012; Merkert & Williams, 2013; Pires & Fernandes, 2012) assess the efficiency of both international and European air carriers. (A. G. Assaf & Josiassen, 2011) complement the classic output-oriented BCC DEA model with an efficiency score bootstrapping to assess the performance of 15 UK air carriers between 2002 and 2007.

(Arjomandi & Seufert, 2014) assess the performance of international airlines between 2007 and 2010, and (B. L. Lee & Worthington, 2014) perform a similar study on 2006 data, respectively, using the BCC output-oriented DEA model. (Joo & Fowler, 2014) support the aforementioned researchers using the BCC output-oriented DEA model, and makes comparisons with the results of the CCR output-oriented DEA model on data from international airlines for 2010. In addition, (W.-Y. Wu & Liao, 2014) take a rather unique approach that combines CCR and BCC DEA models with Balanced Scoreboard to assess the effectiveness of 38 international air carriers for 2012.

(Lozano & Gutiérrez, 2014) continued the study and complemented their model with a network effect, receiving the Slacks-based Network DEA model, which was used to evaluate 16 European air carriers in 2007. (Tavassoli et al., 2014) used this model to evaluate 11 Iranian air carriers on 2010 data. Further development of the model resulted in the Three-Stage Network DEA model created by (Mallikarjun, 2015). This model is used to evaluate the efficiency of 27 US airlines in 2012.

Virtual Frontier DEA is also a new methodology for assessing airline performance. The most notable works are (Cui & Li, 2015; Y. Li et al., 2015). (Cui & Li, 2015) use DEA 's "Virtual Frontier Benevolent" (VFB) Cross Efficiency to evaluate 11 international airlines between 2008 and 2012. The second work uses the "Virtual Frontier Network Slacks" (applying a three-stage production framework) methodology to assess the effectiveness of 22 international airlines over the same period.

Recently, in order to assess the effectiveness of 8 Iranian airlines over the period 2010-2012, DEA 's own methodologies have been developed using the DEA model of the two-stage dynamic network (Omrani & Soltanzadeh, 2016). The same methodological approach is also used by (W. Li et al., 2017) to assess the effectiveness of 30 international airlines in 2010. Other distinctive in-house developments are the dynamic measurement model based on the epsilon (Cui & Li, 2017b) and the dynamic production model (Cui & Li, 2017a). The first studies make it possible to assess the effectiveness of 19 international airlines for the period 2008-2014, and the second - the potential effectiveness of 29 international airlines for the period 2021-2023 using group data for the period 2008-2015.

At last, the most recent works have over and over selected the fundamental DEA models, specifically the CCR and BCC models. In respect to the previous fundamental DEA model, (Min & Joo, 2016) actualize CCR input-oriented DEA model for efficiency assessment of major U.S.-

based and worldwide carriers, whereas (Sjögren, 2016) executes output-oriented CCR DEA model for evaluating the proficiency of 41 worldwide airlines. In respect to the last mentioned fundamental DEA model, (Saranga & Nagpal, 2016) use an input-oriented BCC model to assess proficiency of Indian airlines for period 2005–2012, (Choi, 2017) uses an output-oriented BCC model for evaluating the efficiency of 14 U.S. carriers for period 2006–2015, whereas (Seufert et al., 2017) utilize an non- oriented BCC model to assess stage efficiency and efficiency of 33 worldwide carriers for period 2007–2013. Additionally, an outstanding inquire about effort is the one conducted by (Merkert & Pearson, 2015), where BCC model utilizes both enter and output orientations along with performance scores' bootstrapping, for the motive of assessing performance determinants concerning 116 international airlines for length 2011–2012.

For this work the trend for the fundamental DEA model is supported – the input-oriented BCC model is used. BCC is chosen because for different airlines there might be different return on scale, and BCC is exactly the one that works with the variable return on scale. Input oriented model is chosen in order to focus on what an airline could achieve with the resources it had.

2.3 Research design

Before going to the research, it is necessary to provide information about the data set on which the research is based. The research is complex from the perspective of different constituents that are taken into account. There is a need for clear business-model identification for each airline, as the results of different airline business-models are going to be compared. There should exist data for service quality measurement of each airline in order to make it possible to understand the level of service quality. In order to be sure about the operational performance of the airlines, there is a strong need for operational data. Last, but the least, is the long-term period of measurement to have the representative results.

Taking into consideration the aforementioned things, the following data set is formed. It includes domestic data on 10 major US airlines. The US market is taken on purpose, as the representatives of each business-model are present among the largest market representatives. It has also been the most competitive market since the early deregulation in 1979.

The period for which data is collected is from year 2005 to 2018. It is a period that is big enough in order to track the changes that air carriers have been through and to see the performance of airline companies in different circumstances on the market. Years 2005 – 2008 are characterized by the growth and recovery from 9/11 crisis and getting into the new crisis of 2008, period from

2009 to 2013 is another period of recovery and restructuring on the market as several airlines went under Chapter 11 with further mergers and acquisitions in the industry that formed three world largest airlines. The last period accounted for the study is from 2014 to 2018, when airline industry for the first time in the history became profitable, and the profits were continuously growing.

The research is based only on domestic flights data in order to be sure that the comparable things are being compared. Overall, there are 1680 data points for each of 17 different parameters that measure operational and service performance of the airlines. The next step is to describe the airlines that are included in the dataset.

As the aim of the paper is to understand the influence of service factors on operational performance, there will be two stages that will be used in order to evaluate the airline performance. However, before these two stages there was a try to conduct a service assessment on the whole dataset, but it gave no result, as the initial dataset is unbalanced. Thus, it is decided to split the study into two stages. The first one will be an operational stage which includes only variables that assess the pure operational performance of an airline. The second one will be a service stage that uses combination of operational and service factors in order to evaluate airline efficiency.

2.3.1 Stage 1. Assessment of operational performance

Stage 1 is aimed at comparing technical operational efficiency of airlines on balanced samples in order to form the new data set which includes the airlines in the exact points in time when they were operating efficiently. This new data set is called the “Champions League”. Thus, based on the “Champions League” data set it would be possible to evaluate the pure service performance of the airline without any influence from bad operational performance.

Earlier it was mentioned that the samples should be balanced in order to achieve accurate results. In order to balance the initial dataset, it is split into 3 smaller samples based on years. They are taken specifically: period from 2005 to 2008 is characterized with long-lasting recovery from 9/11, the period from 2009 to 2013 is the economic crisis and recovery from the crisis and the period from 2014 to 2018 is the golden ages when the annual growth of airline industry was high. Each of this year-based samples is also split into 2 separate: the big one and the small one. The big one includes airlines with more than 5 million available seat miles and the small one – with less than that amount.

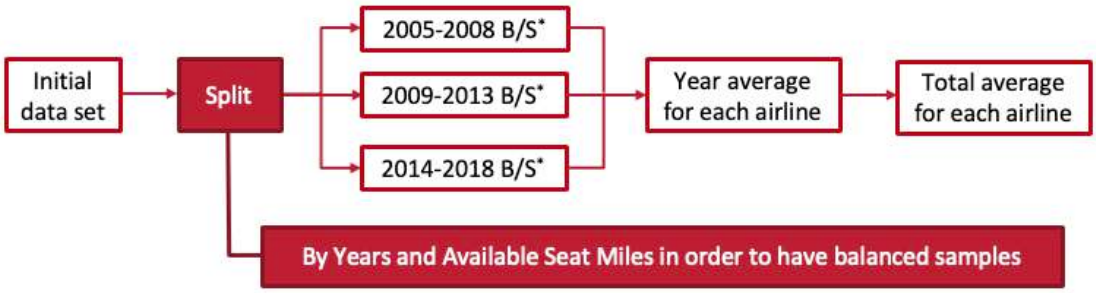

Figure 3. *Process of Stage 1. Assessment of operational performance*

After the split, the operational performance of airlines in each sample is calculated, then the year average and the total average for each airline is calculated. For understanding the operational performance, the operational parameters will be used. As the data set includes only airlines from the United States of America, the definitions of the parameters are based on the definitions of FAA – Federal Aviation Agency (FAA, n.d.).

Any Data Envelopment Analysis methodology includes inputs and outputs, so both types of parameters will be described. In order to evaluate the operational performance, we need to identify the parameters which define the operations of an airline.

The operational activity of an airline is to transport passengers from point A to point B, so we need to understand how many passengers, and on which distance the airline was able to fly (so called operational capacity or **ASM**). Also, to deliver these passengers to their final destinations an airline needs planes, workers, fuel, airport services and so on. These parameters will be described through different types of **costs** an airline has.

The results of the airline activities should be consisted from the perspective of the input parameters defined, so the result of operational performance is the number of passengers transferred and on what distance (so called **RPK**) and the operational revenue of an airline.

To be precise, the strict definitions would be given:

Inputs of the operational performance analysis:

- **ASM** [in 000's miles] – Available Seat Miles. The aircraft miles flown in each inter-airport segment multiplied by the number of seats available for revenue passenger use on that segment.

- **FOE** [in $ per ASM] – Flying Operations Expenses. Expenses incurred directly in the in-flight operation of aircraft and expenses related to the holding of aircraft and aircraft operational personnel in readiness for assignment for an in-flight status.

Outputs of the operational performance analysis:

- **RPM** [in 000's miles] – One revenue passenger transported one mile in revenue service. Revenue passenger miles are computed by summation of the products of the revenue aircraft miles on each interairport segment multiplied by the number of revenue passengers carried on that segment.
- **OpRev** [in $ per RPM] – Operating Revenues. Revenues from the performance of air transportation and related incidental services. Includes (1) transport revenue from the carriage of all classes of traffic in scheduled and nonscheduled services, and (2) nontransport revenues consisting of Federal subsidy (where applicable) and revenues for services related to air transportation.

The efficiency of each airlines is measured on [0;1] interval with 1 is being efficient and 0 is being inefficient. There might be an infinite number of values taken between the borders. The 1 means that an airline is the most efficient when compared to other airlines in the sample – it is a *relative* measure, not an *absolute* one. Also, no inference can be made about the difference between levels of operational efficiencies of airlines. For example, if airline A has the level of operational efficiency equals to 0.81, and airline F – 0.85, there is no numerical inference can be made. The only thing to conclude is that operations of airline F are slightly more efficient than operations of airline A. To give a reasoning for this difference, it is necessary to have a closer look into the slacks.

2.3.2 Stage 2. Assessment of service performance

On the stage of assessment of service performance, operational factors would be supplemented with service factors that can assess the service level of an airline. As it was mentioned previously, only objective factors are taken into account as these are the ones that can be measured by nature.

The calculations on Stage 2 are done on the "Champions League" data set that is formed based on the results of the assessment of operational performance. Criterion for the "Champions League" is the level of operational performance above 0.93 measured at Stage 1. It is important to mention that all airlines are included in the "Champions League" data set, so the comparison of performance between representatives of different business-models is possible. There would be the

same approach of balancing the samples and calculating the total average for each airline as it was for the analysis of operational performance.

Table 4. The number of data points per airline in the initial and the "Champions League" data sets

	Airline	Initial data set	The "Champions League" data set
Full-service airlines	American Airlines	168	75
	Delta Air Lines	168	141
	United Airlines	168	104
Hybrid airlines	Alaska Airlines	168	130
	Hawaiian Airlines	168	152
	JetBlue Airways	168	117
	SkyWest Airlines	168	129
Low-cost airlines	Envoy Air	168	92
	Frontier Airlines	168	101
	Southwest Airlines	168	21

Inputs of the airline performance analysis with service factors included:

- **Seat rate** [on [0; 1] scale] – the rate of seats taken in the period which is calculated as Revenue Passenger Miles divided by Available Seat Miles.
- **Scheduled** [in number] – the number or passenger flights scheduled for the period.
- **FOE** [in $ per ASM] – Flying Operations Expenses. Expenses incurred directly in the in-flight operation of aircraft and expenses related to the holding of aircraft and aircraft operational personnel in readiness for assignment for an in-flight status.
- **Maintenance** [in 000's $] – Maintenance Expense. All expenses, both direct and indirect, specifically identifiable with the repair and upkeep of property and equipment.
- **Passenger Service** [in 000's $] – Cost of activities contributing to the comfort, safety, and convenience of passengers while in flight or when flights are interrupted. Includes salaries and expenses of flight attendants and passenger food expenses.
- **Aircraft and Traffic** [in 000's $] – Aircraft and Traffic Servicing Expenses. Compensation of ground personnel, in-flight expenses for handling and protecting all non-passenger traffic including passenger baggage, and other expenses incurred on the ground to (1) protect and control the in-flight movement of the aircraft, (2) schedule and prepare aircraft operational crew for flight assignment, (3) handle and service aircraft while in line operation, and (4) service and handle traffic on the ground after

issuance of documents establishing the air carrier's responsibility to provide air transportation.

Outputs of the airline performance analysis with service factors included:

- **Ontime** [in number] – the number of reported flight operations arriving on-time.
- **Cancelled** [in number] – the number of flight cancellations by reporting marketing carrier. A "cancelled" flight is a flight that was not operated but was in the carrier's computer reservation system within 7 days of the scheduled departure.
- **Diverted** [in number] – the number of diverted flights by reporting marketing carrier. A "diverted" flight is 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.
- **AC delay** [in number] – the number of flights delayed due to air carrier issues. The cause of the delay was due to circumstances within the airline's control (e.g. maintenance or crew problems, etc.).
- **AV System** [in number] – the number of flights delayed due to National Aviation System issues. Delays attributable to the national aviation system refer to a broad set of conditions – non-extreme weather conditions, airport operations, heavy traffic volume, air traffic control, etc.
- **Late arrival** [in number] – the number of flights delayed due to late arrival of an aircraft. Previous flight with same aircraft arrived late which caused the present flight to depart late.
- **Baggage** [in number per 1000 bags] – the number of bags mishandled per 1000 enplaned.
- **Denied Boardings** [in number] – the number of passengers who voluntarily gave up their seat or were bumped involuntary on an oversold flight in exchange for compensation by reporting carrier.
- **OpRev** [in $ per RPM] – Operating Revenues. Revenues from the performance of air transportation and related incidental services. Includes (1) transport revenue from the carriage of all classes of traffic in scheduled and nonscheduled services, and (2) nontransport revenues consisting of Federal subsidy (where applicable) and revenues for services related to air transportation.

Overall, there are 7 inputs and 9 outputs in this DEA methodology analysis.

2.4 Conclusion

The Chapter 2 of this work is a logical continuance of the first Chapter. The convergence of business-models discussed in the Chapter 1 resulted in the investigation of performance of airlines on operational and service levels. In order to get deeper into this investigation, the literature review of service quality measurement is conducted, and the best methodology for the analysis is chosen.

Data Envelopment Analysis is chosen as the methodology for the research. Through the literature review it became clear that it is the most appropriate option for the analysis, and its diverse usage confirms the suitability of the methodology for the current research.

The research design of the study is described. It includes two stages. The first one is the study of operational performance of airlines. This stage considers all the parameters regarding the day-to-day operations of an airline. That helps to create the data set of efficient airlines operations – the "Champions League" data set – that is used on the next stage. Such a selection is necessary in order to understand the pure effect of service factors, through which the airline business-models differ between each other.

On the second stage the analysis of the airline operational performance with service factors included is conducted. The data set used for this analysis is the "Champions League" dataset, which was formed on the Stage 1. The Stage 2 combines operational factors with service in order to track the difference in the performance.

In the next Chapter results of the two-staged analysis will be presented and discussed in order to infer the necessary managerial implications and further research development.

CHAPTER 3. EMPIRICAL STUDY OF US AIR CARRIERS IN 2005-2018

In the previous chapter main features and differences between airline business-models were discussed. Then the information about airline services, service quality and service quality measurement were introduced. The best methodology for the needs of the research was found and described as well as the research design. Also, the description of empirical data used for the research was introduced. In this chapter, we would dive deeper into the data set. The main part of the chapter is dedicated to the results of the work.

3.1 The object of the study and empirical data

To remind, the data set includes data on 10 major US airlines from year 2005 to 2018. The research is based only on domestic flights data in order to be sure that the comparable things are being compared. Overall, there are 1680 data points for each of 17 different parameters that measure operational and service performance of the airlines. The next step is to describe the airlines that are included in the dataset. The airlines mentioned in the data set are the subject of the study.

Full-service airlines

Delta Air Lines, Inc., also known as simply Delta (ICAO: **DAL**), is an American airline headquartered in Atlanta, Georgia. (Federal Aviation Administration, n.d.-b) One of the four founding companies of SkyTeam alliance. (Delta Air Lines, 2019) Delta Air Lines is ranked second among the world 's largest airlines by number of scheduled passengers carried, revenue passer-kilometers flood, and fleet size, its route network covers countries in North America, South America, Europe, Asia, Africa, the Middle East and the Caribbean. In 2009, Delta opened flights to Australia (between Los Angeles and Sydney), giving it the status of the only American carrier linking all continents of the world except Antarctica. Delta, with its subsidiaries, flies to more than 325 destinations in 52 countries on five continents, being the world 's largest air carrier on routes across the Atlantic Ocean.

The main hub of the airline is located at Hartsfield-Jackson International Airport (Atlanta, Georgia), which in recent years has been ranked first in the world in terms of annual passenger turnover and number of take-off-landing operations. The company's main hubs are also Cincinnati/Northern Kentucky International Airport, John F. Kennedy International Airport in New York City, and Salt Lake City International Airport. On October 29, 2008, Delta acquired a

100% stake in another U.S. airline, Northwest Airlines. After lengthy procedures to merge and re-form company routes tentatively by early 2010, Delta became the world 's largest commercial air carrier. It lost that status in 2013 when American Airlines made a merger with US Airways.

American Airlines, Inc., also known as American (ICAO Code: **AAL**), is an American airline headquartered in Fort Worth, Texas. (Federal Aviation Administration, n.d.-a) It is the largest airline in the world in terms of total passenger-kilometers, passenger fleet size, income, passenger traffic and number of destinations served. American, along with its regional partners, has an extensive international and domestic route network and operates an average of more than 6,200 flights per day to 356 destinations in more than 50 countries. (American Airlines, 2020) American Airlines is a founding member of the Oneworld Alliance, the third largest aviation alliance in the world and coordinates fares, services and schedules with alliance partners British Airways, Iberia and Finnair in the transatlantic transportation market and with Cathay Pacific and Japan Airlines across the other side of the Pacific Ocean. Regional flights are operated by a subsidiary carrier under the name of American Eagle. (The Associated Press, 2012)

The ten hubs of the company are located at Dallas/Fort Worth, Charlotte/Douglas, Chicago/O 'Hara, Philadelphia, Miami, Phoenix/Skye Harbor, Washington/National, Los Angeles, New York/Kennedy and New York/La Guardia airports. American operates its main maintenance base at Tulsa International Airport in addition to the service bases located in its hubs. Dallas/Fort Worth International Airport is American Airlines largest passenger hub, serving 51.1 million passengers per year, averaging 140,000 passengers per day. The company, as of 2019, employs around than 130,000 people. (Bloomberg, 2019)

United Airlines, Inc., also known as United (ICAO Code: **UAL**), is an American airline headquartered in Chicago, Illinois. It is the third airline in the world in terms of the total number of passenger-kilometers, the size of the passenger fleet, income, passenger traffic and the number of destinations served. (Forbes, 2017) In its current state the company formed in 2010 after its merger with Continental Airlines, and since then it has been operating under the AOC of Continental. Regional flights in the United States are operated under the brand United Express. The company flies to 238 domestic and 118 international destinations in 48 countries worldwide. (USA Today, 2017)

United Airlines is a founding member of the Star Alliance, the second largest aviation alliance in the world, which includes carriers such as Lufthansa Group, Singapore Airlines, Thai Airways and many others. United is the largest U.S. air carrier on flights to China and operates extensively in

the Asian region with the help of alliance partners. The airlines eight hubs are located at Chicago/O'Hara, Denver, Guam, Houston/Intercontinental, Los Angeles, Newark, San Francisco and Washington/Dulles airports.

Hybrid airlines

JetBlue Airways, styled as jetBlue (ICAO code: **JBU**), is a young US hybrid air carrier. It was founded in 1999 at Queens district of New York with New York/John F. Kennedy as its home base and Fort Lauderdale/Hollywood as hub. The airline mainly operates in the United States, Caribbean and Mexico, as well as the Bahamas and Bermuda. jetBlue serves more than 100 destinations with an average of 925 daily flights in various states and countries in the Americas. (JetBlue Airways, n.d.) The company is not part of any of the aviation alliances, however, it has codeshare agreements with 21 carriers from Star Alliance, Oneworld and SkyTeam and also with unaffiliated members. (Victoria Klesty & Terje Solsvik, 2019)

Alaska Airlines, also known as Alaska (ICAO: **ASA**) is a major airline with the headquarters at Seattle, Washington and its main airports of Seattle/Tacoma and Anchorage. Hubs are located at Los Angeles and Portland airports. Alaska Airlines has historically become the largest air carrier of the west coast of the United States and the state of Alaska with a strong route network in Seattle, Portland, the San Francisco Bay Area, and the Greater Los Angeles Area, with the airline operating in all major airports in each of the nine agglomeration areas in the latter two areas.(Alaska Airlines, 2020) Alaska Airlines is not part of any of the airline alliances but has partnership agreements with a number of airlines from the three major airline alliances. Conditions of the loyalty program Mileage Plan of Alaska Airlines extend to flights of Delta Air Lines, Korean Air, Air France/KLM of alliance SkyTeam, American Airlines, British Airways, Cathay Pacific and Qantas of alliance Oneworld and others. (CNBC & Leslie Josephs, 2020) Alaska Airlines has also operated in a partnership agreement with Continental Airlines until its withdrawal from the alliance SkyTeam. In 2018 Alaska has acquired another hybrid airline – Virgin America. (FlightGlobal, 2017)

Hawaiian Airlines, widely known as Hawaiian (ICAO Code: **HAL**), is the flag carrier and the largest airline in the U.S. state of Hawaii. It is the tenth-largest commercial airline in the US, and is based in Honolulu, Hawaii. The airline operates its main hub at Daniel K. Inouye International Airport on the island of Oʻahu and a secondary hub out of Kahului Airport on the island of Maui. (Hawaiian Airlines, 2012) The airline also maintained a crew base at Los Angeles International Airport. Hawaiian Airlines operates flights to Asia, American Samoa, Australia, French Polynesia, Hawaii, New Zealand, and the United States mainland. Hawaiian is the oldest US carrier that has

never had a fatal accident or a hull loss throughout its history, and frequently tops the on-time carrier list in the United States, as well as the fewest cancellations, oversales, and baggage handling issues. (Hawaiaan Airlines, 2020)

SkyWest Airlines, widely known as SkyWest (ICAO Code: **SKW**), is a North American regional airline headquartered in St. George, Utah. It primarily serves major air carriers via contracts with Alaska Airlines (as Alaska SkyWest), American Airlines (as American Eagle), Delta Air Lines (as Delta Connection), and United Airlines (as United Express). SkyWest is primarily paid to operate and maintain aircraft used on flights that are scheduled, marketed, and priced by a partner mainline airline. (The Associated Press, 2012) In all, it is the largest regional airline in North America when measured by fleet size, number of passengers carried, and number of destinations served between all the airlines it contracts with. SkyWest operates an average of more than 2,400 flights per day to 250 cities in the United States, Canada, Mexico with an extensive network of routes largely set up to connect passengers between smaller airports and the large hubs of its partner airlines. (SkyWest Airlines, 2020)

Under various contracts, the company operates an average of 1,050 flights per day as Delta Connection on behalf of Delta Air Lines, 900 flights per day as United Express on behalf of United Airlines, 370 flights per day as American Eagle on behalf of American Airlines, and 160 flights per day as Alaska SkyWest in partnership with Alaska Airlines. The vast majority of SkyWest's contracts are fixed fee, with partner airlines paying a set amount for each flight operated, regardless of the number of passengers carried. The remaining 7% of flights are operated under a pro-rate contract, with SkyWest assuming all costs, setting fares, retaining all revenue from non-connecting passengers, and splitting the fares of connecting passengers on a pro-rated basis with the partner airline. SkyWest currently operates on a pro-rate basis on 68 routes across 10 hubs through agreements with American Airlines, Delta Air Lines, and United Airlines. (SkyWest Airlines, 2017)

Low-cost airlines

Southwest Airlines, commonly known as Southwest (ICAO Code: **SWA**) is the US low-cost airline headquartered at Dallas, Texas. It is the pioneer of low-cost air travel, founded in 1971, and Ryanair, the well-known European low-coster, has copycatted the business-model from Southwest. Southwest Airline operates the largest unified fleet with more than 700 Boeing-737s in -700, -800, MAX-7 and MAX-8 modifications. The main airport of the airline is Dallas/Love

Field. Southwest operates more than 4000 daily flights across 103 destinations. (Southwest Airlines, 2020)

Envoy Air Inc., previously known as American Eagle Airline (ICAO Code: **ENV**), s an air carrier headquartered in Irving, Texas. It is a wholly owned subsidiary of American Airlines Group that, along with several carriers outside the group, feeds the American Airlines route network under the American Eagle brand. (American Airlines, 2007) With over 1000 flights a day, serving 150 cities across the United States, Canada, Mexico and the Caribbean, Envoy is considered to be one of the world's largest regional airline systems. Envoy is an affiliate member of the Oneworld airline alliance. (Flight International, 2007)

Frontier Airlines, widely known as Frontier (ICAO Code: **FFT**) is an American ultra-low-cost carrier headquartered in Denver, Colorado. The eighth-largest commercial airline in the US, Frontier Airlines operates flights to over 100 destinations throughout the United States and 30 international destinations and employs more than 3,000 air-travel professionals. (Frontier Airlines, 2020) The carrier is a subsidiary and operating brand of Indigo Partners, LLC, and maintains a hub at Denver International Airport with numerous focus cities across the US. In August 2018, Frontier began a codeshare agreement with Mexican low-cost carrier Volaris. (Janeen Christoff, 2018)

3.2 Results of the operational performance analysis

Operational performance analysis is used in order to understand the pure operational efficiency of an airline, to assess how it performs its main duty – moving passengers from point A to point B. The full description of this DEA BCC input-oriented model was given at Chapter 2, so now there will be shortly mentioned the input and output variables only.

Table 5. Inputs and outputs of the operational performance analysis

Inputs	**Outputs**
Available Seat Miles (ASM)	Revenue Passenger Miles (RPM)
Flying Operations Expenses (FOE)	Operating Revenues

To get the results of the analysis the data set, as it is previously mentioned, is split into three parts based on the years 2005-2008, 2009-2013 and 2014-2018. However, this split is not enough, as that way the samples are biased to the size of the airlines. One of the drawbacks of Data Envelopment Analysis is that comparison of big and large companies will lead to the biased result, as, simply said, DEA is a fraction, so the smaller the denominator, the easier to have a fraction closer to 1. To get rid of this bias each year-related data set was split into 2 according to the number

of available seat miles. In the "big" sample American Airlines, Delta Air Lines, United Airlines and Southwest Airlines were included. In the "small" one – all the others: Alaska, Frontier, Hawaiian, JetBlue, SkyWest and Envoy.

For each of the samples the result – operational efficiency of each airline in each month – was calculated, and all the results are merged into the pivot table with simple average calculated for every year and all the periods in total. The efficiency of each airlines is measured on [0;1] interval with 1 is being efficient and 0 is being inefficient. There might be an infinite number of values taken between the borders. The 1 means that an airline is the most efficient when compared to other airlines in the sample – it is a *relative* measure, not an *absolute* one. Also, no inference can be made about the difference between levels of operational efficiencies of airlines. For example, if airline A has the level of operational efficiency equals to 0.81, and airline F – 0.85, there is no numerical inference can be made. The only thing to conclude is that operations of airline F are slightly more efficient than operations of airline A. To give a reasoning for this difference, it is necessary to have a closer look into the slacks.

Table 6. Operational performance analysis results

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	**Score**
AAL	0,941	0,959	0,962	0,995	0,817	0,832	0,859	0,882	0,895	0,884	0,898	0,926	0,964	0,998	**0,915**
ASA	0,895	0,902	0,993	0,931	0,947	0,935	0,963	0,985	0,974	0,982	0,969	0,964	0,982	0,979	**0,957**
DAL	0,903	0,927	0,961	0,998	0,990	0,929	0,959	0,987	0,993	0,993	0,970	0,963	0,994	0,985	**0,968**
ENV	0,905	0,910	0,927	0,980	0,990	0,995	0,990	0,925	0,995	0,922	0,96	0,934	0,976	0,988	**0,957**
FFT	0,884	0,887	0,881	0,919	0,875	0,906	0,956	0,963	0,989	0,976	0,940	0,952	0,952	0,948	**0,931**
HAL	0,982	0,964	0,966	0,952	0,975	0,979	0,990	0,992	0,983	0,968	0,937	0,968	0,996	0,995	**0,975**
JBU	0,937	0,924	0,917	0,932	0,902	0,921	0,939	0,955	0,962	0,973	0,980	0,971	0,978	0,983	**0,948**
SKW	0,994	0,951	0,912	0,921	0,920	0,940	0,954	0,964	0,960	0,968	0,953	0,950	0,967	0,969	**0,952**
SWA	0,783	0,814	0,822	0,844	0,769	0,810	0,852	0,916	0,919	0,819	0,851	0,875	0,890	0,908	**0,848**
UAL	0,909	0,929	0,984	0,988	0,882	0,921	0,993	0,997	0,976	0,935	0,923	0,910	0,920	0,985	**0,947**

In the Table 3 the results of operational performance analysis are shown. From the first glance it seems like, overall, the results of operational performance of the airlines seems quite close to each other with scores around 0.9. However, it is important not to let these numbers to five a wrong impression. The numbers are close to 1 and to each other because of the high competitiveness of airline industry. Low marginality of an airline industry lead to the high level of competition in the industry, so airlines should be close to each other. If there is an airline with significantly lower results of operational efficiency, it might soon go bankrupt. Thus, even small differences between operational performance of airlines makes sense, and it is necessary to take these differences into account.

Table 7. Operational performance analysis results – business-model comparison

	Airline	Score
Full-service airlines	Delta Air Lines	0,968
	United Airlines	0,947
	American Airlines	0,915
Hybrid airlines	Hawaiian Airlines	0,975
	Alaska Airlines	0,957
	SkyWest Airlines	0,952
	JetBlue Airways	0,948
Low-cost airlines	Envoy air	0,957
	Frontier Airlines	0,931
	Southwest Airlines	0,848

At first, it is necessary to point out that operational performance results can really describe the situation as it is. At Figure 3 AAL graph shows that operational results epitomize the situation with the company. There is a huge drop of operational efficiency from 2008 to 2009, what is explained by the MD-80 case and the economic crisis. After that the company started to increase its operational efficiency with slight decrease after the merger with US Airways.

Another interesting point to mention is during crisis in 2009 the airlines that suffered the least were hybrid airlines. This is explained by the mix of operations these airlines have. They are not focused on one type of routes, and that made them operate efficiently. Full-service airlines are focused on international routes, and during crisis these routes are affected a lot as less people are travelling abroad what makes full-service airlines operating inefficiently. At the same time, low-cost airlines also had a significant drop despite the fact that they do not have long-haul flights. Their problem is that they mostly serve the airports that are regional or less comfortable in big cities. These airports are mostly used by tourists, so low-cost airlines are affected during the crisis as well.

Looking at Figure 4 and comparing the average results for different types of airline there are several catchy things to mention. The first one is that, on average, hybrid airlines have higher and less disperse results than low-cost and full-service airlines. According to the results, the difference between the highest and the lowest result of hybrid airlines is 0.027 (the difference between Hawaiian Airlines and JetBlue Airways). At the same time, for full-service airlines the difference is 0.053 (the difference between Delta Air Lines and American Airlines), and for low-cost airlines it is 0.109 (the difference between Envoy Air and Southwest Airlines). That goes in line with abovementioned – if there is any problematic situation happening, the hybrid airline, due to its balanced approach, can stay at the stable position, yet this stable position is very fragile. Still, low-cost airlines and full-service airlines can recover quite fast after the drawbacks.

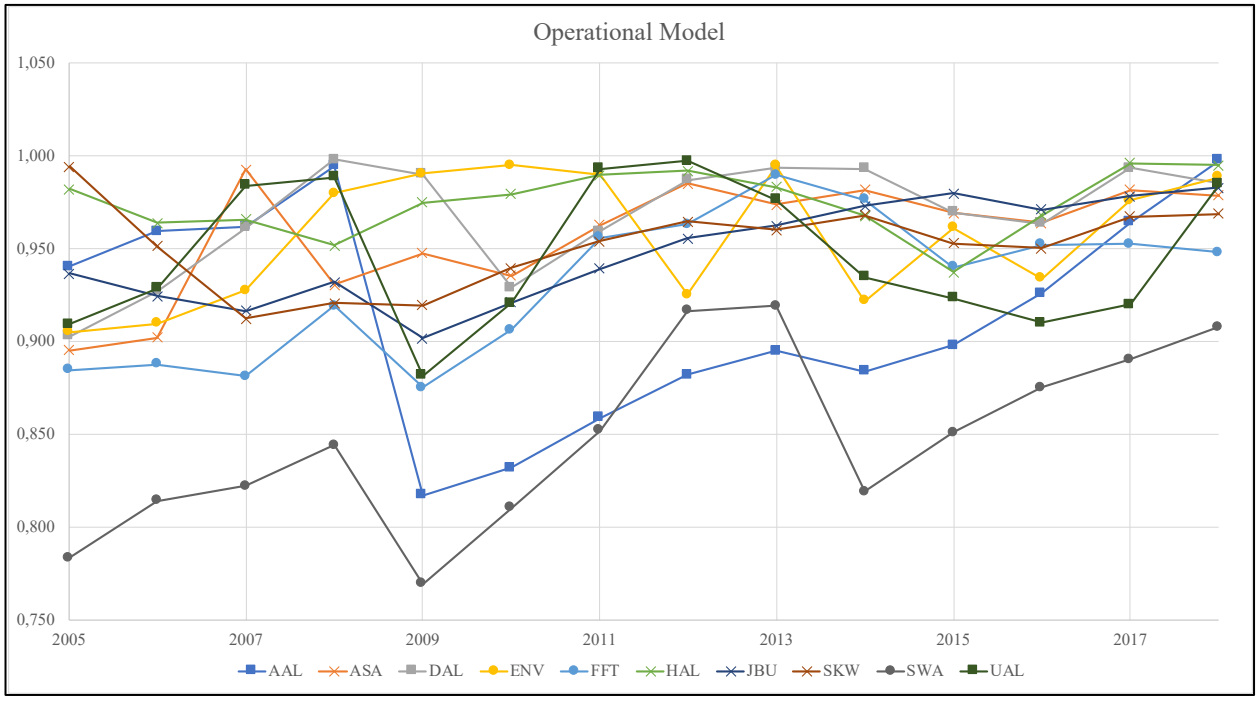

Figure 4. *Operational performance analysis results*

The second thing to mention is the low operational result of Southwest Airlines, the pioneer of the low-cost business-models, the largest airline with unified fleet. It seems quite surprising, as from the common sense, this airline should have one of the highest operational results. The reason, that it does not, lies underneath the cost structure and seat occupancy rate. There is a high level of fixed costs for any airline, and everyone knows how to deal with this. The problem for Southwest comes from the destinations it flies to – there are a lot of small US cities at their network, and the occupancy rate on the flights to such destinations is low, but the same large Boeing 737 is being utilized, what gave an occupancy rate significantly lower than 80% until 2011 with network optimization followed and occupancy rate increased to around 83%. In 2014 the rebranding process increased the maintenance costs of the airline, and it needed several years to recover.

Overall, operational performance of US airlines in the period from 2005 to 2018 stays on the high level with different drawbacks for several airlines caused by crisis situations, bankruptcies or mergers and acquisitions. However, at some points of time one airlines were performing better, at some other – different. In order to evaluate the influence of scope of services, only the best performing airlines would be taken into account. Thus, the impact of bad operational performance can be reduced, and the impact of service can be clearly seen. Therefore, out of 1620 data points used for the operational performance analysis, only 1062 will be used for the assessment of service performance – the "Champions League" dataset. The selection is done with the rule, that all airlines with efficiency score higher than 0.93 are taken into account.

3.3 Results of the operational performance analysis with service factors included

In order to get the better understanding about influence of service factors on operational performance of airlines with different business-models the data points with best operational performance are chosen. The rule for selection is that all data points with operational performance higher than 0.93 are taken into account. In Table 5 you can see the distribution of data points among airlines.

Table 8. Distribution of data points among airlines for service performance analysis

Airline	Data points
Alaska Airlines	130
American Airlines	75
Delta Air Lines	141
Envoy Air	92
Frontier Airlines	101
Hawaiian Airlines	152
JetBlue Airways	117
SkyWest Airlines	129
Southwest Airlines	21
United Airlines	104

The distribution is different among airlines; thus, Hawaiian has 152 data point and, at the same, Southwest has only 21, however, it is not a problem for the research due to the methodology used. Data Envelopment Analysis gives a comparative result, so the number of data points for exact airline does not affect its efficiency score. Still, it is interesting to track the distribution of data points for the airline service performance analysis among business-models.

Table 9. Distribution of data points among business-models for service performance analysis

Business-model	Data points
Full-service	320
Hybrid	528
Low-cost	214

For the airline service performance, the distribution of data points among business-models is shown at Table 6. There largest number of data points are present for Hybrid business-model as this is the largest type of airlines in the sample. Hybrid airlines are followed by Full-service and Low-cost ones. Despite the number of data points for the last two ones is significantly lower than for the first one, the number of data point is still enough to draw conclusions from them, as the scores are comparative ones, and the sample is big enough.

With the data points used for the airline service performance evaluation identified, there is a need to remind about the model that is going to be used in order to evaluate the service performance of airlines. It is an extension of the operational performance, that includes several additional parameters which measures the service quality of an airline. In the Table 10 the inputs and outputs of the airline service performance research are mentioned. The full description of each parameter is given in Chapter 2 of the work.

Table 10. Inputs and outputs of the *service model*

Inputs	**Outputs**
Seat rate	Ontime flights
Number of flights scheduled	Cancelled flights
Flying Operations Expenses (FOE)	Diverted flights
Maintenance Expenses	Air carrier delayed flights
Passenger Service Expenses	National Aviation System delayed flights
Aircraft and Traffic Servicing Expenses	Flights delayed due to later arrival of a/c
	Mishandled luggage
	Denied boardings
	Operating Revenues

Looking through the results of the *service model* the first thing to mention is that the results are very high with the lowest average score of 0.974 for Envoy. The high results of the airlines are the inherent conclusion from the high degree of rivalry in the industry. However, high results can only allow to say, that the service quality of airlines in the period of good operational performance is also high. Yet it is not the most interesting result to observe. What is more interesting to see is the way the scope of service influences the operational performance of airlines. For this matter, the *operational model* is calculated one more time on the same sample as the service model. In Table 8 the results for the *service model* and the *operational model* based in the service model sample are mentioned. The main interest is to compare the scores between operational and service models.

To start with the evaluation of full-service airlines, it is worth noticing that full-service airlines has the smallest and sometimes even negative impact from the scope of services: American has only a difference of 0.006, United has even a smaller – 0.003 when Delta has even a lower service model score, which is lower than operational one by 0.003. That is quite a surprising result, as full-service carriers are the once which supposed to have the biggest impact. However, there is a very important thing to mention – service might lead not to the positive, but to the negative results as well.

Table 11. Service performance analysis results – business-model comparison

	Airline	The "Champions League" service score	The "Champions League" operational score	Initial operational performance score
Full-service	American Airlines	0,984	0,978	0.941
	United Airlines	0,984	0,981	0.948
	Delta Air Lines	0,978	0,981	0.970
Hybrid	Hawaiian Airlines	0,999	0,981	0.976
	JetBlue Airways	0,999	0,972	0,956
	Alaska Airlines	0,996	0,977	0,962
	SkyWest Airlines	0,977	0,968	0,955
Low-cost	Frontier Airlines	0,994	0,968	0.949
	Southwest Airlines	0,985	0,967	0.934
	Envoy Air	0,974	0,983	0.962

For example, most of the full-service carriers allow checked-in luggage for all tariffs for both short- and long-haul flights. That means an airline should have more registration desk or there will be longer queues for registration as people would need to check-in their luggage – not so many people still use drop-offs. Additional queues for the registration increase the chance that a person gets late on a plane, and the plane will wait for the person, because finding its luggage takes even more time. Additional wait on the stand might and most probably will lead to a longer delay, as full-service airline usually flies to the busiest airports, and there are special slots for take-off. If a plane misses this slot, it should wait for another free one, what might take up to several hours, and it decreases the aircraft utility late and increases the money spent for aircraft standing on the ground, so airline earns less and spends more even with only one passenger being late. According to the statistics, that happens more often with full-service airlines, at this affects their service quality performance.

Hybrid airlines are the ones which show the best service quality performance. Hawaiian and JetBlue have scores close to 1, Alaska is also there with 0.996, and only SkyWest trails a bit with 0.977. At the same time, difference with operational model score is quite high – form 0.027 for JetBlue to 0.009 for SkyWest meaning that from the service perspective hybrid airlines are positioned better than full-service air carries. Hybrid airlines do not usually provide a lot of options – the most necessary ones – so they do not need to spend money on options that are only for status as full-service airlines do. At the same time, they offer more sophisticated services than low-cost airlines.

Coming to low-cost airlines, it can be observed, that operational model based on service model sample has the lowest scores among all business-models. However, when it comes to the results of the service model, they are, on average, similar to full-service ones with some airlines having significant positive impact of services and some others have a negative one. For example, Frontier has the difference of 0.026, Southwest has a smaller difference of 0.018 and Envoy has the negative difference of 0.009.

CONCLUSION

Summary of the findings

The research consists of two models – operational and service. The first one gives an understanding of pure operational performance of an airline and consists of operational performance indicators only.

The aggregated result of this model has been estimated from monthly data on air passengers' conveyance and produced monthly performance score for each company. An average performance of airline for 168 months was then calculated. It gives a broad understanding of relative positioning of each airline to its competitors. The best performance is shown by Hawaiian Airlines with 0.975 and the worst one is from Southwest Airlines of 0.848. Comparing business-models, it is worth mentioning that highest average scores are present by hybrid airlines as they are keeping their fragile balance. Following hybrid airlines, there are full-service airlines which surprisingly have higher operational performance score than low-cost airlines. This happens on the US market due to network structure of low-cost airlines and country specificity.

Yearly data gives us the understanding about the changes of operational performance of airlines from year to year and it reflects how airlines have sustained the crisis, bankruptcies or mergers. That is very easy to follow through the crisis of 2009, the recovery from it and then the new years of intensive rivalry in mid 2010-s. Tis opportunity to track the changes gives a room of thoughts to be taken into account as the airline is the one which knows what were the changes and how they changed the positioning to other airlines.

Based on the results of operational model, the data point for the service model were selected with score higher than 0.93. This selection is done in order to select the airlines and the periods, in which service factors are not affected by the low operational performance of an airline.

The results of the service model give an understanding of influence of service factors on operational performance and it varies for different business-models. For hybrid airlines the influence is the highest as they are the one which provide some extras, but still widely used ones. These extras give a significant boost, especially if we compare to other business-models, but there might be another side as if something goes wrong, a hybrid airline will have big problems like Air Berlin had. The company started to shift to full-service model on its long-haul services, and it

made the airline go bankrupt. Experts' opinion on the airline business-models convergence is confirmed by the results of operational efficiency estimations for each airline business-model.

For full-service and low-cost airlines, the influence is lower, and, there are some examples of negative influence among these types of airlines. The thing is that for these business-models level of expectation has been formed many years ago, and deviations from them can be met unpleasantly by the customers. Well-established business-models are less affected by the service quality.

Another important thing to mention is the dataset collected – it includes vast amount of data that can be used for further research as well as for the teaching purposes on Operational Efficiency, Advanced Methods of Research and Analysis and other courses. This large data set gave an incentive to split it, as it is impossible to draw any conclusion when analyzing the data set as whole. The companies and the periods are different, what misleads to incorrect interpretation and false conclusions.

Managerial implication

For the airline industry this research shows the sharp competition between different airline companies. Being a capital-intensive business, an airline should always be aware about the relative positioning of itself to other companies within the industry, as any mistake can rapidly bring the business down. This study provides *a tool* that can be used by airline management in order to understand its level of performance in comparison with its main competitors and to see the effects of different services being introduced.

Airline companies can evaluate the effect of the introduction of new services on the operational performance of the company. Thus, hybrid airlines are affected the most by the introduction of services. For now, it is mostly positive, however, it might become negative one day, and an airline can become the second Air Berlin. For full-service and low-cost carriers the influence is not that strong, so it is good from the perspective that it cannot destabilize an airline easily, but it increases an effort that an airline of one of this types should put into development in order to make the service a success. This additional information can give airline managers a room for maneuver and create better decisions.

For a particular airline this type of research brings an information about its historical development and reaction of the business to different innovations. Having an ability to compare monthly, yearly and overall data, an airline can see the influence of exact change of its service to its business and positioning.

For example, an airline introduces self-drop service for the check-in luggage. After the month it sees that the level of mishandled luggage has increased, because passenger do not always put all the necessary stickers correctly on the piece of luggage. Analysis for this perspective might lead to the suspension of this service, as it leads to the increased number of mishandled luggage which leads to a higher complexity of customer service, thus increased costs.

However, this research gives a more complex overview. The analysis provides management of the company valuable information about tuning the service for passengers. For example, the new self-drop service decreased the average tarmac delay time for an aircraft and the costs for the "aircraft on the ground". This decrease is more significant than the increase of complexity for customer service, so it is better to keep the self-drop service and create the better instructions for passengers. That's what happened with Delta back in August and September 2011, and since than the company develops its baggage tracing technologies with RFID bag tags (Delta Air Lines, 2016) and face recognition drop-off. (Delta Air Lines, 2017)

Theoretical contribution

This research is the first bridge between three big fields of research: operational performance of the airlines, airline business models airline service quality. With airline business-model convergence, the merge of these three topics became inevitable – nowadays it is impossible to create the competitive advantage for an airline just from one perspective, it must be a complex one. There is a new model invented that can assess both service and operational performance what opens a room for further research with the same model and model development.

Bringing three of these research fields together opens a new one, that seems very promising. The complex research analysis would give new insights about the airline performance and would create a new level of understanding of this business which need a constant thorough analysis.

Limitations and directions for further research

Despite the fact that the methodology used for this paper corresponds to the research aim, there are still several limitations that should be taken into account. The first one is the US-based set, so the study considers only the US-market.

Another one refers to the variables used. Only objective factors were included in the model in order to get more precise results. Unfortunately, there still quite a large number of subjective

factors that are better to be included in the model, however, for now they are not, as they require sophisticated analysis of thousands of passenger reviews.

As this thesis is the first work that has merged two big topics on the aviation management research field – operational performance and service quality – there is a room for further researches in this field. Apart from US, the same researches can be conducted for other aviation markets: EU, China, Russia, Asia, South America, Africa, and there would be interesting to see the influence there. Another group of research can be conducted for international routes, because the rivalry there is different, and there are not so many non-full-service airlines, so there is a very interesting piece of information to obtain.

To get further into the existing research, the deep analysis of slacks with can be conducted in order to receive a better understanding about the influence of the changes in quality and operational specifics of an airline on its relative positioning to its rivalries. In addition, the next step is to include the subjective service factors in order to paint even more precise picture of the airline industry on the particular market.

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Appendices

Appendix 1. Abbreviations used in the text and Appendix 1

- Year (Appendix 2) – the year of the observation.
- M (Appendix 2) – the month of the observation.
- Code (Appendix 2) – the ICAO code of the airline that is observed.
- asm (Appendix 2) – Available Seat Miles. The aircraft miles flown in each inter-airport segment multiplied by the number of seats available for revenue passenger use on that segment.
- airp (Appendix 2) – the number of airports the airline has scheduled flights to/from in the observed period.
- scheduled (Appendix 2) – the number of passenger flights scheduled in the observed period.
- foe (Appendix 2) – Flying Operations Expenses. Expenses incurred directly in the in-flight operation of aircraft and expenses related to the holding of aircraft and aircraft operational personnel in readiness for assignment for an in-flight status.
- maint (Appendix 2) – Maintenance Expense. All expenses, both direct and indirect, specifically identifiable with the repair and upkeep of property and equipment.
- pass service (Appendix 2) – Cost of activities contributing to the comfort, safety, and convenience of passengers while in flight or when flights are interrupted. Includes salaries and expenses of flight attendants and passenger food expenses.
- aircr and traf (Appendix 2) – Aircraft and Traffic Servicing Expenses. Compensation of ground personnel, in-flight expenses for handling and protecting all non-passenger traffic including passenger baggage, and other expenses incurred on the ground to (1) protect and control the in-flight movement of the aircraft, (2) schedule and prepare aircraft operational crew for flight assignment, (3) handle and service aircraft while in line operation, and (4) service and handle traffic on the ground after issuance of documents establishing the air carrier's responsibility to provide air transportation.
- rpm (Appendix 2) – One revenue passenger transported one mile in revenue service. Revenue passenger miles are computed by summation of the products of the revenue aircraft miles on each interairport segment multiplied by the number of revenue passengers carried on that segment.
- ontime (Appendix 2) – the number of reported flight operations arriving on-time.

- canc (Appendix 2) – the number of flight cancellations by reporting marketing carrier. A “cancelled” flight is a flight that was not operated but was in the carrier's computer reservation system within 7 days of the scheduled departure.
- diverted (Appendix 2) – the number of diverted flights by reporting marketing carrier. A "diverted" flight is 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.
- ac delay (Appendix 2) – the number of flights delayed due to air carrier issues. The cause of the delay was due to circumstances within the airline's control (e.g. maintenance or crew problems, etc.).
- weather (Appendix 2) – the number of flights delayed due weather issues.
- av system (Appendix 2) - the number of flights delayed due to National Aviation System issues. Delays attributable to the national aviation system refer to a broad set of conditions - non-extreme weather conditions, airport operations, heavy traffic volume, air traffic control, etc.
- security (Appendix 2) – the number of flights delayed due to security issues.
- late arrival (Appendix 2) Late arrival [in number] - the number of flights delayed due to late arrival of an aircraft. Previous flight with same aircraft arrived late which caused the present flight to depart late.
- baggage (Appendix 2) – the number of bags mishandled per 1000 enplaned.
- vdb (Appendix 2) – the number of passengers who voluntarily gave up their seat on an oversold flight in exchange for compensation by reporting carrier.
- ivdb (Appendix 2) – the number of passengers who were bumped involuntary on an oversold flight in exchange for compensation by reporting carrier.
- oprev (Appendix 2) – Operating Revenues. Revenues from the performance of air transportation and related incidental services. Includes (1) transport revenue from the carriage of all classes of traffic in scheduled and nonscheduled services, and (2) nontransport revenues consisting of Federal subsidy (where applicable) and revenues for services related to air transportation.

    - **Ontime** [in number] – the number of reported flight operations arriving on-time.
    - **Cancelled** [in number] – the number of flight cancellations by reporting marketing carrier. A “cancelled” flight is a flight that was not operated but was in the carrier's computer reservation system within 7 days of the scheduled departure.

- **Diverted** [in number] – the number of diverted flights by reporting marketing carrier. A “diverted” flight is 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.
- **AC delay** [in number] – the number of flights delayed due to air carrier issues. The cause of the delay was due to circumstances within the airline’s control (e.g. maintenance or crew problems, etc.).
- **AV System** [in number] – the number of flights delayed due to National Aviation System issues. Delays attributable to the national aviation system refer to a broad set of conditions – non-extreme weather conditions, airport operations, heavy traffic volume, air traffic control, etc.
- **Late arrival** [in number] – the number of flights delayed due to late arrival of an aircraft. Previous flight with same aircraft arrived late which caused the present flight to depart late.
- **Baggage** [in number per 1000 bags] – the number of bags mishandled per 1000 enplaned.
- **Denied Boardings** [in number] – the number of passengers who voluntarily gave up their seat or were bumped involuntary on an oversold flight in exchange for compensation by reporting carrier.

Appendix 2. The initial data set

Year	M	Code	asm	airp	scheduled	foe	maint	pass service	aircr and traf	rpm	ontime	canc	diverted	ac delay	weather	av system	security	late arrival	baggage	vdb	ivdb	oprev
2005	1	AAL	9 283 530	84	57 700	0,0497	115 708	98 429	182 546	6809753	40152	2228	219	3482	1524	6136	24	3935	7,4598	6062	507	0,1500
2005	1	ASA	1 502 753	45	13 154	0,0570	17 702	14 756	35 691	1018764	9345	398	88	1172	77	768	20	1286	3,4872	2157	176	0,1550
2005	1	DAL	8 053 243	108	57 931	0,0477	72 475	80 697	148 089	5810566	42497	3316	102	3044	321	5859	5	2787	9,1785	6168	730	0,1675
2005	1	ENV	726 158	104	43 009	0,0866	14 724	3 281	20 987	449303	28302	3152	113	2524	537	4443	3	3935	12,9607	230	14	0,2920
2005	1	FFT	670 111	37	6 014	0,0580	5 713	3 332	10 862	471876	4554	58	26	441	71	339	9	516	3,1799	146	31	0,1579
2005	1	HAL	551 817	13	3 928	0,0579	6 186	6 044	7 683	468927	3637	21	0	190	10	5	4	61	2,7239	258	3	0,1286
2005	1	JBU	1 721 582	27	8 459	0,0385	10 084	8 782	21 376	1401907	5334	233	66	820	25	888	33	1059	4,7109	6	0	0,0895
2005	1	SKW	660 443	121	41 443	0,1122	9 891	15 757	15 703	472497	30087	2145	153	4296	992	1583	33	2154	15,7016	465	10	0,2281
2005	1	SWA	6 819 544	60	85 903	0,0348	56 697	46 711	107 740	4005174	64963	1759	324	3917	523	3750	85	10581	4,7287	7349	504	0,1400
2005	1	UAL	6 719 736	83	41 537	0,0442	99 113	62 449	125 354	5062527	28486	1208	90	3187	300	4819	4	3443	5,7820	7551	208	0,1702
2005	2	AAL	8 615 346	84	52 197	0,0737	107 380	91 344	169 407	6365427	42040	736	67	2354	444	4286	11	2259	4,7110	5483	458	0,1490
2005	2	ASA	1 388 980	45	11 956	0,0845	16 362	13 639	32 988	972350	8839	206	41	1037	31	568	20	1213	3,1602	1959	159	0,1501
2005	2	DAL	7 789 674	107	55 015	0,0706	70 103	78 056	143 242	5606251	42152	1188	72	2171	164	6470	1	2797	7,3770	5856	691	0,1679
2005	2	ENV	707 669	104	39 900	0,1282	14 349	3 198	20 453	460324	31506	1116	45	1753	213	2829	3	2434	7,8820	213	12	0,2778
2005	2	FFT	583 950	36	6 077	0,0860	4 978	2 904	9 465	446552	5498	22	12	373	18	23	2	129	2,7896	66	14	0,1454
2005	2	HAL	511 313	13	3 553	0,0857	5 732	5 601	7 119	442071	3416	1	1	98	1	2	1	34	2,6754	231	1	0,1264
2005	2	JBU	1 580 359	27	7 835	0,0571	9 257	8 062	19 622	1320270	5624	10	25	450	8	941	17	760	3,1483	4	0	0,0872
2005	2	SKW	647 340	119	38 537	0,1662	9 695	15 445	15 392	466902	31817	742	75	3473	354	1159	20	897	12,2929	431	8	0,2262
2005	2	SWA	6 311 432	60	78 220	0,0515	52 473	43 231	99 712	3997623	62494	565	123	2955	331	3116	51	8586	3,6218	6691	457	0,1298
2005	2	UAL	6 162 569	83	37 155	0,0655	90 895	57 271	114 960	4672709	29762	260	31	1853	92	3180	0	1977	4,5130	6752	184	0,1691
2005	3	AAL	9 753 725	84	58 466	0,0608	121 568	103 414	191 791	7964044	46060	473	120	2910	666	5059	29	3148	5,2452	6142	513	0,1348
2005	3	ASA	1 553 329	45	13 233	0,0697	18 298	15 253	36 892	1215724	9765	196	32	1247	24	600	23	1345	2,8426	2168	176	0,1342
2005	3	DAL	8 631 773	108	60 784	0,0583	77 681	86 494	158 727	6993262	45938	1450	73	2796	323	6238	25	3941	8,3574	6470	764	0,1491
2005	3	ENV	799 717	104	44 844	0,1058	16 216	3 614	23 113	564294	35022	1344	78	2155	225	3154	9	2856	8,8841	239	14	0,2561
2005	3	FFT	711 760	36	7 203	0,0709	6 068	3 539	11 537	593466	5236	112	5	471	22	892	0	465	7,7991	0	0	0,1333
2005	3	HAL	542 360	13	3 921	0,0707	6 080	5 941	7 552	481266	3550	6	0	207	1	10	6	142	3,0781	255	1	0,1231
2005	3	JBU	1 833 367	27	9 196	0,0471	10 739	9 352	22 764	1634834	5821	89	35	641	36	1297	25	1252	3,8345	5	0	0,0817
2005	3	SKW	777 564	119	44 527	0,1372	11 646	18 552	18 488	587558	36768	654	39	4010	323	1550	23	1160	11,2811	498	10	0,2160
2005	3	SWA	7 106 615	60	87 562	0,0425	59 084	48 678	112 275	5236541	70301	672	36	3690	305	3101	90	9367	3,7054	7490	512	0,1116
2005	3	UAL	6 931 508	83	40 633	0,0540	102 236	64 417	129 304	5742017	32309	212	71	2290	111	3267	2	2371	4,4782	7384	201	0,1548

2005	4	AAL	9 313 712	84	55 773	0,0552	116 084	98 749	183 139	7435692	47099	358	128	2080	373	3426	14	2295	4,6890	7667	465	0,1491
2005	4	ASA	1 495 429	45	12 753	0,0614	17 616	14 685	35 517	1156074	9814	236	29	1082	14	494	14	1069	3,3088	2391	150	0,1557
2005	4	DAL	8 342 196	108	57 967	0,0527	75 075	83 592	153 402	6399972	47884	1016	72	2159	201	4386	7	2242	6,5113	7743	1034	0,1698
2005	4	ENV	796 332	104	43 778	0,0895	16 147	3 598	23 015	567551	35955	987	54	2036	217	2188	11	2329	7,6716	122	5	0,2481
2005	4	FFT	638 742	36	6 153	0,0633	5 445	3 176	10 353	518575	5808	10	12	200	26	61	0	23	4,1170	71	20	0,1319
2005	4	HAL	556 803	13	3 889	0,0613	6 242	6 099	7 753	486683	3716	5	0	136	0	1	1	30	2,9007	222	3	0,1244
2005	4	JBU	1 842 675	27	9 241	0,0393	10 793	9 400	22 879	1601743	7119	43	19	376	25	939	14	707	3,1022	4	0	0,0845
2005	4	SKW	769 220	124	42 789	0,1127	11 521	18 353	18 290	560553	37466	774	36	2887	180	649	16	781	8,2609	401	11	0,2212
2005	4	SWA	6 962 595	60	84 517	0,0378	57 887	47 691	110 000	4807554	73247	285	4	2524	138	2217	51	6051	3,2524	6062	521	0,1320
2005	4	UAL	6 545 082	84	39 119	0,0490	96 536	60 825	122 096	5312927	33161	734	66	1414	80	2140	0	1524	3,0812	8935	275	0,1725
2005	5	AAL	9 598 325	79	57 228	0,0588	119 631	101 766	188 736	7700682	48169	238	122	2071	620	3446	9	2553	4,5772	7866	476	0,1484
2005	5	ASA	1 555 073	45	12 796	0,0654	18 318	15 270	36 933	1203336	7546	301	38	1951	21	955	30	1955	5,3153	2398	150	0,1555
2005	5	DAL	8 644 347	105	59 031	0,0561	77 794	86 620	158 959	6563739	50217	759	84	2036	122	3913	4	1896	6,2133	7883	1051	0,1716
2005	5	ENV	844 613	101	45 943	0,0953	17 126	3 816	24 411	615887	37022	1083	54	2081	314	2650	2	2736	7,8944	126	4	0,2425
2005	5	FFT	708 407	36	6 269	0,0674	6 039	3 523	11 483	574454	5236	10	6	325	28	289	0	375	4,5996	70	19	0,1321
2005	5	HAL	586 435	13	4 019	0,0653	6 574	6 424	8 165	519532	3854	6	0	132	0	2	1	24	2,7757	228	3	0,1227
2005	5	JBU	1 942 236	29	8 899	0,0418	11 376	9 908	24 116	1683783	7294	0	16	299	9	748	9	524	3,1558	3	0	0,0847
2005	5	SKW	801 047	121	43 786	0,1200	11 997	19 112	19 047	588752	38636	561	43	2798	153	956	9	630	8,1068	408	10	0,2193
2005	5	SWA	7 244 760	60	87 862	0,0403	60 233	49 624	114 458	5241698	75928	322	63	2903	191	1978	48	6429	3,4552	6300	540	0,1259
2005	5	UAL	6 923 464	79	41 045	0,0521	102 117	64 342	129 154	5715640	32988	453	62	1956	111	2979	0	2496	3,9952	9373	287	0,1696
2005	6	AAL	9 683 825	82	57 142	0,0641	120 697	102 673	190 417	8224043	42009	400	192	3289	953	5750	19	4530	6,5534	7854	475	0,1402
2005	6	ASA	1 688 237	46	13 799	0,0713	19 887	16 578	40 096	1364026	6875	426	35	2462	49	1175	48	2729	7,3175	2586	162	0,1489
2005	6	DAL	8 444 540	104	56 692	0,0612	75 996	84 618	155 284	6952172	41654	1390	120	3015	190	6642	4	3677	7,1703	7571	1009	0,1582
2005	6	ENV	838 509	105	44 866	0,1040	17 002	3 789	24 234	645534	33777	1234	72	2702	267	3257	1	3556	10,2878	123	4	0,2297
2005	6	FFT	722 616	38	6 406	0,0735	6 160	3 593	11 713	626289	5054	1	17	345	90	417	0	483	5,1616	72	19	0,1236
2005	6	HAL	596 183	13	4 137	0,0712	6 683	6 530	8 301	529844	3894	8	0	165	0	5	0	64	3,1954	235	3	0,1223
2005	6	JBU	1 993 658	30	8 906	0,0457	11 678	10 170	24 754	1771442	6184	20	43	461	47	1175	9	968	3,8000	3	0	0,0827
2005	6	SKW	812 662	121	43 287	0,1309	12 171	19 389	19 323	640255	35989	519	75	3970	407	1199	19	1109	10,9064	403	9	0,2046
2005	6	SWA	7 133 855	60	86 593	0,0440	59 311	48 864	112 706	5432516	69594	336	124	3768	505	2821	97	9348	4,3978	6209	532	0,1196
2005	6	UAL	7 059 521	80	40 962	0,0569	104 124	65 606	131 692	6233408	28809	533	144	3046	327	4135	0	3967	5,2834	9354	287	0,1586
2005	7	AAL	10 051 042	82	59 726	0,0622	125 274	106 566	197 638	8671965	39995	820	236	4201	1532	6721	20	6202	7,9935	6526	425	0,1377
2005	7	ASA	1 738 634	46	14 317	0,0647	20 481	17 073	41 293	1436427	9122	99	30	2107	32	849	60	2017	8,4659	2116	303	0,1554

2005	7	DAL	8 721 019	104	58 284	0,0603	78 484	87 388	160 368	7478734	38256	2101	276	3968	400	7881	14	5389	8,8756	8016	942	0,1518
2005	7	ENV	856 062	105	45 669	0,0959	17 358	3 868	24 741	647842	32105	1786	115	2755	666	3804	9	4430	12,4586	91	10	0,2344
2005	7	FFT	808 465	38	7 119	0,0642	6 892	4 020	13 105	704201	5739	17	19	382	37	444	1	480	6,1159	42	14	0,1253
2005	7	HAL	630 823	13	4 400	0,0655	7 071	6 910	8 783	578458	4243	4	0	104	1	6	1	41	3,4522	303	4	0,1239
2005	7	JBU	2 147 931	30	9 546	0,0409	12 581	10 957	26 670	1948206	5875	47	41	665	50	1367	15	1486	5,5658	1	0	0,0797
2005	7	SKW	836 492	106	44 077	0,1204	12 528	19 958	19 889	659437	37107	674	64	4004	294	843	20	1071	10,7946	552	5	0,2104
2005	7	SWA	7 379 498	60	88 726	0,0417	61 353	50 547	116 587	5960400	67203	443	220	4814	732	3388	102	11823	5,0039	6123	560	0,1126
2005	7	UAL	7 320 172	80	42 173	0,0535	107 969	68 029	136 555	6398312	30707	618	125	3020	240	3755	1	3706	4,3533	5426	264	0,1651
2005	8	AAL	9 783 599	84	58 955	0,0587	121 941	103 731	192 379	8044404	43108	1144	255	3310	1155	5631	22	4330	6,5015	6439	417	0,1445
2005	8	ASA	1 743 556	45	14 368	0,0610	20 539	17 121	41 410	1430060	9926	139	34	1689	52	812	46	1670	7,0239	2122	302	0,1566
2005	8	DAL	8 705 676	104	58 111	0,0569	78 346	87 234	160 086	7140574	40711	1828	232	3472	286	7032	10	4539	8,0350	7991	938	0,1587
2005	8	ENV	893 802	105	46 605	0,0904	18 124	4 039	25 832	634920	34609	1468	135	2649	486	3452	12	3794	10,8284	92	8	0,2498
2005	8	FFT	777 427	39	6 937	0,0605	6 628	3 866	12 601	640680	5904	16	13	287	37	321	3	356	5,0029	40	12	0,1324
2005	8	HAL	631 339	13	4 382	0,0617	7 077	6 916	8 791	588740	4270	3	0	78	1	5	2	24	3,2089	299	2	0,1218
2005	8	JBU	2 180 207	30	9 585	0,0386	12 770	11 122	27 071	1954303	7072	64	50	433	41	994	17	914	5,9174	0	0	0,0806
2005	8	SKW	854 717	107	45 063	0,1135	12 801	20 393	20 323	657557	38098	443	50	4121	231	951	41	1128	9,5334	563	4	0,2156
2005	8	SWA	7 456 473	60	90 569	0,0393	61 993	51 074	117 803	5671942	71009	995	231	4397	510	2972	68	10387	4,4218	6249	570	0,1195
2005	8	UAL	7 266 834	80	42 077	0,0504	107 182	67 533	135 560	6176000	34030	486	94	2209	120	2732	5	2401	3,9980	5413	262	0,1698
2005	9	AAL	8 826 889	84	53 453	0,0569	110 016	93 587	173 567	6841868	43707	806	99	2292	461	3794	10	2284	4,5049	5838	378	0,1532
2005	9	ASA	1 598 036	45	13 146	0,0591	18 824	15 692	37 954	1168620	10314	143	13	1067	10	595	30	973	4,4736	1942	277	0,1756
2005	9	DAL	7 657 245	100	49 866	0,0551	68 911	76 729	140 807	5601580	41260	1937	68	1767	32	3380	1	1421	5,0524	6857	805	0,1780
2005	9	ENV	862 792	105	44 408	0,0877	17 495	3 899	24 936	607423	35873	1039	51	1974	236	2778	3	2454	8,5764	88	8	0,2520
2005	9	FFT	717 929	39	6 568	0,0587	6 120	3 570	11 637	543058	6028	42	0	164	10	171	2	151	3,4976	37	12	0,1442
2005	9	HAL	576 793	14	3 957	0,0599	6 466	6 318	8 031	520915	3812	5	0	116	3	2	0	18	2,6099	270	2	0,1258
2005	9	JBU	1 938 673	30	8 624	0,0374	11 356	9 889	24 071	1499977	7224	51	18	194	12	770	3	352	2,7753	0	0	0,0934
2005	9	SKW	827 804	114	42 785	0,1101	12 398	19 750	19 683	610113	37308	363	50	3117	198	841	28	880	6,5301	535	4	0,2250
2005	9	SWA	7 031 849	60	84 591	0,0381	58 463	48 166	111 094	4734562	70959	1021	167	2998	184	2348	42	6873	3,6261	5836	532	0,1351
2005	9	UAL	6 644 817	79	39 412	0,0489	98 008	61 752	123 956	5251781	32762	391	30	1587	94	2713	0	1835	3,0807	5070	245	0,1826
2005	10	AAL	8 882 582	83	54 507	0,0584	110 711	94 178	174 662	7130337	44749	1297	91	2213	342	3632	8	2175	4,4778	6096	484	0,1539
2005	10	ASA	1 606 928	46	13 286	0,0624	18 929	15 779	38 165	1129873	10691	193	20	860	25	689	18	789	3,4822	1535	193	0,1622
2005	10	DAL	7 882 137	99	51 441	0,0589	70 935	78 982	144 942	5688900	41205	1576	47	1855	71	4554	8	2125	5,0424	9281	989	0,1911
2005	10	ENV	879 779	107	45 212	0,0859	17 839	3 975	25 427	647111	37381	1000	59	1860	226	2393	0	2292	9,1312	122	19	0,2472

2005	10	FFT	741 655	38	6 750	0,0592	6 323	3 688	12 022	562666	5820	59	5	250	32	271	0	313	4,0694	73	20	0,1396
2005	10	HAL	582 748	14	4 029	0,0606	6 532	6 383	8 114	532486	3900	0	0	104	1	0	2	22	2,8135	284	6	0,1219
2005	10	JBU	2 014 038	32	9 418	0,0362	11 797	10 274	25 007	1580886	7077	294	22	322	8	1028	12	655	2,6784	3	0	0,0906
2005	10	SKW	864 619	125	44 830	0,1091	12 949	20 629	20 558	651241	38693	496	50	3582	237	696	19	1057	6,8925	501	11	0,2277
2005	10	SWA	7 316 987	61	87 943	0,0371	60 833	50 119	115 599	5147509	71048	874	68	3763	226	2921	52	8991	4,4819	5164	461	0,1299
2005	10	UAL	6 865 427	78	40 830	0,0489	101 261	63 802	128 072	5558379	33897	400	36	1845	78	2680	0	1894	3,4057	4304	226	0,1734
2005	11	AAL	8 951 655	82	53 461	0,0622	111 571	94 910	176 020	7250039	42737	223	90	2439	322	4937	4	2709	4,9849	5977	473	0,1525
2005	11	ASA	1 498 064	46	12 387	0,0664	17 647	14 710	35 579	1127934	9335	121	37	1050	31	892	22	900	3,7631	1430	179	0,1515
2005	11	DAL	7 558 117	100	47 747	0,0627	68 019	75 735	138 984	5620285	37429	376	68	2073	83	5236	3	2478	5,0167	8613	917	0,1854
2005	11	ENV	839 322	107	43 016	0,0915	17 019	3 793	24 258	621533	33405	774	69	2113	267	3364	1	3023	9,7220	115	17	0,2456
2005	11	FFT	709 288	39	6 373	0,0630	6 047	3 527	11 497	554120	5437	9	0	268	8	322	0	328	3,7430	68	17	0,1355
2005	11	HAL	569 389	14	3 898	0,0645	6 383	6 237	7 928	516676	3709	9	1	132	0	3	1	43	2,6225	274	5	0,1227
2005	11	JBU	2 062 441	31	10 158	0,0386	12 080	10 521	25 608	1687431	7574	2	39	431	13	1212	8	879	3,3534	1	0	0,0869
2005	11	SKW	808 679	119	43 154	0,1162	12 112	19 294	19 228	601856	35084	823	83	4322	324	1217	23	1278	7,8924	482	9	0,2304
2005	11	SWA	7 051 185	61	84 471	0,0395	58 623	48 298	111 400	4998833	70982	470	122	3366	230	2172	52	7077	4,1585	4958	441	0,1289
2005	11	UAL	6 667 026	77	39 686	0,0521	98 335	61 959	124 371	5318121	32244	259	63	1773	140	3146	0	2061	3,2446	4181	217	0,1760
2005	12	AAL	9 190 202	86	54 961	0,0679	114 545	97 439	180 711	7398547	37886	1029	98	3940	1020	6283	58	4647	8,8191	6145	486	0,1534
2005	12	ASA	1 559 828	46	12 905	0,0724	18 374	15 317	37 046	1180187	8684	172	51	1375	60	1198	45	1321	5,7464	1489	186	0,1507
2005	12	DAL	7 306 966	102	45 433	0,0684	65 759	73 219	134 366	5532042	32988	794	68	2796	267	5161	5	3354	7,2093	8195	873	0,1821
2005	12	ENV	863 468	111	44 782	0,0998	17 509	3 902	24 955	628116	30526	1763	106	2840	543	4322	8	4674	16,7591	120	18	0,2500
2005	12	FFT	762 769	38	6 833	0,0687	6 503	3 793	12 364	574110	4642	21	6	663	18	1034	0	450	5,7907	72	19	0,1407
2005	12	HAL	607 061	14	4 070	0,0704	6 805	6 650	8 453	545775	3834	1	0	175	4	7	5	44	3,2188	286	5	0,1239
2005	12	JBU	2 195 717	31	11 183	0,0421	12 861	11 201	27 263	1825691	7125	35	35	785	27	1564	32	1580	5,7863	2	0	0,0855
2005	12	SKW	788 395	121	43 176	0,1267	11 808	18 810	18 746	615546	29632	1445	99	6988	576	1968	46	2422	13,7160	482	9	0,2197
2005	12	SWA	7 383 104	61	89 077	0,0431	61 383	50 572	116 644	4994635	68810	1017	156	4792	310	3215	74	10702	5,9570	5228	466	0,1351
2005	12	UAL	7 015 355	83	41 289	0,0568	103 473	65 196	130 868	5602902	28160	742	66	4016	230	4310	2	3763	6,0262	4350	226	0,1758
2006	1	AAL	9 250 645	85	54 607	0,0542	118 641	93 713	189 855	7042279	43318	535	112	2655	636	4478	26	2848	6,9693	7663	840	0,1674
2006	1	ASA	1 531 160	46	12 903	0,0627	15 797	14 951	37 204	1030286	9189	372	54	1105	62	995	14	1112	4,4776	1665	65	0,1733
2006	1	DAL	6 991 072	100	44 778	0,0487	68 499	72 195	136 344	5165378	34592	733	84	2249	268	4176	4	2672	6,7123	13100	1478	0,1962
2006	1	ENV	880 759	111	44 997	0,0843	17 676	4 233	25 140	589104	34682	1338	128	2111	359	3264	5	3111	13,9797	201	39	0,2666
2006	1	FFT	754 783	38	6 892	0,0625	6 162	3 517	12 148	523474	5685	22	2	380	6	566	0	231	5,6676	175	50	0,1505
2006	1	HAL	593 016	14	4 140	0,0613	7 296	6 137	8 095	523049	3971	0	1	138	1	5	1	24	2,9854	224	6	0,1301

2006	1	JBU	2 141 250	33	11 045	0,0461	13 188	12 170	30 721	1765673	7796	24	54	650	62	1283	11	1165	5,2728	6	3	0,0922
2006	1	SKW	809 885	120	43 113	0,1128	12 133	3 434	18 333	605952	33970	830	80	5039	357	1232	29	1576	12,3464	1376	53	0,2309
2006	1	SWA	7 507 719	62	90 345	0,0444	62 141	49 031	120 056	4759328	76262	900	132	3407	306	2203	52	7084	4,9958	10177	985	0,1443
2006	1	UAL	6 792 577	84	40 336	0,0506	106 004	59 985	117 732	5210563	30503	786	58	2888	142	3182	0	2777	5,1175	5850	165	0,1919
2006	2	AAL	8 290 765	84	49 934	0,0803	106 331	83 989	170 155	6492132	37473	1255	54	2488	767	4762	13	3123	6,0148	7005	767	0,1628
2006	2	ASA	1 398 584	46	11 649	0,0929	14 429	13 657	33 982	1015301	8277	271	38	1013	45	965	24	1016	4,3683	1502	58	0,1606
2006	2	DAL	6 253 806	98	40 282	0,0722	61 275	64 581	121 965	4758339	30343	994	74	1903	218	4500	4	2246	6,4324	11783	1329	0,1905
2006	2	ENV	793 547	111	40 682	0,1249	15 925	3 813	22 651	563875	29984	1432	93	2031	379	3465	3	3295	13,1091	181	33	0,2510
2006	2	FFT	677 918	37	6 261	0,0926	5 534	3 158	10 911	521334	4491	26	3	412	17	904	1	407	5,8353	158	44	0,1357
2006	2	HAL	526 896	14	3 744	0,0909	6 482	5 453	7 192	475497	3532	6	0	160	0	1	0	44	2,9951	201	4	0,1272
2006	2	JBU	1 979 796	32	10 655	0,0683	12 193	11 252	28 405	1653438	6620	310	250	685	109	1199	16	1466	3,8456	5	1	0,0910
2006	2	SKW	777 656	121	40 457	0,1671	11 650	3 297	17 603	602116	30699	834	66	5184	420	1036	29	2189	10,3376	1290	47	0,2231
2006	2	SWA	6 850 387	62	82 175	0,0657	56 700	44 739	109 544	4689999	64575	954	136	3895	292	3059	60	9203	4,6552	9254	894	0,1336
2006	2	UAL	6 383 274	84	37 729	0,0750	99 616	56 371	110 638	4991165	28030	768	68	2073	198	3707	3	2882	4,2794	5470	154	0,1882
2006	3	AAL	9 424 489	85	55 904	0,0663	120 871	95 475	193 423	7881341	41541	600	127	3148	796	5651	22	4020	5,9596	7843	858	0,1524
2006	3	ASA	1 593 802	46	13 072	0,0766	16 443	15 563	38 726	1249308	9495	147	24	1043	37	1177	27	1121	4,2413	1685	65	0,1487
2006	3	DAL	7 382 389	98	45 718	0,0595	72 333	76 236	143 976	6030385	36316	500	58	2178	116	3973	19	2558	5,4605	13373	1508	0,1775
2006	3	ENV	880 844	113	45 177	0,1030	17 677	4 233	25 143	663196	32918	1420	93	2548	492	3549	1	4155	13,1510	201	37	0,2368
2006	3	FFT	769 673	37	7 016	0,0764	6 283	3 586	12 387	662315	4908	16	6	520	27	1038	1	500	4,9615	177	50	0,1213
2006	3	HAL	581 798	14	4 145	0,0750	7 158	6 021	7 942	523777	3768	13	0	199	14	3	0	149	3,9595	222	4	0,1275
2006	3	JBU	2 331 015	33	12 383	0,0563	14 356	13 249	33 444	2018912	9647	6	68	549	9	1148	17	938	3,2721	6	1	0,0878
2006	3	SKW	896 980	125	46 337	0,1379	13 437	3 803	20 304	735512	32885	1100	61	6363	485	1786	41	3616	10,1779	1478	54	0,2107
2006	3	SWA	7 723 677	62	92 111	0,0542	63 928	50 442	123 509	5832625	73434	638	96	4528	345	2843	85	10142	4,9104	10373	1002	0,1211
2006	3	UAL	7 248 165	84	42 644	0,0619	113 114	64 008	125 629	6074339	29534	869	74	2856	111	4699	0	4501	4,2318	6183	174	0,1756
2006	4	AAL	9 087 020	85	53 496	0,0607	116 543	92 056	186 497	7672135	41253	356	86	2964	431	4652	4	3750	5,5069	7410	604	0,1615
2006	4	ASA	1 547 705	46	12 725	0,0651	15 968	15 113	37 606	1215157	9727	103	11	899	11	934	17	1023	3,9332	1778	251	0,1666
2006	4	DAL	7 029 226	98	42 835	0,0553	68 872	72 589	137 088	5476931	35355	486	87	1723	92	3236	47	1809	4,8281	6646	962	0,2181
2006	4	ENV	884 688	116	45 721	0,0919	17 755	4 251	25 253	669183	33001	1254	69	2781	375	3449	1	4791	12,5387	157	29	0,2332
2006	4	FFT	753 153	39	6 882	0,0648	6 149	3 509	12 122	647574	5750	9	9	302	23	547	2	241	3,9058	258	46	0,1344
2006	4	HAL	570 189	14	4 016	0,0680	7 015	5 901	7 783	505071	3786	5	0	152	1	2	3	67	3,1058	206	10	0,1329
2006	4	JBU	2 319 725	33	12 537	0,0484	14 287	13 184	33 282	1986989	10167	2	34	369	10	1154	7	794	3,0266	10	21	0,1011
2006	4	SKW	879 582	126	44 441	0,1184	13 177	3 729	19 910	697948	35858	682	36	4334	194	1225	27	2085	7,4569	1187	53	0,2154

2006	4	SWA	7 471 419	62	88 881	0,0492	61 840	48 794	119 475	5734094	70803	396	139	4200	319	3020	61	9944	4,5360	9493	841	0,1394
2006	4	UAL	7 012 330	84	40 872	0,0550	109 433	61 926	121 541	5897093	31180	617	62	2310	107	3344	2	3250	3,5444	7060	392	0,1913
2006	5	AAL	9 401 853	78	55 304	0,0646	120 581	95 245	192 958	7842874	42402	501	145	2969	515	4750	8	4013	4,9095	7660	622	0,1634
2006	5	ASA	1 677 858	46	13 516	0,0693	17 311	16 384	40 768	1294314	11034	117	22	838	20	734	21	730	4,3450	1887	264	0,1695
2006	5	DAL	6 794 639	95	41 827	0,0589	66 574	70 166	132 513	5146193	34362	464	68	1729	122	3262	6	1815	4,7529	6489	937	0,2244
2006	5	ENV	913 218	116	47 566	0,0979	18 327	4 389	26 067	717741	32519	1678	98	3210	362	4034	2	5664	12,5147	163	28	0,2245
2006	5	FFT	842 783	40	7 696	0,0690	6 880	3 927	13 564	704466	6461	4	7	350	25	607	0	242	3,6343	286	50	0,1383
2006	5	HAL	586 900	14	4 131	0,0724	7 220	6 074	8 011	527133	3924	12	0	122	0	3	2	68	2,5683	210	8	0,1311
2006	5	JBU	2 351 598	34	12 037	0,0515	14 483	13 366	33 739	1860201	9830	23	45	394	43	1083	9	610	2,8765	8	18	0,1095
2006	5	SKW	915 632	125	46 400	0,1260	13 717	3 882	20 726	747555	38016	788	35	4068	134	935	32	2392	6,8484	1239	55	0,2094
2006	5	SWA	7 762 000	62	92 145	0,0523	64 245	50 692	124 122	5959988	68276	501	194	5529	642	3208	60	2117	3,6583	9840	871	0,1394
2006	5	UAL	7 236 285	79	42 714	0,0586	112 928	63 904	125 423	6059573	29808	784	144	2849	247	3756	4	4631	3,8949	7376	408	0,1921
2006	6	AAL	9 152 613	80	53 595	0,0705	117 384	92 720	187 843	8005693	40656	379	130	3170	459	4888	20	3893	5,3148	7423	603	0,1559
2006	6	ASA	1 774 704	47	14 003	0,0756	18 310	17 329	43 121	1451437	10205	127	27	995	37	1101	19	1492	4,8728	1955	274	0,1599
2006	6	DAL	7 023 569	101	41 983	0,0643	68 817	72 531	136 978	5968657	31079	723	173	2853	285	3856	13	3000	6,6401	6513	941	0,2000
2006	6	ENV	891 825	117	46 443	0,1068	17 898	4 286	25 456	732212	31869	1698	90	3585	292	3401	4	5504	13,1786	159	28	0,2149
2006	6	FFT	843 378	41	7 664	0,0753	6 885	3 929	13 574	748290	6082	7	10	450	44	756	1	315	4,2940	285	50	0,1302
2006	6	HAL	605 218	14	4 419	0,0790	7 446	6 263	8 261	535875	4182	13	0	160	0	2	2	61	2,6012	225	9	0,1330
2006	6	JBU	2 381 619	36	12 182	0,0562	14 668	13 536	34 170	1957475	8661	18	66	544	66	1607	15	1205	3,0813	8	19	0,1054
2006	6	SKW	923 028	128	46 290	0,1375	13 828	3 914	20 894	782533	37060	575	44	4865	246	688	39	2773	8,4955	1236	55	0,2016
2006	6	SWA	7 653 128	62	90 766	0,0571	63 344	49 981	122 381	6151375	68276	501	194	5529	642	3208	60	12356	4,1179	9693	858	0,1331
2006	6	UAL	7 323 341	79	42 223	0,0639	114 287	64 672	126 932	6387878	29897	428	122	3086	329	4050	24	3046	5,2337	7292	403	0,1845
2006	7	AAL	9 350 637	80	54 842	0,0693	119 924	94 726	191 907	8277155	41356	843	234	3429	649	4484	17	3830	5,7767	4931	415	0,1455
2006	7	ASA	1 859 552	46	14 683	0,0681	19 185	18 158	45 183	1543717	10210	206	47	1227	48	1039	51	1856	6,5537	1456	147	0,1559
2006	7	DAL	7 278 404	100	42 809	0,0622	71 314	75 162	141 948	6348220	32946	752	152	2724	206	3464	6	2558	6,6070	5231	764	0,1872
2006	7	ENV	916 886	117	47 779	0,1025	18 401	4 406	26 172	730241	34151	1857	110	3291	353	3248	5	4764	13,4677	85	23	0,2254
2006	7	FFT	891 878	41	8 278	0,0678	7 281	4 155	14 354	802272	6689	11	10	477	34	727	0	330	4,7923	197	16	0,1273
2006	7	HAL	643 849	14	4 778	0,0715	7 921	6 663	8 789	583618	4575	11	0	118	2	10	4	58	2,6608	203	0	0,1249
2006	7	JBU	2 562 161	38	13 836	0,0524	15 780	14 562	36 760	2149171	10010	37	110	634	114	1557	9	1365	3,7341	8	13	0,1018
2006	7	SKW	967 499	127	47 690	0,1280	14 494	4 102	21 901	804452	38147	659	40	4919	243	751	37	2894	8,7522	978	53	0,2057
2006	7	SWA	7 963 876	62	93 583	0,0534	65 916	52 011	127 350	6330623	72798	507	202	4886	694	3149	53	11295	4,8112	7944	509	0,1239
2006	7	UAL	7 560 104	79	43 350	0,0608	117 982	66 763	131 035	6625071	31521	956	152	2670	285	3216	1	4549	5,3977	5219	224	0,1777

2006	8	AAL	9 363 836	80	55 351	0,0653	120 093	94 860	192 178	7739014	41694	934	188	2956	744	4683	297	3855	6,8748	4976	417	0,1558
2006	8	ASA	1 870 952	46	14 752	0,0642	19 303	18 269	45 460	1512930	10108	173	41	1162	37	1237	98	1897	7,9867	1460	145	0,1601
2006	8	DAL	7 291 954	99	43 207	0,0587	71 447	75 302	142 212	5953651	32820	664	155	2567	230	4049	57	2666	8,9983	5277	769	0,2000
2006	8	ENV	925 000	117	48 096	0,0967	18 564	4 445	26 403	695932	35058	1583	129	2857	402	3394	55	4618	16,7657	83	22	0,2386
2006	8	FFT	899 128	42	8 387	0,0639	7 340	4 189	14 471	750353	7024	17	9	387	49	625	0	276	5,2793	198	16	0,1372
2006	8	HAL	641 060	14	4 762	0,0674	7 887	6 634	8 751	563264	4558	25	0	114	1	3	12	50	3,1253	200	0	0,1289
2006	8	JBU	2 583 217	39	14 258	0,0494	15 910	14 682	37 062	2162115	10820	56	33	632	62	1446	72	1136	5,5926	6	11	0,1020
2006	8	SKW	955 031	126	48 444	0,1207	14 307	4 049	21 618	774503	38061	848	45	5025	199	1034	63	3169	10,8937	991	52	0,2109
2006	8	SWA	8 091 256	62	95 894	0,0503	66 971	52 842	129 387	6241206	77654	903	161	4163	435	2436	374	9769	6,1202	8138	521	0,1276
2006	8	UAL	7 630 131	79	44 062	0,0573	119 075	67 382	132 249	6292118	33622	582	120	2179	412	3229	0	3918	7,2779	5304	226	0,1888
2006	9	AAL	8 633 028	80	51 661	0,0633	110 720	87 457	177 179	6576768	39514	919	209	2436	630	4559	8	3386	7,3848	4644	390	0,1690
2006	9	ASA	1 671 371	45	13 308	0,0622	17 244	16 320	40 611	1242360	10475	154	38	826	24	847	17	927	7,7245	1317	131	0,1741
2006	9	DAL	6 368 923	102	39 867	0,0569	62 403	65 770	124 211	4733617	27350	751	88	2460	125	5766	2	3324	9,5823	4869	710	0,2197
2006	9	ENV	881 639	117	45 627	0,0937	17 693	4 237	25 165	624107	33074	1952	148	2573	342	3380	2	4156	17,5472	79	21	0,2536
2006	9	FFT	842 170	42	7 936	0,0620	6 875	3 924	13 554	595981	6838	19	13	258	16	550	0	242	5,9261	188	15	0,1618
2006	9	HAL	608 353	14	4 407	0,0653	7 484	6 296	8 304	508280	4229	31	0	122	0	3	0	22	2,8968	185	0	0,1355
2006	9	JBU	2 210 292	42	13 069	0,0479	13 613	12 562	31 712	1609237	9973	41	24	488	26	1608	12	897	4,1062	6	10	0,1173
2006	9	SKW	915 901	127	45 269	0,1170	13 721	3 883	20 733	711905	35296	998	80	4600	259	996	68	2972	11,4219	926	48	0,2201
2006	9	SWA	7 733 114	62	91 088	0,0488	64 006	50 503	123 660	5196914	76473	696	105	2890	404	2937	109	7475	6,7789	7730	495	0,1465
2006	9	UAL	6 855 865	79	40 830	0,0556	106 992	60 544	118 829	5352700	30881	680	91	1878	158	3820	0	3322	7,8680	4915	209	0,1994
2006	10	AAL	8 903 050	75	53 342	0,0636	114 183	90 192	182 721	7152613	41114	640	130	2347	592	4908	10	3601	6,4535	7382	631	0,1585
2006	10	ASA	1 655 579	45	13 311	0,0687	17 081	16 166	40 227	1193924	10583	164	39	742	27	855	15	886	4,9043	1364	189	0,1636
2006	10	DAL	6 602 894	99	42 100	0,0591	64 695	68 186	128 774	5230044	27762	725	58	2931	150	6522	3	3949	8,5448	5177	771	0,2044
2006	10	ENV	918 149	114	47 259	0,0925	18 426	4 412	26 208	688854	32796	1865	98	2730	442	4029	6	5293	15,3330	143	19	0,2298
2006	10	FFT	843 254	41	8 074	0,0653	6 884	3 929	13 572	644006	6890	32	3	271	17	620	0	241	5,2462	225	40	0,1340
2006	10	HAL	642 230	14	4 545	0,0599	7 901	6 646	8 766	561475	4164	75	2	243	2	3	2	55	3,3092	115	14	0,1172
2006	10	JBU	2 299 703	43	13 924	0,0483	14 163	13 071	32 995	1814688	9923	33	30	515	23	2200	17	1183	3,9376	4	10	0,1137
2006	10	SKW	960 139	126	47 166	0,1131	14 383	4 071	21 734	765549	35814	1383	50	5448	248	1005	69	3149	10,7425	1045	61	0,2070
2006	10	SWA	8 134 336	63	96 143	0,0470	67 327	53 124	130 076	5699554	77901	843	119	3593	315	3529	103	9741	5,8850	8441	597	0,1358
2006	10	UAL	7 106 676	77	42 495	0,0571	110 906	62 759	123 176	5765685	31300	784	94	1934	95	4746	0	3542	7,0159	5845	295	0,1784
2006	11	AAL	8 520 257	76	51 390	0,0677	109 274	86 314	174 865	7010882	39512	1284	125	2307	428	4484	3	3246	5,4138	7110	607	0,1547
2006	11	ASA	1 512 645	45	12 529	0,0731	15 606	14 770	36 754	1147487	8921	290	75	913	115	945	22	1250	5,6476	1282	177	0,1555

2006	11	DAL	6 387 346	98	40 492	0,0629	62 583	65 960	124 570	5051368	30746	468	54	2044	127	4642	4	2407	6,7224	4978	740	0,2048
2006	11	ENV	869 368	113	44 561	0,0985	17 447	4 178	24 815	646431	33456	1555	90	2173	356	3130	5	3797	12,5280	134	17	0,2318
2006	11	FFT	833 318	39	7 457	0,0695	6 803	3 883	13 412	604948	6493	36	9	257	12	461	2	186	4,4430	207	36	0,1409
2006	11	HAL	662 487	14	4 440	0,0637	8 150	6 856	9 043	568167	4037	26	4	218	4	8	3	141	3,3497	110	12	0,1195
2006	11	JBU	2 298 392	43	14 357	0,0514	14 155	13 063	32 976	1860659	10064	42	49	603	45	2094	9	1451	4,3373	3	9	0,1108
2006	11	SKW	936 468	125	44 827	0,1204	14 029	3 971	21 198	731721	34583	1203	57	4722	301	1130	32	2799	9,1688	991	56	0,2112
2006	11	SWA	7 788 504	63	91 903	0,0501	64 465	50 865	124 546	5594810	76683	864	143	3312	337	2667	75	7822	5,4616	8067	568	0,1325
2006	11	UAL	6 797 264	75	40 745	0,0608	106 077	60 026	117 813	5386904	32001	472	68	1615	98	3523	0	2968	6,0732	5603	281	0,1826
2006	12	AAL	8 979 767	80	54 171	0,0738	115 167	90 969	184 295	7238989	36373	1881	161	4036	804	5503	28	5386	9,8049	7495	639	0,1579
2006	12	ASA	1 574 736	45	12 953	0,0797	16 247	15 377	38 263	1191751	8588	306	75	1169	71	1090	37	1618	8,5403	1326	183	0,1559
2006	12	DAL	6 539 632	104	40 188	0,0686	64 075	67 533	127 540	5153526	32456	435	61	2034	183	3024	5	1991	7,7247	4941	735	0,2055
2006	12	ENV	885 519	115	46 180	0,1074	17 771	4 255	25 276	630842	29673	2358	151	3155	685	3951	13	6193	19,3208	138	18	0,2420
2006	12	FFT	745 157	39	7 638	0,0758	6 083	3 472	11 993	533827	5481	703	2	314	165	688	1	285	9,2103	212	37	0,1428
2006	12	HAL	697 395	14	4 646	0,0695	8 580	7 217	9 520	591260	4188	36	0	286	1	3	2	130	4,0171	115	12	0,1208
2006	12	JBU	2 465 731	44	15 449	0,0561	15 186	14 014	35 377	1966090	10016	67	45	908	33	2296	15	2068	5,6591	3	10	0,1125
2006	12	SKW	949 070	127	47 675	0,1313	14 218	4 024	21 483	724662	30476	2944	46	7370	555	1552	83	4649	15,9041	1054	60	0,2161
2006	12	SWA	7 992 104	63	94 287	0,0546	66 150	52 195	127 802	5507054	72486	1330	210	5137	473	3008	173	11470	8,3861	8277	583	0,1381
2006	12	UAL	6 878 187	80	42 008	0,0664	107 340	60 741	119 216	5447589	29160	2229	50	2570	138	4187	1	3673	8,6709	5777	290	0,1827
2007	1	AAL	9 032 155	80	55 124	0,0570	111 747	94 028	191 278	6845494	37171	2522	95	3587	1532	5028	10	5180	8,8367	7642	765	0,1695
2007	1	ASA	1 554 778	45	12 828	0,0650	18 509	14 902	54 669	1016525	9038	397	71	1006	86	932	13	1285	5,8290	1113	119	0,1935
2007	1	DAL	6 393 749	102	39 276	0,0497	69 675	66 122	125 057	4773388	31233	633	81	1903	221	3366	10	1829	7,8313	9257	1866	0,2244
2007	1	ENV	880 689	116	45 967	0,0893	21 885	4 666	25 801	574190	30966	2583	115	2402	735	4131	2	5032	17,9508	111	25	0,2846
2007	1	FFT	863 900	41	7 812	0,0595	6 907	4 149	13 154	558297	5868	49	5	462	46	954	0	427	10,9160	371	120	0,1497
2007	1	HAL	687 886	14	4 622	0,0576	9 139	6 811	8 673	579760	4249	11	0	245	4	1	0	112	3,7214	141	30	0,1196
2007	1	JBU	2 457 539	45	15 367	0,0506	15 806	13 094	36 932	1874012	10568	43	52	802	30	2082	23	1767	5,3967	0	8	0,1100
2007	1	SKW	987 370	130	48 387	0,0994	15 812	4 191	20 245	729116	31431	1777	91	7395	767	1127	41	5758	17,3768	1835	169	0,2157
2007	1	SWA	8 120 276	63	96 330	0,0463	75 134	54 108	128 475	5179612	79392	1731	169	3669	375	2919	60	8014	6,6906	6585	986	0,1455
2007	1	UAL	6 920 766	80	41 310	0,0510	129 406	62 732	131 080	5310625	30221	653	46	2254	258	4349	0	3529	9,0707	5948	206	0,1832
2007	2	AAL	7 970 558	80	49 503	0,0844	98 613	82 977	168 796	6328448	31770	2978	95	3478	1441	4813	28	4899	8,1389	6862	686	0,1618
2007	2	ASA	1 425 027	45	11 746	0,0963	16 964	13 658	50 107	993212	8487	278	44	868	51	841	26	1151	4,7972	1018	108	0,1815
2007	2	DAL	5 731 669	100	35 710	0,0736	62 460	59 275	112 107	4401427	27387	1014	44	1906	208	3182	3	1967	8,1968	8414	1695	0,2182
2007	2	ENV	773 191	116	41 203	0,1322	19 213	4 096	22 651	545778	25651	2976	125	2593	900	3913	1	5044	16,2748	99	20	0,2629

2007	2	FFT	787 967	40	7 203	0,0881	6 300	3 784	11 997	557391	5236	112	5	471	22	892	0	465	7,7991	341	110	0,1367
2007	2	HAL	611 392	14	4 172	0,0853	8 123	6 054	7 708	538775	3814	14	1	215	2	9	1	117	3,6613	126	26	0,1144
2007	2	JBU	2 169 817	45	14 533	0,0750	13 955	11 561	32 608	1675735	8345	1333	53	868	119	1923	13	1879	5,7490	0	5	0,1086
2007	2	SKW	915 923	133	44 408	0,1472	14 668	3 888	18 780	702445	28870	2172	75	6543	590	1171	43	4944	15,0560	1682	153	0,2076
2007	2	SWA	7 257 974	63	86 974	0,0686	67 155	48 363	114 832	4845967	67218	2217	189	4062	430	3013	129	9715	7,2881	5944	888	0,1390
2007	2	UAL	6 178 485	83	37 665	0,0755	115 527	56 004	117 021	4884559	24286	1863	54	2687	450	4287	1	4037	8,1123	5421	186	0,1778
2007	3	AAL	9 088 622	80	55 040	0,0696	112 445	94 616	192 474	7679511	39281	1866	178	3502	682	5228	14	4290	6,8323	7629	762	0,1521
2007	3	ASA	1 608 476	45	13 002	0,0794	19 148	15 417	56 557	1239721	9516	284	63	994	43	793	35	1274	5,2150	1126	120	0,1641
2007	3	DAL	6 671 111	101	41 179	0,0607	72 698	68 990	130 482	5680945	32820	839	53	2063	104	3441	4	1855	7,6620	9703	1955	0,1967
2007	3	ENV	881 672	116	45 410	0,1091	21 909	4 671	25 830	663831	32588	2045	134	2473	483	3573	4	4110	14,2831	109	22	0,2465
2007	3	FFT	919 892	41	8 099	0,0727	7 355	4 417	14 006	721923	6866	27	7	399	6	565	2	227	5,8438	383	124	0,1232
2007	3	HAL	703 173	14	4 683	0,0703	9 342	6 962	8 865	643754	4397	1	0	219	1	1	0	63	3,8061	141	29	0,1101
2007	3	JBU	2 625 061	46	16 685	0,0619	16 883	13 986	39 449	2169771	10618	515	49	1016	43	2274	12	2159	5,9370	0	6	0,1015
2007	3	SKW	1 090 915	131	50 514	0,1215	17 471	4 630	22 368	872254	39608	1318	48	4855	241	876	55	3513	11,6054	1913	174	0,1992
2007	3	SWA	8 299 782	63	97 928	0,0566	76 795	55 305	131 315	6084978	80288	962	106	4186	332	2836	86	9132	7,2475	6693	1000	0,1266
2007	3	UAL	7 222 563	83	42 714	0,0623	135 049	65 468	136 796	6134043	30914	946	69	2374	141	4011	1	4257	6,3793	6148	212	0,1655
2007	4	AAL	8 706 034	81	52 186	0,0647	107 712	90 633	184 372	7393504	36884	1630	196	3325	488	5287	11	4365	6,7537	7444	517	0,1627
2007	4	ASA	1 601 483	45	12 833	0,0652	19 065	15 350	56 312	1234460	10251	203	42	812	28	620	26	852	5,4190	1305	28	0,1809
2007	4	DAL	6 303 551	100	38 744	0,0553	68 692	65 189	123 293	5309928	31587	283	73	1775	58	3247	13	1708	6,1516	8830	1840	0,2207
2007	4	ENV	857 214	117	43 582	0,0985	21 301	4 542	25 113	647553	31680	1600	103	2275	377	3645	4	3897	13,0082	108	32	0,2529
2007	4	FFT	900 032	42	7 883	0,0618	7 196	4 322	13 704	703930	6542	31	7	333	13	674	2	282	4,9487	418	82	0,1414
2007	4	HAL	703 213	14	4 565	0,0614	9 343	6 963	8 866	622142	4340	11	0	179	0	1	0	34	2,7455	128	5	0,1205
2007	4	JBU	2 655 066	46	16 504	0,0540	17 076	14 146	39 900	2172017	10690	290	42	835	20	2412	16	2199	5,2916	0	6	0,1142
2007	4	SKW	1 072 654	137	48 388	0,1005	17 178	4 553	21 993	849157	38872	1148	36	4242	173	945	43	2929	9,2089	1855	105	0,1952
2007	4	SWA	8 188 976	63	96 085	0,0504	75 769	54 566	129 562	5922529	80097	502	95	3782	354	2566	92	8597	5,8558	7413	964	0,1430
2007	4	UAL	6 847 500	84	40 822	0,0573	128 036	62 068	129 693	5934996	29755	982	55	2180	166	3666	1	4017	4,9823	11134	558	0,1877
2007	5	AAL	9 034 995	76	53 754	0,0689	111 782	94 058	191 338	7649605	38157	1193	196	3042	753	5908	15	4490	6,4023	7666	531	0,1632
2007	5	ASA	1 784 638	45	14 075	0,0694	21 246	17 105	62 752	1374728	10731	120	21	1060	11	1057	27	1049	5,1773	1430	30	0,1811
2007	5	DAL	6 343 661	94	38 747	0,0589	69 129	65 604	124 078	5262652	32552	216	92	1353	142	3262	3	1127	5,2594	8830	1838	0,2241
2007	5	ENV	919 772	116	46 088	0,1048	22 856	4 873	26 946	711571	33820	1027	120	2563	499	3678	2	4379	11,6048	113	32	0,2470
2007	5	FFT	978 460	44	8 532	0,0658	7 823	4 699	14 898	785756	6576	30	21	533	68	921	2	381	6,1487	451	87	0,1377
2007	5	HAL	725 054	14	4 707	0,0654	9 633	7 179	9 141	635535	4368	10	0	253	0	3	1	72	2,7001	131	4	0,1216

2007	5	JBU	2 605 039	48	15 864	0,0575	16 754	13 880	39 148	2145966	12405	50	40	521	30	1714	14	1091	4,3813	0	4	0,1134
2007	5	SKW	1 145 399	138	49 696	0,1070	18 343	4 862	23 485	925525	40220	586	32	4595	274	919	38	3032	9,2089	1904	106	0,1912
2007	5	SWA	8 471 785	63	98 773	0,0537	78 386	56 451	134 036	6268874	82146	380	129	3706	433	3019	87	8872	5,5418	7618	989	0,1398
2007	5	UAL	6 959 093	78	41 520	0,0610	130 123	63 079	131 806	6004346	31415	370	98	1943	207	3957	0	3529	4,8350	11322	565	0,1886
2007	6	AAL	8 635 463	78	52 070	0,0751	106 839	89 899	182 877	7766800	30158	1929	389	3760	1888	7039	19	6889	8,9075	7426	514	0,1537
2007	6	ASA	1 869 017	46	14 315	0,0757	22 250	17 914	65 719	1529083	10087	162	34	1271	28	1032	32	1670	8,2072	1455	30	0,1705
2007	6	DAL	6 721 392	98	40 200	0,0643	73 246	69 510	131 466	5969767	27285	633	121	3234	284	5214	6	3424	8,0805	9161	1907	0,2093
2007	6	ENV	861 762	117	44 952	0,1144	21 414	4 566	25 246	712057	27215	2669	239	3373	922	4199	7	6328	15,9064	110	31	0,2312
2007	6	FFT	963 121	44	8 364	0,0718	7 701	4 625	14 664	844512	6005	31	15	642	98	1052	4	517	6,8028	442	86	0,1261
2007	6	HAL	725 794	14	4 808	0,0713	9 643	7 186	9 151	638770	4467	10	0	232	3	1	6	89	3,4757	133	4	0,1211
2007	6	JBU	2 550 250	48	15 624	0,0627	16 402	13 588	38 325	2158649	9986	389	78	839	82	2531	11	1708	5,2759	0	4	0,1104
2007	6	SKW	1 181 761	145	50 818	0,1167	18 926	5 016	24 231	964816	39568	837	43	5607	290	908	77	3488	10,9566	1947	108	0,1892
2007	6	SWA	8 316 418	63	96 693	0,0586	76 949	55 415	131 578	6829087	72850	423	227	5346	763	3709	146	13229	5,9050	7458	969	0,1259
2007	6	UAL	6 938 726	79	40 987	0,0666	129 742	62 895	131 420	6254623	27038	848	134	2871	288	4532	9	5267	5,8245	11177	558	0,1805
2007	7	AAL	9 041 140	78	53 837	0,0721	111 858	94 122	191 468	8101986	34153	1090	316	4040	1350	6618	24	6247	8,1798	5258	469	0,1497
2007	7	ASA	1 934 333	46	14 797	0,0690	23 028	18 540	68 015	1622310	10075	179	35	1387	40	1101	66	1913	8,1613	1697	132	0,1749
2007	7	DAL	7 052 395	96	41 606	0,0594	76 853	72 933	137 940	6319504	27186	625	132	3726	227	5391	21	4298	9,2872	5440	1220	0,1980
2007	7	ENV	905 997	117	46 794	0,1087	22 514	4 800	26 542	731630	30476	2041	169	3505	680	3911	2	6010	14,6884	90	18	0,2261
2007	7	FFT	1 054 692	44	9 024	0,0656	8 433	5 065	16 059	942957	6812	13	15	669	66	1001	2	446	6,5552	403	58	0,1326
2007	7	HAL	778 104	14	5 060	0,0665	10 338	7 704	9 810	684724	4793	32	0	162	2	1	4	66	3,8161	15	2	0,1287
2007	7	JBU	2 705 194	48	16 426	0,0604	17 398	14 413	40 654	2370963	10970	258	74	816	149	2346	16	1797	7,4291	2	3	0,1109
2007	7	SKW	1 241 030	142	53 050	0,1053	19 875	5 268	25 446	1001359	40246	882	67	6202	416	973	46	4218	11,2783	1799	116	0,1807
2007	7	SWA	8 651 642	63	100 397	0,0553	80 050	57 649	136 882	7049832	75476	356	248	5443	860	4036	174	13805	5,6504	10000	1056	0,1234
2007	7	UAL	7 225 382	78	42 486	0,0642	135 102	65 493	136 850	6369350	29801	912	151	2592	277	3946	6	4800	5,5957	7860	418	0,1923
2007	8	AAL	9 063 241	78	53 800	0,0680	112 131	94 352	191 936	7872221	37599	971	247	3951	598	5386	21	5028	7,2810	5253	467	0,1545
2007	8	ASA	1 916 375	46	14 722	0,0651	22 814	18 368	67 384	1605686	9874	227	38	1462	28	1041	54	1997	8,0151	1686	131	0,1751
2007	8	DAL	7 014 043	98	41 763	0,0560	76 435	72 536	137 190	6168821	29075	544	224	3224	290	4865	7	3534	9,1781	5458	1224	0,2017
2007	8	ENV	912 480	117	47 061	0,1025	22 675	4 834	26 732	712639	31777	1731	128	3627	420	3726	8	5645	13,9563	90	17	0,2337
2007	8	FFT	1 029 055	44	8 790	0,0619	8 228	4 942	15 668	904374	6742	15	8	538	85	970	1	431	5,7777	392	56	0,1349
2007	8	HAL	760 712	14	5 036	0,0627	10 107	7 532	9 591	675847	4716	40	1	187	2	0	0	90	3,0978	14	1	0,1274
2007	8	JBU	2 730 929	48	16 655	0,0569	17 564	14 551	41 040	2379503	11679	156	91	782	139	2099	15	1693	8,0799	1	2	0,1115
2007	8	SKW	1 255 723	143	53 955	0,0993	20 110	5 330	25 747	1006395	40813	994	75	6060	398	1091	51	4473	10,0420	1827	116	0,1820

2007	8	SWA	8 743 212	64	101 673	0,0521	80 898	58 259	138 331	6996146	79015	489	247	5310	644	3585	127	12256	5,8044	10125	1068	0,1257
2007	8	UAL	7 268 243	78	43 176	0,0605	135 904	65 882	137 662	6370598	28583	1189	147	2831	350	4432	7	5637	5,4199	7985	423	0,1935
2007	9	AAL	8 620 279	78	51 266	0,0659	106 651	89 740	182 556	6738623	40249	893	126	2682	421	3979	17	2899	5,6304	5006	445	0,1717
2007	9	ASA	1 749 398	45	13 402	0,0631	20 826	16 767	61 513	1266186	9822	169	29	985	32	1092	19	1253	6,8488	1535	119	0,2027
2007	9	DAL	6 306 121	95	38 815	0,0543	68 720	65 215	123 343	4926408	31814	268	57	1634	102	3326	3	1610	6,8278	5073	1137	0,2271
2007	9	ENV	881 045	118	44 669	0,0994	21 894	4 668	25 811	631376	35666	839	78	2198	253	2513	2	3120	9,8986	85	16	0,2547
2007	9	FFT	938 765	43	7 928	0,0600	7 506	4 508	14 294	737090	7012	7	6	292	15	424	1	172	3,9889	353	50	0,1510
2007	9	HAL	706 661	14	4 581	0,0608	9 389	6 997	8 909	624997	4292	17	0	164	0	15	2	91	3,5361	12	0	0,1280
2007	9	JBU	2 448 427	48	15 123	0,0552	15 747	13 045	36 795	1760347	12962	107	17	320	25	1170	3	520	3,7697	0	2	0,1352
2007	9	SKW	1 165 212	149	48 869	0,0963	18 660	4 946	23 891	878594	40516	560	58	4071	211	851	34	2568	7,9126	1655	105	0,1934
2007	9	SWA	8 332 777	64	96 586	0,0505	77 100	55 524	131 837	5641492	82883	586	113	3133	240	2522	87	7021	4,1169	9619	1014	0,1486
2007	9	UAL	6 430 653	78	39 276	0,0587	120 242	58 289	121 797	5107924	30714	654	55	1804	112	2914	1	3022	3,9852	7264	385	0,2135
2007	10	AAL	9 029 842	76	53 472	0,0644	111 718	94 004	191 229	7372676	40676	523	107	2988	435	5072	12	3659	5,2920	5328	548	0,1614
2007	10	ASA	1 734 074	45	13 337	0,0681	20 644	16 620	60 974	1248268	9351	213	49	917	58	1440	11	1298	5,8020	1298	122	0,1852
2007	10	DAL	6 538 658	93	41 345	0,0555	71 254	67 620	127 892	5283826	33355	354	61	1686	50	3856	6	1977	6,5565	2992	694	0,2151
2007	10	ENV	903 243	114	46 034	0,1003	22 445	4 785	26 461	675111	36032	831	84	2300	254	3028	3	3501	9,5683	121	43	0,2626
2007	10	FFT	964 184	44	8 279	0,0619	7 709	4 630	14 681	776922	6987	3	4	356	22	637	0	269	4,0855	371	69	0,1331
2007	10	HAL	733 501	14	4 707	0,0607	9 745	7 263	9 248	664442	4455	10	0	188	1	2	4	48	3,3738	75	7	0,1188
2007	10	JBU	2 507 371	47	15 518	0,0550	16 126	13 359	37 681	1912906	12012	107	30	422	37	1939	13	958	3,2564	4	2	0,1263
2007	10	SKW	1 211 616	146	51 029	0,0979	19 404	5 143	24 843	925970	41168	644	42	4626	241	1174	37	3097	7,7079	1054	65	0,1927
2007	10	SWA	8 566 372	64	100 212	0,0499	79 261	57 081	135 533	6034766	82410	510	92	3516	263	3792	97	9532	4,4976	5659	794	0,1400
2007	10	UAL	6 748 986	80	41 235	0,0603	126 194	61 175	127 827	5535540	30698	725	58	2135	115	3589	0	3915	4,0935	5628	323	0,1936
2007	11	AAL	8 707 815	76	51 229	0,0685	107 734	90 652	184 409	7155686	38722	545	42	3150	290	4770	6	3704	5,3567	5102	523	0,1604
2007	11	ASA	1 607 424	45	12 292	0,0724	19 136	15 406	56 520	1235535	9582	136	37	757	34	869	17	860	4,0884	1195	110	0,1734
2007	11	DAL	6 376 693	92	39 381	0,0591	69 489	65 945	124 724	4962759	33704	301	37	1342	20	2733	5	1238	5,4147	2849	660	0,2234
2007	11	ENV	868 849	114	44 175	0,1068	21 591	4 603	25 454	637532	33884	738	51	2369	184	3100	1	3848	9,2425	116	40	0,2675
2007	11	FFT	923 714	46	7 859	0,0659	7 385	4 436	14 064	727018	6643	4	11	360	4	626	0	211	3,9762	350	63	0,1363
2007	11	HAL	711 942	14	4 543	0,0646	9 459	7 049	8 976	636923	4199	32	0	180	12	1	1	118	3,5086	71	5	0,1203
2007	11	JBU	2 530 181	47	16 073	0,0586	16 273	13 481	38 023	1963904	12814	39	31	537	4	1556	2	1089	2,9510	3	0	0,1242
2007	11	SKW	1 138 382	144	48 423	0,1042	18 231	4 832	23 341	849148	39741	743	116	3922	218	1214	33	2436	6,0452	998	60	0,1974
2007	11	SWA	8 290 441	64	97 798	0,0531	76 708	55 242	131 167	5743016	82621	572	114	3378	279	2824	38	7971	4,5625	5521	774	0,1424
2007	11	UAL	6 441 894	78	38 803	0,0642	120 452	58 391	122 010	5184783	29298	515	35	2070	39	3409	0	3437	3,7158	5294	302	0,1973

2007	12	AAL	8 766 011	80	52 576	0,0748	108 454	91 258	185 642	6944294	30887	1784	110	4728	1207	7538	17	6304	7,2493	5236	537	0,1664
2007	12	ASA	1 689 845	45	12 836	0,0790	20 117	16 196	59 419	1276917	9128	195	36	962	60	1222	32	1202	6,3903	1248	115	0,1764
2007	12	DAL	6 389 176	98	39 123	0,0645	69 625	66 074	124 968	4949536	27921	811	70	2485	234	4656	7	2940	7,6031	2830	655	0,2244
2007	12	ENV	818 978	113	44 559	0,1165	20 351	4 339	23 993	579948	23883	3712	151	3921	956	4864	3	7069	13,5460	117	40	0,2771
2007	12	FFT	949 864	45	7 987	0,0719	7 595	4 561	14 463	694581	4579	76	10	836	83	1682	1	720	6,1579	356	64	0,1467
2007	12	HAL	733 804	14	4 691	0,0705	9 749	7 266	9 252	605159	4314	50	0	221	9	1	0	97	3,4069	74	6	0,1305
2007	12	JBU	2 628 105	47	17 078	0,0639	16 903	14 003	39 495	2036168	11160	423	67	1077	30	2180	7	2135	5,2327	3	1	0,1244
2007	12	SKW	1 139 108	147	50 345	0,1137	18 242	4 835	23 356	816538	31413	2525	142	8443	702	1652	99	5369	10,8653	1038	62	0,2054
2007	12	SWA	8 405 032	64	99 422	0,0579	77 768	56 006	132 980	5729062	72121	1265	191	6034	646	4507	137	14521	5,8708	5613	786	0,1447
2007	12	UAL	6 539 046	83	40 008	0,0700	122 269	59 272	123 850	5085683	21906	2272	81	3976	386	5550	0	5838	5,7612	5458	312	0,2042
2008	1	AAL	8 718 002	79	52 410	0,0705	127 574	92 931	195 289	6702338	34793	1657	113	4034	607	6215	18	4972	7,7465	7497	680	0,1790
2008	1	ASA	1 680 095	45	12 729	0,0723	19 766	15 749	40 370	1136603	9292	355	85	792	66	1067	23	1048	6,7688	847	102	0,1947
2008	1	DAL	6 108 957	96	38 256	0,0629	62 801	70 906	134 200	4648566	30067	1199	86	1794	171	3296	3	1639	7,8714	5172	950	0,2442
2008	1	ENV	814 194	113	43 454	0,1174	23 860	4 559	26 460	540090	28642	2447	129	2691	579	4273	5	4689	13,7080	120	54	0,3225
2008	1	FFT	915 890	44	7 692	0,0746	7 395	4 204	15 090	656424	5880	14	4	587	14	832	0	360	6,9434	389	113	0,1562
2008	1	HAL	732 044	14	4 679	0,0679	10 768	6 754	10 219	609489	4405	36	2	168	3	0	1	64	3,1382	53	6	0,1315
2008	1	JBU	2 566 250	47	16 447	0,0620	19 050	13 900	42 875	1944219	12614	211	29	711	10	1539	5	1328	3,9279	8	4	0,1377
2008	1	SKW	1 098 406	147	48 992	0,0959	20 967	5 477	18 429	758587	32015	2564	181	4698	869	2044	60	6561	14,0247	1008	125	0,2272
2008	1	SWA	8 549 774	64	101 396	0,0554	88 575	58 902	138 710	5485755	78515	1138	151	4834	507	4206	125	11921	6,9883	8649	1415	0,1565
2008	1	UAL	6 159 360	83	38 026	0,0742	114 016	55 734	121 930	4642915	23608	1481	59	3251	333	4564	0	4730	6,4742	4472	410	0,2069
2008	2	AAL	7 965 385	79	48 618	0,1044	116 561	84 908	178 430	6290485	29979	2301	148	4172	729	6272	3	5014	6,8482	6954	629	0,1742
2008	2	ASA	1 589 392	45	11 882	0,1071	18 699	14 899	38 191	1155905	9115	206	56	654	39	915	8	889	5,3550	790	94	0,1811
2008	2	DAL	5 840 279	95	36 275	0,0932	60 039	67 787	128 298	4547170	27992	678	103	1675	179	3696	3	1950	6,9036	4903	899	0,2387
2008	2	ENV	737 149	113	40 221	0,1739	21 602	4 127	23 956	517998	24376	3025	129	2890	613	4106	2	5079	12,8140	110	49	0,3044
2008	2	FFT	847 011	41	7 126	0,1105	6 838	3 887	13 955	657349	5354	41	5	544	20	818	2	341	6,1728	358	104	0,1443
2008	2	HAL	682 658	14	4 390	0,1005	10 041	6 298	9 529	582611	4088	11	3	204	1	1	0	81	2,2518	48	5	0,1283
2008	2	JBU	2 466 324	45	15 984	0,0918	18 308	13 359	41 206	1893967	10830	365	43	758	44	2182	2	1761	3,2724	7	2	0,1359
2008	2	SKW	1 047 816	147	46 140	0,1420	20 002	5 225	17 580	767744	31876	2120	126	4105	523	1437	45	5908	11,1647	948	116	0,2141
2008	2	SWA	7 908 752	64	94 484	0,0821	81 934	54 486	128 310	5427923	68516	1797	385	4936	736	4193	102	13820	5,6302	8057	1316	0,1463
2008	2	UAL	6 017 335	85	36 764	0,1099	111 387	54 449	119 119	4627283	23932	1519	68	2567	369	4104	1	4203	5,4385	4322	395	0,2028
2008	3	AAL	8 488 064	79	52 021	0,0862	124 210	90 480	190 139	7231640	32233	2908	227	4481	590	6280	5	5297	7,3384	7441	673	0,1615
2008	3	ASA	1 728 567	45	12 757	0,0883	20 336	16 204	41 535	1391856	9946	85	19	796	35	987	19	871	5,0580	848	101	0,1635

2008	3	DAL	6 427 809	95	39 829	0,0769	66 079	74 607	141 204	5527034	28573	855	116	2510	237	4512	0	3026	7,9031	5383	987	0,2161
2008	3	ENV	780 253	114	42 159	0,1435	22 866	4 369	25 357	582927	27995	2481	134	2883	617	3481	2	4566	12,7404	115	51	0,2863
2008	3	FFT	971 705	42	7 953	0,0912	7 845	4 460	16 010	821727	5838	36	6	551	21	1044	1	454	6,4499	400	116	0,1324
2008	3	HAL	732 283	14	4 705	0,0829	10 771	6 756	10 222	647816	4447	36	3	154	0	1	0	64	2,4429	52	5	0,1238
2008	3	JBU	2 792 100	45	17 906	0,0758	20 727	15 123	46 649	2282860	12658	199	64	812	22	2164	3	1984	3,5073	8	3	0,1276
2008	3	SKW	1 185 346	146	51 318	0,1172	22 627	5 911	19 887	913637	39905	1382	104	4232	349	2095	73	3178	9,6607	1054	130	0,2036
2008	3	SWA	8 737 757	64	102 314	0,0677	90 522	60 197	141 760	6679996	76140	891	217	5595	364	4593	120	14395	5,4873	8725	1425	0,1313
2008	3	UAL	6 831 218	86	40 449	0,0906	126 453	61 813	135 230	5698795	28984	934	52	2483	160	3793	18	4026	4,8635	4756	434	0,1870
2008	4	AAL	8 211 142	80	51 470	0,0800	120 157	87 528	183 935	6778898	33590	3918	133	3850	140	5704	6	4129	6,3508	4519	461	0,1787
2008	4	ASA	1 692 333	47	12 517	0,0763	19 910	15 864	40 664	1295835	10219	158	18	619	28	760	15	700	4,2252	640	60	0,1821
2008	4	DAL	5 976 290	94	37 049	0,0731	61 437	69 366	131 286	5045039	28441	319	66	1895	95	3932	0	2301	5,2969	5053	790	0,2391
2008	4	ENV	813 945	115	42 026	0,1264	23 853	4 557	26 452	588217	31275	1007	82	2571	233	3224	1	3633	10,4493	113	55	0,3718
2008	4	FFT	943 643	43	7 909	0,0799	7 619	4 331	15 547	764505	6496	7	8	384	12	720	0	282	4,9839	352	48	0,1399
2008	4	HAL	715 045	14	4 611	0,0777	10 518	6 597	9 981	650841	4175	29	3	245	0	1	1	157	3,3966	15	7	0,1529
2008	4	JBU	2 672 474	45	17 141	0,0711	19 839	14 475	44 650	2129441	13203	127	59	587	13	1808	1	1342	3,0047	3	3	0,1377
2008	4	SKW	1 130 258	148	48 734	0,1081	21 575	5 636	18 963	839626	40932	707	83	2337	170	2628	13	1864	6,6856	3326	163	0,2162
2008	4	SWA	8 626 155	64	100 772	0,0608	89 366	59 428	139 949	6261889	83901	554	101	3877	272	3183	59	8826	3,8145	5823	784	0,1501
2008	4	UAL	6 383 422	84	38 797	0,0821	118 164	57 761	126 366	5358311	28232	682	85	2350	131	3604	0	3713	4,9135	9515	502	0,2063
2008	5	AAL	8 846 853	76	53 250	0,0851	129 460	94 304	198 176	7411767	35825	1119	139	4038	340	6437	15	5338	5,8185	4673	475	0,1761
2008	5	ASA	1 835 235	45	13 137	0,0812	21 591	17 204	44 098	1417675	10556	127	23	703	12	945	17	754	4,3241	671	61	0,1805
2008	5	DAL	5 879 045	90	36 349	0,0779	60 437	68 237	129 149	5025328	30554	156	52	1369	47	3052	4	1116	3,8062	4956	774	0,2361
2008	5	ENV	839 716	114	43 348	0,1346	24 608	4 702	27 290	625880	33067	1201	78	2289	304	3022	6	3381	9,0631	115	54	0,3605
2008	5	FFT	997 988	44	8 581	0,0850	8 058	4 580	16 443	813812	6561	9	7	426	21	1133	0	424	5,1521	381	51	0,1390
2008	5	HAL	721 788	14	4 688	0,0827	10 617	6 659	10 075	650961	4167	15	2	319	1	2	1	181	3,6062	14	6	0,1543
2008	5	JBU	2 565 381	46	16 169	0,0757	19 044	13 895	42 861	2029662	12812	27	28	493	14	1896	1	898	3,2290	0	1	0,1387
2008	5	SKW	1 126 476	143	48 632	0,1151	21 503	5 617	18 900	863228	41079	445	46	2130	148	2748	19	2017	5,7620	3317	162	0,2096
2008	5	SWA	8 914 990	64	102 591	0,0648	92 358	61 418	144 635	6673213	83018	375	91	3892	315	4197	62	10640	4,4055	5927	796	0,1455
2008	5	UAL	6 562 811	81	39 864	0,0874	121 485	59 385	129 917	5555673	28868	718	79	2283	141	4019	0	3756	4,7633	9775	514	0,2045
2008	6	AAL	8 413 739	78	50 842	0,0929	123 122	89 688	188 474	7422810	29901	1023	298	4426	673	8254	8	6259	6,0648	4462	453	0,1672
2008	6	ASA	1 907 917	46	13 390	0,0886	22 446	17 885	45 844	1513644	10419	104	25	755	23	1120	15	929	4,5162	684	62	0,1758
2008	6	DAL	6 292 614	98	37 844	0,0849	64 689	73 038	138 235	5569306	27604	479	146	2276	178	4672	5	2483	4,6603	5160	806	0,2280
2008	6	ENV	832 355	117	43 921	0,1468	24 393	4 660	27 050	639293	28837	1865	152	2846	556	4441	3	5221	10,2035	117	55	0,3499

2008	6	FFT	989 730	45	8 600	0,0928	7 991	4 542	16 307	860081	6387	20	12	515	25	1145	0	496	4,4045	382	51	0,1305
2008	6	HAL	715 691	14	5 301	0,0903	10 527	6 603	9 990	601395	4888	17	2	250	0	1	0	143	3,7282	16	7	0,1656
2008	6	JBU	2 591 921	45	16 525	0,0826	19 241	14 039	43 304	2157707	10732	363	113	732	85	2730	4	1766	3,3595	0	1	0,1318
2008	6	SKW	1 135 033	148	49 636	0,1256	21 667	5 660	19 043	883478	38666	958	119	2956	280	3805	27	2825	6,4116	3386	165	0,2063
2008	6	SWA	8 796 286	64	100 890	0,0706	91 129	60 600	142 709	6878063	76958	326	263	4957	880	4485	54	12966	4,2386	5828	783	0,1393
2008	6	UAL	6 769 245	84	40 237	0,0953	125 306	61 252	134 004	5955533	23874	1204	160	3266	279	5672	0	5782	5,8579	9867	519	0,1968
2008	7	AAL	8 789 659	78	52 924	0,0906	128 623	93 695	196 894	7705085	36786	819	227	4288	484	5612	44	4665	5,2740	3759	379	0,1661
2008	7	ASA	2 031 343	47	14 190	0,0819	23 898	19 042	48 810	1613122	11339	98	18	734	47	944	42	969	4,4320	666	75	0,1961
2008	7	DAL	6 517 715	97	39 335	0,0817	67 003	75 650	143 180	5887750	27387	905	252	2901	375	4230	3	3282	5,6549	6439	982	0,2145
2008	7	ENV	888 151	116	45 287	0,1401	26 028	4 973	28 864	657259	34052	1127	105	2626	257	3349	4	3767	8,2443	913	245	0,3034
2008	7	FFT	1 081 052	44	9 328	0,0891	8 728	4 962	17 811	941020	7610	17	6	431	42	836	0	387	3,9778	381	63	0,1381
2008	7	HAL	765 009	14	5 632	0,0864	11 253	7 058	10 679	607246	4707	151	0	417	0	8	1	348	3,7904	16	5	0,1802
2008	7	JBU	2 706 518	45	17 460	0,0836	20 092	14 660	45 219	2344275	11280	553	83	1064	62	2639	1	1778	4,0417	10	2	0,1388
2008	7	SKW	1 182 783	147	49 654	0,1239	22 578	5 898	19 844	924457	40583	652	77	2808	268	2770	21	2475	6,7363	4251	233	0,2102
2008	7	SWA	9 029 153	64	103 649	0,0688	93 541	62 204	146 487	6885829	86081	663	180	4093	764	2916	53	8898	3,9646	4830	512	0,1442
2008	7	UAL	7 012 118	84	41 381	0,0932	129 802	63 450	138 812	6070225	28241	1328	137	2845	281	3742	4	4803	5,1990	10545	922	0,2106
2008	8	AAL	8 816 664	78	53 186	0,0854	129 018	93 983	197 499	7453479	37526	1208	211	4286	693	4749	6	4507	5,2019	3777	379	0,1722
2008	8	ASA	1 967 467	47	13 765	0,0772	23 147	18 443	47 275	1619020	10835	154	51	764	51	900	24	986	4,3035	645	72	0,1892
2008	8	DAL	6 260 532	98	38 173	0,0771	64 359	72 665	137 530	5575714	29422	597	92	2169	151	3519	1	2223	5,3044	6248	951	0,2176
2008	8	ENV	858 971	114	43 704	0,1321	25 173	4 809	27 915	601221	34298	1167	92	2244	294	2527	1	3081	8,4448	880	235	0,3208
2008	8	FFT	1 043 086	43	9 011	0,0840	8 422	4 787	17 186	891736	7471	24	10	431	51	728	0	296	3,7879	366	60	0,1406
2008	8	HAL	762 747	14	5 597	0,0815	11 219	7 037	10 647	644898	5164	47	2	266	0	2	1	115	2,8870	14	3	0,1692
2008	8	JBU	2 699 953	45	17 482	0,0789	20 043	14 624	45 109	2350570	11308	557	67	1259	54	2281	3	1952	4,3638	8	1	0,1381
2008	8	SKW	1 144 805	148	49 784	0,1169	21 853	5 708	19 207	888405	42641	381	92	2342	249	2080	17	1983	6,6843	4260	233	0,2117
2008	8	SWA	8 882 898	64	101 797	0,0649	92 026	61 197	144 114	6630644	85867	585	234	3610	569	2765	40	8127	4,1303	4743	500	0,1473
2008	8	UAL	6 874 654	84	40 325	0,0879	127 257	62 206	136 090	5934899	29399	844	125	2559	242	3009	6	4140	6,4841	10275	897	0,2112
2008	9	AAL	7 792 648	78	48 215	0,0828	114 033	83 067	174 561	5958049	39292	704	69	2604	138	3369	3	2036	3,5650	3424	343	0,1904
2008	9	ASA	1 718 825	46	12 082	0,0749	20 222	16 113	41 301	1308626	10612	67	29	468	37	425	15	428	3,6036	566	63	0,2045
2008	9	DAL	5 556 805	97	36 304	0,0747	57 124	64 497	122 070	4635601	30655	418	52	1184	63	2852	3	1077	4,5120	5942	905	0,2323
2008	9	ENV	784 794	115	39 471	0,1281	22 999	4 394	25 505	514775	32657	984	51	1633	145	1982	3	2015	7,0626	795	212	0,3423
2008	9	FFT	843 956	41	7 521	0,0814	6 814	3 873	13 905	695251	6875	33	2	189	8	341	0	73	2,6899	306	50	0,1459
2008	9	HAL	658 598	14	4 892	0,0790	9 687	6 076	9 193	545217	4650	11	2	172	0	1	0	56	2,3646	12	3	0,1728

2008	9	JBU	2 111 027	45	14 078	0,0765	15 671	11 434	35 270	1626434	11373	156	31	460	16	1328	3	710	3,1234	7	0	0,1560
2008	9	SKW	1 013 577	147	44 047	0,1133	19 348	5 054	17 005	783451	38460	404	46	1699	106	1842	16	1473	5,3811	3769	206	0,2126
2008	9	SWA	8 377 266	64	98 130	0,0629	86 788	57 713	135 911	5307897	87361	2286	104	2355	223	1614	19	4168	3,6610	4572	482	0,1735
2008	9	UAL	5 719 255	83	34 508	0,0852	105 869	51 751	113 218	4631948	27548	339	44	1629	165	2636	0	2147	4,2099	8793	767	0,2251
2008	10	AAL	8 080 867	75	49 788	0,0880	118 251	86 139	181 017	6524447	41635	321	92	2680	104	3133	9	1813	3,4371	3559	385	0,1724
2008	10	ASA	1 736 486	45	12 294	0,0850	20 429	16 278	41 725	1282112	10375	93	23	576	0	676	0	551	2,5482	629	105	0,1864
2008	10	DAL	5 807 119	93	38 645	0,0771	59 698	67 403	127 569	4949324	31552	227	47	1533	91	3459	0	1735	4,8901	4462	811	0,2211
2008	10	ENV	783 725	110	38 170	0,1439	22 967	4 388	25 470	556447	33194	295	47	1427	77	1548	0	1583	6,7630	1365	420	0,2860
2008	10	FFT	845 843	39	7 569	0,0943	6 829	3 882	13 936	704692	6746	14	5	235	19	403	0	147	2,3331	386	113	0,1356
2008	10	HAL	682 848	14	5 435	0,0792	10 044	6 300	9 532	583018	4886	27	3	334	4	4	2	174	2,3708	25	3	0,1534
2008	10	JBU	2 155 293	43	14 548	0,0815	16 000	11 674	36 009	1736333	12619	52	40	451	10	933	3	440	2,9505	3	3	0,1397
2008	10	SKW	1 035 328	135	42 812	0,1217	19 763	5 162	17 370	821610	37496	279	58	1017	77	1755	12	2118	4,5992	2949	186	0,1869
2008	10	SWA	8 812 910	64	101 756	0,0629	91 301	60 715	142 979	6208087	91144	620	132	3090	150	1551	36	5033	3,0980	5592	809	0,1525
2008	10	UAL	5 871 279	75	35 482	0,0961	108 684	53 127	116 227	4955597	30627	238	46	1313	78	1649	4	1528	3,4705	7266	521	0,2061
2008	11	AAL	7 369 659	74	44 832	0,0936	107 844	78 558	165 085	5767769	37837	404	110	2195	111	2589	7	1579	3,7471	3203	346	0,1778
2008	11	ASA	1 578 398	46	11 029	0,0905	18 569	14 796	37 926	1203171	8974	65	24	495	36	833	14	589	2,5641	563	93	0,1805
2008	11	DAL	5 615 731	93	36 939	0,0820	57 730	65 181	123 365	4576206	28321	370	61	1382	155	1797	4	1819	6,0139	4263	774	0,2312
2008	11	ENV	705 286	115	33 908	0,1532	20 669	3 949	22 921	488286	28590	300	36	1561	95	4313	2	2042	6,5267	1210	371	0,2933
2008	11	FFT	804 789	39	7 106	0,1004	6 498	3 694	13 259	627630	5944	17	5	304	9	578	0	249	2,2495	361	105	0,1449
2008	11	HAL	700 921	15	5 783	0,0844	10 310	6 467	9 784	569655	5181	60	7	376	3	1	0	155	2,4056	25	2	0,1612
2008	11	JBU	2 278 104	43	15 645	0,0868	16 911	12 339	38 061	1727283	12976	110	39	495	13	1199	1	812	2,8023	2	1	0,1485
2008	11	SKW	964 164	143	41 282	0,1295	18 405	4 808	16 176	738741	35137	460	97	1019	82	2080	9	2398	4,1806	2842	179	0,1936
2008	11	SWA	8 325 997	64	96 144	0,0670	86 256	57 360	135 079	5263646	83859	861	106	2719	226	2422	19	5932	3,0722	5282	763	0,1699
2008	11	UAL	5 338 991	77	31 040	0,1023	98 830	48 311	105 690	4240446	26541	254	42	1138	61	1618	3	1382	3,5271	6355	454	0,2190
2008	12	AAL	7 710 906	78	47 328	0,1021	112 837	82 196	172 730	6269556	33065	1058	193	3499	1040	4808	4	3661	6,7132	3381	365	0,1711
2008	12	ASA	1 565 025	46	11 330	0,0987	18 412	14 671	37 605	1260445	6620	627	95	954	223	1307	31	1473	6,1489	579	95	0,1709
2008	12	DAL	5 803 131	100	36 933	0,0895	59 657	67 356	127 482	4866365	24257	680	136	2752	291	5306	2	3510	9,1999	4262	774	0,2247
2008	12	ENV	694 775	110	35 024	0,1671	20 361	3 890	22 579	502364	20775	2362	141	2564	960	3686	6	4529	13,1741	1250	383	0,2809
2008	12	FFT	831 625	39	7 366	0,1096	6 714	3 817	13 702	657675	4474	71	5	732	46	1411	0	627	4,9823	374	109	0,1429
2008	12	HAL	727 276	15	6 113	0,0920	10 698	6 710	10 152	587982	4865	130	14	611	62	4	0	428	2,7629	27	2	0,1620
2008	12	JBU	2 398 753	43	16 707	0,0947	17 807	12 993	40 077	1926208	10486	485	177	1381	72	1931	19	2156	3,6761	2	1	0,1402
2008	12	SKW	1 014 709	143	44 240	0,1413	19 370	5 060	17 024	792792	27627	2069	267	2475	395	4418	22	6967	10,7428	3045	192	0,1899

2008	12	SWA	8 319 052	64	97 831	0,0731	86 184	57 312	134 967	5794863	65794	2293	490	6969	908	4849	117	16412	6,3909	5375	777	0,1542
2008	12	UAL	5 627 456	80	32 643	0,1116	104 170	50 921	111 401	4601628	22053	1000	98	2237	445	3587	1	3222	7,5209	6683	477	0,2127
2009	1	AAL	7 686 773	78	47 739	0,0549	118 416	82 227	184 209	5758311	36027	1668	117	2777	992	3475	7	2676	5,0486	4451	270	0,1720
2009	1	ASA	1 596 392	46	11 212	0,0541	21 140	15 247	31 268	1124778	8018	210	89	668	114	1179	9	924	6,2560	793	292	0,1813
2009	1	DAL	5 702 816	93	36 066	0,0544	70 928	74 646	126 846	4449064	27972	557	77	1555	192	3866	2	1845	7,1652	4783	812	0,2283
2009	1	ENV	708 420	109	34 937	0,0902	22 456	3 679	25 303	442256	25167	1431	66	1710	735	2955	2	2871	9,7579	1308	361	0,3185
2009	1	FFT	813 782	39	7 197	0,0512	4 380	3 857	14 553	562734	5493	37	5	419	21	853	0	369	3,2816	217	80	0,1446
2009	1	HAL	736 255	15	6 273	0,0492	12 355	7 619	11 732	582115	5697	30	9	417	6	7	3	104	2,0143	30	6	0,1588
2009	1	JBU	2 332 383	43	16 261	0,0496	19 238	12 367	42 673	1721799	12183	272	45	861	45	1569	7	1279	2,8668	1	0	0,1431
2009	1	SKW	1 038 495	143	44 443	0,0678	24 009	5 590	18 072	737049	33909	1320	226	1663	223	3117	14	3972	8,4337	3234	242	0,1926
2009	1	SWA	8 173 240	64	96 109	0,0511	89 068	61 582	143 437	5135786	80058	1598	168	3611	518	2873	64	7218	4,4233	7758	1136	0,1551
2009	1	UAL	5 390 096	80	31 508	0,0451	98 750	48 341	114 794	4170387	24905	728	54	1490	168	2258	3	1902	5,4995	6348	510	0,1903
2009	2	AAL	6 969 171	78	42 915	0,0814	107 361	74 550	167 012	5423595	34886	958	69	2480	185	2595	3	1739	3,8657	4001	242	0,1656
2009	2	ASA	1 479 875	46	10 299	0,0802	19 597	14 134	28 986	1069488	7857	138	46	493	62	1032	11	659	3,5137	726	267	0,1768
2009	2	DAL	5 166 475	93	32 600	0,0805	64 258	67 626	114 917	4067939	26935	301	52	1013	93	3040	1	1166	4,4679	4323	733	0,2262
2009	2	ENV	669 103	107	31 965	0,1336	21 210	3 474	23 899	449088	26206	511	49	1549	162	1773	2	1713	7,1159	1195	329	0,2963
2009	2	FFT	731 591	39	6 524	0,0758	3 938	3 467	13 083	531316	5436	15	3	270	10	565	0	225	2,3506	196	72	0,1377
2009	2	HAL	656 512	15	5 658	0,0729	11 017	6 793	10 461	566390	5160	8	8	372	0	2	0	108	2,1345	25	4	0,1456
2009	2	JBU	2 196 244	43	15 087	0,0736	18 115	11 645	40 182	1634256	12247	106	27	656	11	1149	3	888	2,2476	0	0	0,1420
2009	2	SKW	972 947	141	41 349	0,1004	22 494	5 237	16 932	711012	33803	722	96	1202	92	2311	5	3118	3,7401	3008	224	0,1870
2009	2	SWA	7 392 029	64	86 491	0,0757	80 555	55 696	129 727	5104809	76395	556	94	2489	242	1984	30	4701	2,9926	6981	1020	0,1412
2009	2	UAL	5 156 931	80	29 896	0,0669	94 478	46 250	109 828	3989682	24458	505	33	1119	91	1964	0	1726	3,6776	6022	482	0,1903
2009	3	AAL	7 776 516	78	47 819	0,0671	119 799	83 187	186 360	6463616	37078	1057	151	3100	305	3580	3	2545	4,4750	4458	270	0,1550
2009	3	ASA	1 635 883	46	11 444	0,0662	21 663	15 624	32 042	1331161	8038	380	66	614	97	1319	14	915	4,0818	807	297	0,1570
2009	3	DAL	5 833 008	91	36 764	0,0664	72 548	76 351	129 742	4855465	27162	1084	70	1649	280	4087	0	2433	6,0110	4875	827	0,2140
2009	3	ENV	748 831	108	35 929	0,1102	23 737	3 888	26 747	558412	28181	883	87	1879	295	2210	1	2393	7,7990	1343	370	0,2667
2009	3	FFT	810 879	39	7 291	0,0625	4 365	3 843	14 501	643576	5714	106	5	266	31	545	0	624	2,8908	219	80	0,1260
2009	3	HAL	736 092	15	6 137	0,0601	12 352	7 617	11 729	641893	5613	4	0	399	4	3	2	112	1,8197	27	4	0,1440
2009	3	JBU	2 485 265	43	17 149	0,0607	20 499	13 178	45 470	1979155	13589	284	45	734	40	1460	4	993	2,4451	0	0	0,1327
2009	3	SKW	1 099 801	143	46 899	0,0828	25 427	5 920	19 139	845236	38641	933	116	1431	127	2451	10	3190	6,6493	3412	254	0,1778
2009	3	SWA	8 608 468	65	99 384	0,0624	93 811	64 862	151 075	6652325	83377	978	178	3880	461	2540	63	7907	3,5248	8021	1172	0,1262
2009	3	UAL	6 007 634	80	34 554	0,0552	110 063	53 880	127 946	4990701	27816	783	74	1373	93	2114	4	2296	3,8118	6960	558	0,1772

2009	4	AAL	7 524 676	78	45 605	0,0621	115 919	80 493	180 324	6362816	33948	717	181	3003	417	4144	2	3192	4,6487	5021	381	0,1559
2009	4	ASA	1 600 995	46	11 060	0,0561	21 201	15 291	31 358	1260381	9324	45	14	474	24	725	6	447	3,2421	669	198	0,1731
2009	4	DAL	5 538 247	85	35 184	0,0622	68 882	72 492	123 186	4717312	26927	375	150	1704	156	3849	1	2022	5,0510	5418	850	0,2160
2009	4	ENV	746 869	114	35 759	0,0958	23 675	3 878	26 677	556719	27072	1164	103	1736	475	2441	0	2768	8,5274	1654	501	0,2553
2009	4	FFT	796 590	39	7 106	0,0540	4 288	3 775	14 245	638519	5524	66	7	319	23	526	0	642	2,4840	672	203	0,1278
2009	4	HAL	702 602	15	5 876	0,0554	11 790	7 270	11 196	609203	5353	26	7	400	2	3	1	85	1,8864	6	1	0,1435
2009	4	JBU	2 412 475	43	16 899	0,0555	19 899	12 792	44 138	1957856	12280	545	53	876	62	1879	2	1202	2,2718	9	3	0,1295
2009	4	SKW	1 069 053	140	44 568	0,0725	24 716	5 754	18 604	830564	38256	582	82	1035	65	2110	7	2432	5,2850	3238	169	0,1696
2009	4	SWA	8 464 220	65	96 875	0,0555	92 239	63 775	148 543	6518347	81468	553	178	3881	409	2589	43	7754	3,2367	11270	1176	0,1329
2009	4	UAL	5 578 820	75	31 387	0,0500	102 207	50 034	118 813	4761610	25323	579	63	1361	105	1899	0	2058	3,3506	8762	746	0,1837
2009	5	AAL	7 730 227	73	46 622	0,0661	119 086	82 691	185 250	6423240	36297	642	193	2709	381	3816	5	2578	4,3248	5132	388	0,1587
2009	5	ASA	1 760 038	46	11 796	0,0597	23 307	16 810	34 474	1368136	10114	24	35	466	18	665	7	467	3,5643	712	211	0,1753
2009	5	DAL	5 498 742	85	35 230	0,0663	68 390	71 975	122 307	4745393	27269	166	80	1387	137	4264	0	1928	4,3270	5424	849	0,2132
2009	5	ENV	793 386	112	37 408	0,1020	25 150	4 120	28 338	598824	28715	819	99	2067	348	2403	3	2954	7,4392	1729	522	0,2521
2009	5	FFT	882 510	40	7 711	0,0575	4 750	4 182	15 782	714699	6307	51	10	292	26	504	0	521	2,3723	728	219	0,1264
2009	5	HAL	728 376	15	6 122	0,0590	12 223	7 537	11 606	624017	5526	16	5	438	1	8	1	127	1,7734	4	0	0,1452
2009	5	JBU	2 371 946	44	16 218	0,0591	19 565	12 577	43 397	1861828	12528	62	53	793	31	1728	5	1018	2,2563	7	2	0,1339
2009	5	SKW	1 091 154	138	44 689	0,0772	25 227	5 873	18 989	872166	38806	338	68	1061	82	1990	8	2337	4,9226	3246	169	0,1648
2009	5	SWA	8 625 660	65	97 696	0,0591	93 998	64 991	151 377	6434844	81735	570	174	4227	424	2752	67	7747	3,2953	11365	1184	0,1372
2009	5	UAL	5 640 372	74	31 798	0,0532	103 335	50 586	120 124	4803513	25459	400	68	1340	167	2237	4	2124	3,6721	8875	754	0,1841
2009	6	AAL	7 509 746	76	46 140	0,0721	115 689	80 333	179 967	6654782	31909	1277	305	4091	737	4124	6	3690	5,2325	5078	384	0,1488
2009	6	ASA	1 861 946	50	12 138	0,0651	24 656	17 784	36 470	1505740	10261	34	15	541	31	701	8	546	4,0161	732	217	0,1685
2009	6	DAL	5 709 386	91	35 467	0,0723	71 010	74 732	126 992	5107820	27003	355	142	1933	150	3779	4	2102	4,3126	5461	855	0,2057
2009	6	ENV	758 504	117	36 732	0,1112	24 044	3 939	27 092	605099	27325	1126	146	2275	403	2425	6	3026	9,3020	1698	513	0,2386
2009	6	FFT	882 514	41	7 658	0,0628	4 750	4 182	15 782	771772	5205	52	25	432	57	866	0	1021	2,7911	723	217	0,1171
2009	6	HAL	737 653	15	6 133	0,0644	12 379	7 633	11 754	646024	5722	26	7	317	0	2	0	59	1,9211	4	0	0,1421
2009	6	JBU	2 421 968	46	16 504	0,0644	19 977	12 842	44 312	1983658	11755	161	47	999	70	2124	1	1346	2,7297	7	2	0,1283
2009	6	SKW	1 178 826	140	47 396	0,0842	27 254	6 345	20 514	968956	38098	428	146	1576	126	3046	13	3964	5,9632	3443	179	0,1603
2009	6	SWA	8 465 165	66	96 195	0,0644	92 249	63 782	148 560	6731754	75173	576	249	5085	779	3459	85	10790	3,5894	11190	1166	0,1287
2009	6	UAL	5 950 322	73	32 990	0,0580	109 013	53 366	126 725	5297987	23950	661	151	1761	209	2966	9	3284	5,1647	9208	782	0,1761
2009	7	AAL	7 853 030	76	47 674	0,0695	120 977	84 005	188 193	7045434	34419	631	208	4224	638	3822	8	3724	4,7265	5014	332	0,1479
2009	7	ASA	1 983 765	50	12 786	0,0580	26 269	18 947	38 856	1670102	11150	46	21	565	26	491	8	478	4,4515	807	301	0,1740

2009	7	DAL	6 106 056	90	37 145	0,0678	75 944	79 925	135 816	5562337	28048	284	132	2111	182	3902	4	2481	4,3242	5561	503	0,1934
2009	7	ENV	782 484	114	38 097	0,1070	24 804	4 063	27 949	616021	29585	827	81	2210	300	1998	1	3095	7,8961	1406	476	0,2524
2009	7	FFT	901 978	40	7 928	0,0591	4 855	4 275	16 130	828254	5882	58	7	435	36	645	0	865	2,3798	934	208	0,1215
2009	7	HAL	784 377	15	6 645	0,0607	13 163	8 116	12 499	675633	6222	4	4	306	2	2	1	104	2,0041	13	0	0,1469
2009	7	JBU	2 553 519	45	17 480	0,0621	21 062	13 540	46 719	2216849	12775	327	57	1121	56	1848	9	1287	3,1140	2	0	0,1257
2009	7	SKW	1 237 686	139	48 953	0,0763	28 615	6 662	21 539	1030443	40933	351	102	1714	123	2248	14	3468	4,9642	3713	147	0,1474
2009	7	SWA	8 704 363	66	99 070	0,0646	94 856	65 584	152 758	7241252	79944	466	179	5495	625	2826	57	9478	3,5643	10150	1038	0,1293
2009	7	UAL	6 218 525	72	33 948	0,0548	113 927	55 771	132 437	5544837	27023	533	84	1532	145	1967	0	2662	4,1618	7170	381	0,1871
2009	8	AAL	7 828 757	76	47 470	0,0656	120 603	83 745	187 611	6742306	36624	489	165	3372	724	3039	12	3045	4,4514	4991	330	0,1541
2009	8	ASA	1 977 418	51	12 652	0,0546	26 185	18 887	38 732	1660587	10850	47	22	535	47	626	13	511	4,3980	796	297	0,1744
2009	8	DAL	6 019 656	92	37 146	0,0639	74 869	78 794	133 894	5379245	29208	196	103	1975	174	3501	2	1987	5,0218	5560	502	0,1971
2009	8	ENV	787 917	117	38 205	0,1009	24 976	4 091	28 143	576275	30408	623	87	2092	270	2017	8	2700	7,8089	1408	476	0,2717
2009	8	FFT	898 192	40	7 861	0,0557	4 835	4 257	16 062	797007	6584	21	10	284	29	407	0	527	2,2446	924	205	0,1258
2009	8	HAL	768 182	15	6 602	0,0572	12 891	7 949	12 241	670742	6252	18	4	272	1	1	1	54	2,1148	12	0	0,1449
2009	8	JBU	2 550 087	45	17 375	0,0586	21 034	13 522	46 656	2214353	13210	238	51	1118	39	1521	5	1193	2,9260	1	0	0,1257
2009	8	SKW	1 225 763	136	48 566	0,0719	28 339	6 598	21 331	1000732	40990	387	114	1607	105	2077	21	3265	5,2541	3682	143	0,1503
2009	8	SWA	8 344 604	67	95 673	0,0609	90 936	62 874	146 444	6694359	79175	392	145	4783	552	2642	68	7915	3,5683	9801	1001	0,1341
2009	8	UAL	6 154 739	71	33 622	0,0517	112 759	55 199	131 079	5415819	26916	488	67	1492	154	1940	4	2560	4,1249	7099	376	0,1896
2009	9	AAL	7 277 174	77	44 135	0,0636	112 106	77 845	174 393	5800276	37941	244	133	2143	281	1902	4	1488	3,0392	4640	307	0,1665
2009	9	ASA	1 743 430	49	11 258	0,0530	23 087	16 652	34 148	1358088	10129	44	17	352	22	443	3	248	3,2444	708	264	0,1880
2009	9	DAL	5 241 593	87	34 688	0,0620	65 192	68 609	116 587	4383292	28500	201	76	1371	187	3035	3	1315	4,1011	5192	468	0,2106
2009	9	ENV	752 697	115	36 786	0,0978	23 860	3 908	26 885	527487	31196	439	99	1634	200	1420	5	1792	5,4870	1356	458	0,2836
2009	9	FFT	843 258	40	7 233	0,0541	4 539	3 996	15 080	685522	6441	12	3	194	4	276	0	303	1,7413	850	188	0,1373
2009	9	HAL	684 809	15	5 904	0,0555	11 492	7 086	10 912	588144	5556	8	2	264	0	3	2	69	1,8985	11	0	0,1473
2009	9	JBU	2 164 902	46	14 496	0,0568	17 857	11 479	39 608	1696003	12851	17	15	869	5	652	1	86	2,2563	1	0	0,1393
2009	9	SKW	1 119 559	139	45 146	0,0697	25 884	6 026	19 483	886580	39489	305	95	1181	80	1636	10	2349	3,9031	3423	133	0,1550
2009	9	SWA	7 724 146	67	89 769	0,0591	84 174	58 199	135 555	5772446	79962	341	91	3068	225	1481	21	4580	2,7615	9196	939	0,1440
2009	9	UAL	5 294 649	70	29 860	0,0501	97 001	47 485	112 761	4369568	26238	255	48	943	45	1048	0	1284	3,0006	6305	334	0,2021
2009	10	AAL	7 506 620	75	45 676	0,0634	115 641	80 299	179 892	6311910	34701	301	132	3111	263	4002	4	3161	3,4627	4817	473	0,1607
2009	10	ASA	1 765 558	50	11 440	0,0580	23 380	16 863	34 582	1361880	9819	54	27	372	39	751	2	377	3,9464	869	223	0,1800
2009	10	DAL	5 469 909	86	36 659	0,0642	68 032	71 598	121 666	4672697	29119	192	49	1586	145	3847	2	1719	4,4018	3576	190	0,2130
2009	10	ENV	770 273	115	38 125	0,0979	24 417	4 000	27 513	579146	28199	863	87	2175	262	2877	5	3656	7,1140	1674	626	0,2989

2009	10	FFT	849 912	39	7 220	0,0599	4 575	4 028	15 199	689265	5263	75	8	355	19	659	0	842	2,3817	408	106	0,1374
2009	10	HAL	703 686	15	6 076	0,0570	11 809	7 281	11 213	610502	5672	3	5	286	2	0	0	108	1,8578	15	3	0,1453
2009	10	JBU	2 196 245	45	14 723	0,0577	18 115	11 645	40 182	1790945	12200	39	61	534	12	1270	1	606	2,0620	3	2	0,1287
2009	10	SKW	1 168 943	136	46 523	0,0710	27 025	6 292	20 342	945140	36102	662	88	1651	90	3514	12	4404	4,9873	3613	164	0,1548
2009	10	SWA	7 987 848	67	93 100	0,0603	87 048	60 186	140 183	6325701	72466	530	125	5452	295	3644	57	10531	3,0655	9671	1111	0,1457
2009	10	UAL	5 523 436	70	30 637	0,0532	101 193	49 537	117 634	4723025	25042	420	41	1082	43	2224	2	1783	3,6206	5276	605	0,1968
2009	11	AAL	7 241 264	75	43 737	0,0674	111 553	77 461	173 532	5849659	38401	194	82	2105	78	1618	1	1258	2,8735	4611	451	0,1673
2009	11	ASA	1 621 791	50	10 483	0,0618	21 476	15 490	31 766	1295668	9254	82	31	337	38	461	2	279	3,0132	794	204	0,1738
2009	11	DAL	5 324 410	88	35 778	0,0683	66 222	69 693	118 429	4304823	31279	236	32	1004	32	2230	1	965	3,5142	3489	185	0,2251
2009	11	ENV	747 578	116	36 247	0,1042	23 698	3 882	26 702	542352	31624	266	75	1353	132	1291	1	1505	5,4258	1591	593	0,3098
2009	11	FFT	742 380	41	6 671	0,0637	3 996	3 518	13 276	575488	5807	25	4	199	0	301	0	335	1,7366	376	96	0,1438
2009	11	HAL	674 515	15	5 661	0,0607	11 319	6 980	10 748	573367	5282	5	4	262	4	2	1	101	1,6948	13	2	0,1483
2009	11	JBU	2 284 998	45	15 370	0,0614	18 847	12 116	41 806	1788590	13690	21	27	441	11	687	0	493	2,0722	1	0	0,1341
2009	11	SKW	1 077 600	135	42 208	0,0756	24 914	5 800	18 753	843212	38304	265	71	969	77	1133	12	1377	3,4328	3277	147	0,1599
2009	11	SWA	7 686 684	68	89 623	0,0642	83 766	57 916	134 898	5879633	82468	382	66	2466	126	1046	9	3060	2,6827	9309	1069	0,1508
2009	11	UAL	5 153 276	69	27 739	0,0567	94 411	46 217	109 750	4216980	25692	177	24	600	22	574	0	650	2,7720	4776	545	0,2057
2009	12	AAL	7 576 816	79	46 065	0,0736	116 722	81 050	181 574	6130910	33666	1070	125	3334	924	3835	21	3089	5,4581	4856	476	0,1670
2009	12	ASA	1 660 204	49	10 754	0,0674	21 985	15 857	32 518	1386474	9036	80	60	404	73	621	4	477	4,0269	815	209	0,1662
2009	12	DAL	5 452 099	94	35 280	0,0745	67 810	71 365	121 270	4426430	26820	843	64	1791	211	3675	14	1862	6,1486	3440	182	0,2242
2009	12	ENV	730 573	114	36 819	0,1137	23 159	3 794	26 095	532005	23765	2167	102	2439	819	3365	13	4149	9,9909	1616	603	0,3086
2009	12	FFT	720 540	38	6 589	0,0695	3 878	3 415	12 885	562674	4460	34	6	399	20	734	0	936	3,4974	371	95	0,1427
2009	12	HAL	729 779	15	5 833	0,0662	12 246	7 551	11 629	614430	5076	2	3	492	6	5	1	247	1,6597	13	2	0,1498
2009	12	JBU	2 446 458	45	16 774	0,0670	20 179	12 972	44 760	1987696	11210	545	36	1450	65	1717	15	1735	3,2367	1	0	0,1292
2009	12	SKW	1 161 699	145	46 832	0,0825	26 858	6 253	20 216	907137	32289	1487	141	2608	232	4245	25	5805	8,7111	3636	163	0,1603
2009	12	SWA	7 833 493	68	92 293	0,0700	85 366	59 022	137 474	5971146	67539	1652	289	6528	651	3654	100	11881	4,4886	9586	1101	0,1514
2009	12	UAL	5 436 326	74	29 110	0,0618	99 597	48 756	115 778	4434773	22508	849	57	1248	230	2191	0	2027	6,2551	5012	572	0,2063
2010	1	AAL	7 646 377	79	46 571	0,0585	120 988	79 396	179 205	5788197	37142	1156	130	2819	416	2779	22	2108	4,7203	5516	782	0,1804
2010	1	ASA	1 635 075	49	10 532	0,0604	18 726	15 207	29 595	1256227	9032	93	68	289	51	640	1	357	3,6969	821	184	0,1925
2010	1	DAL	8 511 433	110	56 998	0,0595	116 112	111 818	234 685	6587570	46395	1166	118	2921	393	3999	16	1990	4,7189	10370	460	0,2359
2010	1	ENV	742 332	114	36 742	0,1053	23 886	3 800	25 804	487664	26753	1401	132	2087	433	2825	12	3100	9,5858	1278	560	0,3232
2010	1	FFT	711 683	37	6 450	0,0625	4 610	3 027	13 604	486569	5364	10	8	199	6	422	0	442	2,9740	443	158	0,1595
2010	1	HAL	712 784	15	5 734	0,0641	11 727	7 617	11 461	588061	4973	4	5	522	2	8	0	220	1,9570	39	11	0,1619

2010	1	JBU	2 447 225	45	16 250	0,0521	20 532	13 180	46 234	1813430	12113	242	28	1073	43	1341	8	1401	3,4096	10	3	0,1381
2010	1	SKW	1 184 709	141	48 280	0,0632	28 466	6 458	22 246	864872	36025	1466	224	2105	212	3435	22	4791	6,2820	5231	229	0,1727
2010	1	SWA	7 623 253	68	90 103	0,0629	89 236	61 496	145 047	5499522	72151	1780	215	4726	516	2833	106	7776	4,2542	11992	2074	0,1612
2010	1	UAL	5 492 362	74	27 744	0,0546	104 642	50 088	117 404	4290729	23212	451	37	989	87	1619	1	1348	5,1386	5156	713	0,2202
2010	2	AAL	6 747 381	61	42 303	0,0866	106 763	70 062	158 135	5208159	31070	2277	95	2900	513	3120	9	2319	4,2421	5008	709	0,1769
2010	2	ASA	1 468 673	49	9 567	0,0895	16 821	13 660	26 583	1160514	8251	103	41	282	47	493	5	345	2,7208	744	165	0,1872
2010	2	DAL	7 720 363	107	52 920	0,0881	105 321	101 425	212 873	6178286	39514	3082	95	3186	473	3998	23	2549	4,0362	9628	426	0,2281
2010	2	ENV	655 006	114	33 320	0,1560	21 076	3 353	22 768	453404	23601	2203	87	1641	446	2609	10	2724	8,3964	1157	506	0,3068
2010	2	FFT	672 930	36	6 152	0,0926	4 359	2 862	12 863	480404	4905	73	2	214	8	466	0	484	2,7784	421	150	0,1527
2010	2	HAL	626 767	15	5 094	0,0950	10 312	6 698	10 078	523158	4491	17	3	389	0	3	1	190	0,0189	34	8	0,1600
2010	2	JBU	2 190 626	79	15 303	0,0772	18 379	11 798	41 386	1636712	10391	833	30	1196	122	1362	24	1345	2,8241	8	2	0,1369
2010	2	SKW	1 116 069	143	45 383	0,0936	26 817	6 084	20 957	841494	34563	1202	169	1787	139	3216	24	4283	5,6999	4916	215	0,1672
2010	2	SWA	6 752 063	68	82 509	0,0932	79 038	54 468	128 470	4986653	65877	3888	226	3740	437	2188	50	6103	3,4006	10980	1898	0,1574
2010	2	UAL	4 730 286	75	26 091	0,0809	90 122	43 138	101 114	3839273	20760	1469	51	900	82	1454	0	1375	4,2054	4847	668	0,2119
2010	3	AAL	7 856 191	79	47 300	0,0715	124 307	81 575	184 122	6576526	35980	571	193	3226	734	3744	7	2845	4,3312	5600	793	0,1631
2010	3	ASA	1 712 942	49	10 932	0,0739	19 618	15 931	31 005	1438164	9539	53	26	376	34	545	13	347	2,6400	851	189	0,1762
2010	3	DAL	9 195 134	104	60 302	0,0727	125 439	120 800	253 537	7983759	48415	922	161	3506	353	4197	11	2736	3,7992	10971	486	0,2103
2010	3	ENV	770 754	114	37 089	0,1287	24 801	3 945	26 792	574426	29613	623	86	1705	392	2294	3	2373	7,2518	1288	563	0,2849
2010	3	FFT	850 474	37	6 876	0,0764	5 509	3 617	16 257	718700	5379	87	16	312	15	428	0	638	2,8594	471	168	0,1290
2010	3	HAL	693 737	15	5 453	0,0784	11 414	7 414	11 154	606257	4921	1	6	355	0	1	0	169	1,6522	36	9	0,1528
2010	3	JBU	2 579 991	45	17 747	0,0637	21 646	13 895	48 742	2110745	12798	499	48	1418	16	1528	19	1419	2,8466	9	2	0,1250
2010	3	SKW	1 268 847	141	51 541	0,0772	30 488	6 917	23 826	1019232	42963	839	155	1624	144	2329	15	3472	4,9498	5583	244	0,1569
2010	3	SWA	8 246 141	68	95 409	0,0769	96 527	66 521	156 898	6676884	76576	800	192	5771	374	2612	79	9006	3,3197	12696	2195	0,1436
2010	3	UAL	5 687 965	75	29 704	0,0667	108 368	51 872	121 585	4863510	24906	465	46	977	55	1599	0	1657	3,7167	5518	761	0,2012
2010	4	AAL	7 547 032	79	44 684	0,0656	119 416	78 365	176 876	6370718	37198	306	145	2598	291	2236	8	1902	3,0836	5908	593	0,1774
2010	4	ASA	1 673 863	49	10 696	0,0604	19 171	15 568	30 297	1376402	9723	35	15	248	19	406	4	246	2,4888	327	70	0,1820
2010	4	DAL	8 833 846	110	59 251	0,0629	120 511	116 053	243 575	7589737	50027	327	112	3011	223	3524	5	2022	2,7762	9835	328	0,2281
2010	4	ENV	812 066	126	35 991	0,1073	26 130	4 157	28 228	607351	29616	443	46	1702	241	1784	1	2157	5,9515	2108	669	0,2676
2010	4	FFT	861 685	39	6 666	0,0585	5 582	3 665	16 471	710880	5670	3	5	231	18	360	0	379	2,0516	698	238	0,1329
2010	4	HAL	694 352	15	5 333	0,0680	11 424	7 420	11 164	596629	4986	2	6	237	0	4	0	98	1,6060	33	3	0,1517
2010	4	JBU	2 499 401	45	16 846	0,0587	20 969	13 461	47 219	2022985	14387	91	32	768	60	757	8	744	2,1275	2	0	0,1355
2010	4	SKW	1 208 271	144	49 204	0,0690	29 032	6 586	22 689	960495	41201	733	95	1523	119	2470	12	3052	4,0664	3792	105	0,1598

2010	4	SWA	8 216 168	68	94 136	0,0641	96 177	66 279	156 328	6477921	79506	539	161	4662	257	1964	63	6984	2,7137	6403	923	0,1577
2010	4	UAL	5 448 092	74	28 178	0,0596	103 798	49 685	116 457	4637074	24946	186	40	750	78	1047	18	1113	2,9401	3828	396	0,2292
2010	5	AAL	7 683 687	75	45 522	0,0698	121 578	79 784	180 079	6503972	34862	822	223	2741	553	3539	9	2774	2,1533	6018	603	0,1769
2010	5	ASA	1 847 871	49	11 553	0,0643	21 164	17 186	33 447	1491844	10571	47	21	293	21	363	1	236	1,8184	351	73	0,1854
2010	5	DAL	9 116 823	110	61 358	0,0670	124 371	119 771	251 377	7769093	46409	688	166	4243	431	5848	4	3570	2,5935	10183	337	0,2300
2010	5	ENV	827 240	120	36 660	0,1143	26 619	4 234	28 755	634402	26806	1047	112	2280	427	2752	2	3233	3,0466	2146	679	0,2610
2010	5	FFT	925 384	43	7 143	0,0623	5 994	3 936	17 689	779930	5729	37	22	306	24	523	0	501	3,0905	747	254	0,1301
2010	5	HAL	721 734	15	5 511	0,0724	11 875	7 713	11 605	622080	5198	1	8	203	3	0	0	97	3,4971	33	1	0,1512
2010	5	JBU	2 386 375	46	16 121	0,0625	20 021	12 852	45 084	1970993	13332	182	54	795	42	1075	5	636	3,8702	1	0	0,1328
2010	5	SKW	1 248 175	143	50 360	0,0735	29 991	6 804	23 438	1003705	41507	796	113	1653	128	2670	15	3478	4,4284	3880	106	0,1580
2010	5	SWA	8 629 925	69	97 189	0,0683	101 020	69 617	164 200	6663190	78088	597	189	5276	480	2866	54	9639	4,8934	6608	952	0,1611
2010	5	UAL	5 555 556	70	28 874	0,0635	105 846	50 665	118 755	4762783	24477	292	84	855	128	1529	0	1508	6,9084	3922	404	0,2276
2010	6	AAL	7 540 861	77	44 892	0,0762	119 318	78 301	176 732	6721789	33111	1028	274	3153	560	3661	3	3102	4,4128	5934	595	0,1680
2010	6	ASA	2 014 396	52	12 299	0,0701	23 071	18 735	36 461	1698004	10939	38	15	402	28	481	2	394	3,5286	374	78	0,1775
2010	6	DAL	9 657 206	120	64 016	0,0731	131 743	126 870	266 277	8632986	44966	1173	216	6151	544	5850	5	5111	3,4731	10624	352	0,2193
2010	6	ENV	802 976	126	35 738	0,1247	25 838	4 110	27 912	640953	24263	1359	139	2682	468	2875	6	3947	7,6871	2092	662	0,2507
2010	6	FFT	954 437	44	7 247	0,0680	6 182	4 060	18 244	862611	5588	29	35	386	26	481	0	701	2,6800	757	258	0,1214
2010	6	HAL	784 799	15	5 864	0,0790	12 912	8 387	12 619	675772	5490	7	5	265	0	2	4	91	1,8349	35	2	0,1514
2010	6	JBU	2 469 688	46	16 395	0,0682	20 720	13 301	46 658	2106291	13337	136	45	938	66	1013	2	859	2,3775	1	0	0,1286
2010	6	SKW	1 294 812	154	51 834	0,0802	31 112	7 058	24 314	1076639	40199	981	148	2296	180	2928	15	5087	5,1131	3994	109	0,1528
2010	6	SWA	8 627 773	69	96 955	0,0745	100 995	69 599	164 159	7066591	76058	395	217	6039	800	2824	42	10580	3,6001	6592	950	0,1519
2010	6	UAL	5 718 062	71	29 314	0,0693	108 942	52 147	122 228	5124134	23296	416	110	1172	158	1900	0	2261	3,8293	3982	410	0,2177
2010	7	AAL	7 895 298	77	46 413	0,0729	124 926	81 981	185 038	7012956	35576	569	250	3272	562	3319	6	2860	4,1462	5149	362	0,1629
2010	7	ASA	2 125 380	52	12 903	0,0618	24 342	19 768	38 470	1851534	11439	52	29	429	35	473	13	433	3,6107	819	225	0,1732
2010	7	DAL	10 091 099	113	65 833	0,0673	137 662	132 570	278 241	9069606	46031	1750	211	6474	545	5387	5	5430	3,8039	9969	315	0,2105
2010	7	ENV	866 007	130	37 066	0,1122	27 866	4 433	30 103	672662	26037	950	135	2916	487	2735	5	3801	7,0128	1902	519	0,2452
2010	7	FFT	985 329	46	7 507	0,0636	6 383	4 191	18 835	901574	5737	48	31	395	25	534	0	737	2,7367	835	239	0,1301
2010	7	HAL	868 950	15	6 392	0,0688	14 297	9 286	13 972	752517	6054	2	5	226	0	4	1	100	1,6907	14	0	0,1504
2010	7	JBU	2 647 786	46	17 806	0,0640	22 214	14 260	50 023	2297261	13385	114	38	1538	60	1277	5	1389	2,5986	1	2	0,1279
2010	7	SKW	1 319 479	148	53 036	0,0758	31 704	7 193	24 777	1094882	42153	660	153	2182	216	2773	23	4876	4,4260	4206	104	0,1560
2010	7	SWA	8 824 147	69	98 853	0,0722	103 293	71 183	167 896	7487851	77468	427	272	6538	604	2857	74	10613	3,7150	5971	740	0,1472
2010	7	UAL	5 997 361	71	30 386	0,0652	114 263	54 694	128 199	5336092	25208	383	130	1139	184	1424	0	1918	3,3674	5918	556	0,2177

2010	8	AAL	7 867 888	77	46 360	0,0687	124 492	81 696	184 396	6775813	37422	405	152	3051	348	2563	16	2404	3,8380	5142	360	0,1680
2010	8	ASA	2 114 715	52	12 810	0,0583	24 220	19 668	38 277	1822069	11365	52	23	406	30	495	18	421	3,4620	812	222	0,1751
2010	8	DAL	9 962 407	116	65 900	0,0635	135 907	130 880	274 693	8745773	50987	1062	126	4588	281	4842	4	4010	3,2299	9978	313	0,2155
2010	8	ENV	900 401	131	37 697	0,1057	28 973	4 609	31 298	666126	29967	538	73	2148	298	2090	1	2581	6,9025	1933	527	0,2574
2010	8	FFT	970 291	43	7 526	0,0600	6 285	4 127	18 548	861475	6307	7	17	263	9	362	0	561	2,6294	836	239	0,1341
2010	8	HAL	860 986	15	6 349	0,0649	14 166	9 201	13 844	761837	6067	4	5	205	0	2	2	64	1,6072	12	0	0,1472
2010	8	JBU	2 628 750	46	17 708	0,0603	22 055	14 158	49 663	2276398	13658	98	30	1398	45	1225	8	1246	2,4555	0	1	0,1282
2010	8	SKW	1 330 797	148	53 135	0,0715	31 976	7 254	24 989	1080522	42669	612	130	2027	156	2640	17	4885	4,1809	4212	103	0,1594
2010	8	SWA	8 651 296	69	97 615	0,0680	101 270	69 789	164 607	7121888	80371	340	127	5282	437	2494	55	8509	3,5722	5895	729	0,1517
2010	8	UAL	5 985 876	72	30 637	0,0615	114 044	54 589	127 953	5317550	26064	344	82	932	85	1309	0	1821	3,3071	5965	560	0,2181
2010	9	AAL	7 365 414	77	43 423	0,0667	116 542	76 479	172 620	5887556	36232	334	157	2117	469	2344	7	1763	3,0936	4816	337	0,1810
2010	9	ASA	1 864 755	50	11 479	0,0565	21 357	17 343	33 752	1521578	10386	43	23	308	28	418	4	270	2,7328	727	199	0,1849
2010	9	DAL	9 081 910	119	61 719	0,0615	123 895	119 312	250 415	7381933	50307	558	106	3203	166	4600	2	2777	2,5813	9345	293	0,2327
2010	9	ENV	872 591	130	36 524	0,1025	28 078	4 466	30 332	639515	30051	630	80	1594	331	1853	1	1984	6,2259	1873	511	0,2598
2010	9	FFT	890 737	46	6 817	0,0582	5 770	3 789	17 027	733646	5960	12	7	223	12	256	0	347	1,9871	757	216	0,1445
2010	9	HAL	725 517	15	5 484	0,0629	11 937	7 753	11 666	626683	5253	2	10	152	2	0	1	63	2,8765	11	0	0,1508
2010	9	JBU	2 347 516	46	15 841	0,0585	19 695	12 643	44 350	1900649	12475	186	59	985	50	1251	3	833	2,1678	0	0	0,1371
2010	9	SKW	1 205 894	144	48 873	0,0693	28 975	6 574	22 644	958081	41638	625	115	1592	134	1929	19	2821	3,6497	3874	94	0,1629
2010	9	SWA	8 084 158	69	91 513	0,0660	94 631	65 214	153 816	6064743	78393	451	103	3584	256	2562	22	6142	2,7702	5527	684	0,1665
2010	9	UAL	5 276 893	70	28 072	0,0597	100 536	48 123	112 798	4445195	25193	161	41	650	58	1087	7	876	2,5642	5466	513	0,2300
2010	10	AAL	7 536 224	74	44 674	0,0665	119 245	78 253	176 623	6402442	38573	412	128	1984	168	2029	8	1372	2,8367	5053	475	0,1712
2010	10	ASA	1 904 168	50	11 622	0,0596	21 808	17 710	34 466	1552895	10237	78	43	323	39	584	12	306	2,5163	558	143	0,1750
2010	10	DAL	9 324 201	111	63 436	0,0648	127 200	122 495	257 095	7878388	52565	644	87	3228	220	3808	2	2882	2,8015	6330	243	0,2215
2010	10	ENV	914 704	129	37 766	0,0984	29 433	4 682	31 796	707081	32652	542	56	1291	222	1595	4	1405	5,8113	2016	392	0,2517
2010	10	FFT	866 669	45	6 805	0,0639	5 614	3 686	16 567	737594	5920	6	8	196	7	286	0	382	2,2314	273	67	0,1726
2010	10	HAL	745 490	15	5 529	0,0660	12 266	7 967	11 987	657005	5276	1	2	186	2	1	0	61	3,1963	40	2	0,1506
2010	10	JBU	2 455 603	45	16 538	0,0586	20 602	13 225	46 392	2039355	12689	92	35	1181	15	1510	8	1008	2,1127	8	5	0,1306
2010	10	SKW	1 231 644	144	49 958	0,0705	29 594	6 714	23 127	990042	41469	924	85	1870	120	1936	8	3546	3,6747	3817	118	0,1622
2010	10	SWA	8 390 686	69	94 734	0,0659	98 219	67 687	159 648	6851571	73423	339	115	6501	296	3135	95	10830	2,9936	5595	698	0,1538
2010	10	UAL	5 544 207	68	29 144	0,0621	105 629	50 561	118 512	4797862	26200	140	31	636	42	1147	0	949	2,4200	5600	411	0,2165
2010	11	AAL	7 330 311	75	43 165	0,0708	115 986	76 114	171 797	6002024	36820	155	76	1989	253	2313	2	1558	2,9117	4881	458	0,1776
2010	11	ASA	1 817 432	50	11 086	0,0634	20 815	16 903	32 896	1525845	9150	109	35	436	80	750	6	520	3,2242	531	135	0,1700

2010	11	DAL	8 697 615	110	60 300	0,0690	118 652	114 264	239 819	7122134	48719	611	99	3017	180	4588	0	3087	2,7004	6015	229	0,2285
2010	11	ENV	876 883	132	35 778	0,1047	28 216	4 488	30 481	656424	30248	335	46	1410	246	1905	3	1586	5,9914	1908	369	0,2599
2010	11	FFT	814 513	45	6 321	0,0680	5 276	3 464	15 570	665389	5226	2	8	206	7	424	0	449	2,2104	253	60	0,1798
2010	11	HAL	718 054	15	5 328	0,0703	11 814	7 674	11 546	620961	4960	5	3	266	2	1	2	89	2,9763	38	0	0,1535
2010	11	JBU	2 459 892	48	16 767	0,0624	20 638	13 248	46 473	2001933	13261	101	52	1144	10	1238	10	951	1,9286	6	3	0,1333
2010	11	SKW	1 204 172	145	47 763	0,0751	28 934	6 564	22 612	960012	37271	847	108	2055	175	3069	12	4226	3,9086	3647	111	0,1635
2010	11	SWA	8 128 186	69	91 374	0,0701	95 147	65 569	154 654	6507372	72489	297	104	6138	234	2554	66	9492	3,2859	5396	672	0,1569
2010	11	UAL	5 234 863	72	27 318	0,0661	99 736	47 740	111 899	4360023	24959	104	27	520	26	974	0	709	2,4059	5247	383	0,2249
2010	12	AAL	7 598 516	78	45 656	0,0772	120 230	78 899	178 083	6159400	36766	1111	134	2521	460	2678	26	1960	4,3620	5162	484	0,1794
2010	12	ASA	1 886 451	50	11 471	0,0692	21 605	17 545	34 145	1613829	9276	94	45	530	52	841	6	627	3,5791	549	140	0,1668
2010	12	DAL	8 776 189	115	60 940	0,0753	119 724	115 296	241 985	7105218	42735	2874	124	4768	483	5383	5	4569	4,9028	6079	232	0,2311
2010	12	ENV	873 358	133	36 605	0,1142	28 103	4 470	30 358	646316	27085	2004	81	1970	475	2520	30	2440	8,8733	1952	378	0,2629
2010	12	FFT	831 540	41	6 456	0,0742	5 386	3 537	15 895	672264	4945	38	8	340	15	546	0	564	3,3330	258	61	0,1817
2010	12	HAL	803 285	15	5 578	0,0767	13 216	8 585	12 916	685968	4889	9	6	364	8	5	2	295	3,7781	40	0	0,1555
2010	12	JBU	2 456 855	48	18 112	0,0680	20 612	13 232	46 416	2034829	10620	1542	53	2049	61	1867	12	1909	2,9844	7	4	0,1309
2010	12	SKW	1 237 886	143	50 254	0,0819	29 744	6 748	23 245	972195	32351	2247	253	2990	282	4558	22	7552	6,6181	3837	117	0,1660
2010	12	SWA	8 271 141	69	94 097	0,0765	96 820	66 722	157 374	6648476	63111	1744	245	9311	616	3587	201	15282	4,9658	5557	692	0,1563
2010	12	UAL	5 292 675	74	27 619	0,0721	100 837	48 267	113 135	4376408	22948	599	69	957	101	1677	0	1267	4,1261	5305	387	0,2266
2011	1	AAL	7 600 197	78	46 151	0,0704	121 037	83 983	181 133	5751180	36849	1490	98	2721	478	2428	1	2087	4,3344	4052	752	0,1895
2011	1	ASA	1 871 075	50	11 376	0,0687	19 112	17 720	32 707	1494244	9707	120	45	407	50	640	2	406	3,4290	607	149	0,2019
2011	1	DAL	8 497 429	112	59 428	0,0680	123 034	118 248	244 099	6529950	44343	3756	74	3318	350	4512	2	3073	3,7706	8042	223	0,2577
2011	1	ENV	894 694	133	36 832	0,1161	26 280	4 797	27 201	591362	27826	1643	46	1863	386	2709	1	2358	9,1944	2083	340	0,3129
2011	1	FFT	800 333	41	6 253	0,0819	6 043	3 132	16 771	612728	4735	55	8	357	14	642	0	441	2,3895	279	78	0,1918
2011	1	HAL	767 523	15	5 549	0,0806	14 738	8 182	12 541	638384	5058	2	3	321	8	1	0	155	2,9949	30	10	0,1650
2011	1	JBU	2 349 490	47	17 121	0,0709	22 346	12 828	45 356	1885791	11136	920	27	1696	52	1560	19	1711	2,5196	5	5	0,1452
2011	1	SKW	1 220 684	142	49 796	0,0713	30 595	6 896	20 795	894975	36616	1554	176	2370	228	3654	20	5177	5,8527	5044	156	0,1807
2011	1	SWA	8 194 821	69	93 373	0,0720	97 615	68 793	160 233	6226692	69483	1439	187	7115	442	3045	166	11495	4,7118	5442	728	0,1666
2011	1	UAL	4 942 003	73	26 174	0,0640	111 260	49 347	119 218	3974575	22120	560	38	763	113	1529	16	1035	4,4402	6448	442	0,2468
2011	2	AAL	6 734 620	78	41 813	0,1043	107 252	74 418	160 504	5214520	29697	2732	101	2753	783	3130	11	2605	4,3293	3669	680	0,1852
2011	2	ASA	1 719 940	50	10 391	0,1018	17 568	16 289	30 065	1402431	8533	164	35	408	56	738	4	453	2,7491	553	135	0,1977
2011	2	DAL	7 914 879	109	53 844	0,1007	114 599	110 141	227 365	6257665	42254	1794	111	2775	283	3998	2	2627	2,9341	7285	200	0,2505
2011	2	ENV	753 514	134	33 523	0,1720	22 133	4 040	22 909	526649	21024	3965	73	2069	713	2678	1	3001	9,3339	1895	308	0,2959

2011	2	FFT	746 336	41	5 845	0,1213	5 635	2 920	15 639	576533	4237	136	5	307	21	769	0	370	2,9587	259	72	0,1901
2011	2	HAL	678 388	15	5 052	0,1193	13 026	7 232	11 085	584829	4636	6	1	255	0	1	0	153	3,2176	25	7	0,1592
2011	2	JBU	2 205 895	47	15 982	0,1050	20 981	12 044	42 584	1784901	10472	815	84	1380	26	1715	8	1482	2,2185	4	3	0,1441
2011	2	SKW	1 090 000	147	45 017	0,1057	27 320	6 158	18 568	828167	33450	1973	150	2027	174	3094	12	4137	4,9848	4559	140	0,1744
2011	2	SWA	7 329 754	69	85 277	0,1067	87 310	61 531	143 318	5637059	63372	2897	210	5206	339	3182	100	9971	3,8029	4968	663	0,1646
2011	2	UAL	4 512 970	73	24 080	0,0948	101 601	45 063	108 869	3694058	19101	949	26	864	98	1844	0	1198	3,9257	5931	405	0,2425
2011	3	AAL	7 848 905	78	46 705	0,0861	124 997	86 731	187 060	6464134	37754	834	133	2910	193	2694	5	2182	3,4305	4099	759	0,1741
2011	3	ASA	1 971 951	50	11 976	0,0839	20 142	18 676	34 471	1725990	9888	122	26	588	38	708	6	600	3,0152	638	155	0,1842
2011	3	DAL	9 462 832	113	62 641	0,0831	137 012	131 682	271 832	8062924	49114	505	95	3575	230	5232	4	3886	2,9305	8475	233	0,2324
2011	3	ENV	938 863	131	37 664	0,1419	27 578	5 034	28 544	689869	30071	719	119	2034	199	2215	1	2305	6,9998	2129	346	0,2814
2011	3	FFT	884 781	42	6 731	0,1000	6 681	3 462	18 541	755524	5355	9	11	304	8	626	0	417	2,1456	299	83	0,1719
2011	3	HAL	751 507	15	5 617	0,0985	14 430	8 011	12 280	659369	4965	23	9	347	1	1	0	271	3,3251	28	8	0,1564
2011	3	JBU	2 665 496	48	18 481	0,0866	25 352	14 554	51 456	2248609	13184	84	62	1627	38	1871	7	1608	2,3094	5	4	0,1382
2011	3	SKW	1 308 843	147	50 297	0,0872	32 805	7 394	22 296	1029807	38703	1278	160	2188	113	3104	23	4728	4,3521	5094	157	0,1684
2011	3	SWA	8 983 040	72	99 857	0,0880	107 004	75 410	175 645	7333522	79775	628	147	5443	363	3177	82	10242	3,5119	5818	776	0,1551
2011	3	UAL	5 378 343	73	27 481	0,0782	121 083	53 704	129 745	4590165	23087	203	36	836	42	1673	0	1603	3,2424	6768	463	0,2326
2011	4	AAL	7 489 196	81	45 130	0,0795	119 269	82 756	178 487	6253454	32290	1189	267	2993	639	4418	1	3332	4,1220	5136	548	0,1898
2011	4	ASA	1 932 680	50	11 754	0,0725	19 741	18 304	33 784	1634701	10517	59	22	336	19	502	9	290	2,8904	511	124	0,2047
2011	4	DAL	8 861 208	118	60 496	0,0733	128 301	123 310	254 549	7525821	47365	634	155	3292	306	5024	2	3717	2,6593	9097	247	0,2546
2011	4	ENV	911 263	137	37 599	0,1235	26 767	4 886	27 705	680866	25785	1906	147	2453	462	3505	2	3338	8,1284	2499	440	0,2845
2011	4	FFT	842 180	43	6 356	0,0817	6 359	3 295	17 648	717239	5139	14	8	315	8	513	0	360	1,9937	360	75	0,1816
2011	4	HAL	721 229	15	5 560	0,0891	13 849	7 688	11 785	625229	5231	3	6	212	0	0	0	108	2,4939	49	3	0,1622
2011	4	JBU	2 640 563	47	18 212	0,0730	25 115	14 418	50 975	2119104	12457	186	74	1608	53	2196	15	1622	2,2092	4	0	0,1495
2011	4	SKW	1 226 478	145	47 102	0,0768	30 740	6 929	20 893	954215	37718	847	95	1747	108	3015	14	3557	3,6387	3632	109	0,1711
2011	4	SWA	8 830 705	72	98 224	0,0750	105 190	74 131	172 667	7040746	74313	1727	236	6206	451	3283	110	11898	3,4720	5061	692	0,1670
2011	4	UAL	5 044 589	73	25 243	0,0696	113 569	50 371	121 693	4348383	20359	291	48	867	77	1945	2	1655	2,9415	6685	354	0,2546
2011	5	AAL	7 476 771	78	46 088	0,0846	119 071	82 619	178 191	6450198	32412	2552	362	3233	818	3567	4	3140	4,2669	5244	558	0,1837
2011	5	ASA	1 981 667	50	12 137	0,0772	20 241	18 768	34 641	1672044	11007	32	39	299	14	488	3	255	2,9393	525	126	0,2052
2011	5	DAL	9 165 787	115	62 988	0,0780	132 711	127 549	263 299	7939830	52084	357	105	3152	323	4148	6	2814	2,8437	9470	256	0,2496
2011	5	ENV	937 946	129	39 142	0,1315	27 551	5 029	28 516	740682	26469	2576	178	2421	766	3439	1	3292	8,6674	2599	457	0,2692
2011	5	FFT	952 646	48	7 233	0,0870	7 193	3 728	19 963	847799	5336	7	11	452	30	813	0	584	2,0260	409	84	0,1737
2011	5	HAL	780 685	15	5 707	0,0948	14 990	8 322	12 757	683252	5216	42	3	281	14	0	0	151	2,4864	48	3	0,1607

2011	5	JBU	2 653 693	50	17 929	0,0777	25 240	14 489	51 228	2197100	13653	80	41	1124	39	1802	6	1185	2,0682	2	0	0,1449
2011	5	SKW	1 283 759	144	48 550	0,0818	32 176	7 253	21 869	1044063	39562	1029	106	1697	162	2470	30	3494	4,0183	3743	111	0,1637
2011	5	SWA	8 967 697	72	99 942	0,0799	106 821	75 281	175 345	7376736	76684	831	201	6406	635	3255	90	11840	0,3849	5148	703	0,1618
2011	5	UAL	5 095 952	69	25 999	0,0741	114 725	50 884	122 932	4476890	20393	327	77	1081	155	2119	9	1837	3,4292	6883	363	0,2498
2011	6	AAL	7 591 389	80	45 759	0,0923	120 896	83 886	180 923	6672824	35213	1038	205	3465	415	2846	10	2567	3,6406	5207	554	0,1803
2011	6	ASA	2 132 425	53	12 855	0,0842	21 781	20 195	37 276	1817401	11752	37	26	296	14	447	4	279	2,9195	556	134	0,2031
2011	6	DAL	9 544 650	122	64 043	0,0851	138 196	132 821	274 182	8391822	50246	679	228	3898	625	4394	4	3970	2,9883	9628	260	0,2459
2011	6	ENV	942 201	136	38 383	0,1435	27 676	5 052	28 646	762481	28594	1757	103	2282	496	2555	1	2596	7,3044	2549	448	0,2626
2011	6	FFT	1 002 132	49	7 635	0,0949	7 567	3 921	21 000	909759	5892	20	20	422	33	595	0	654	2,2138	432	89	0,1703
2011	6	HAL	779 344	15	5 747	0,1035	14 965	8 308	12 735	671909	5353	20	6	237	1	2	0	127	2,4766	49	3	0,1631
2011	6	JBU	2 750 487	50	18 294	0,0848	26 160	15 018	53 097	2283178	13440	158	53	1460	79	1599	6	1499	2,2016	3	0	0,1445
2011	6	SKW	1 346 297	149	50 852	0,0892	33 743	7 606	22 934	1115749	39778	965	114	2356	150	2625	14	4850	3,9917	3920	116	0,1606
2011	6	SWA	9 213 327	72	100 596	0,0871	109 747	77 343	180 148	7693494	80976	588	222	5314	581	2662	80	10173	3,8473	5182	707	0,1594
2011	6	UAL	5 527 025	70	27 742	0,0808	124 430	55 188	133 331	4970369	20694	511	55	1603	124	2105	0	2649	4,2400	7345	388	0,2440
2011	7	AAL	7 852 845	80	47 249	0,0888	125 060	86 775	187 154	6962544	36686	991	165	3580	461	2518	3	2846	3,8399	6210	576	0,1774
2011	7	ASA	2 204 353	53	13 331	0,0778	22 516	20 877	38 533	1942594	12121	37	20	390	20	350	6	387	3,1287	495	94	0,2035
2011	7	DAL	10 084 368	121	66 897	0,0799	146 011	140 332	289 686	9028945	53426	635	177	3923	581	4080	4	4072	3,2609	10656	361	0,2348
2011	7	ENV	980 762	136	39 286	0,1352	28 808	5 259	29 818	777578	29818	1402	80	2290	380	2582	2	2732	7,9718	2578	283	0,2619
2011	7	FFT	1 034 257	52	8 230	0,0840	7 810	4 047	21 673	964862	5990	265	22	474	70	762	0	647	2,4717	446	115	0,1647
2011	7	HAL	799 900	15	5 976	0,0998	15 359	8 527	13 071	692672	5686	2	3	186	0	2	0	97	2,3281	60	2	0,1661
2011	7	JBU	2 969 261	50	19 549	0,0801	28 241	16 212	57 320	2569430	14489	114	57	1591	84	1597	9	1607	2,4020	7	4	0,1362
2011	7	SKW	1 394 526	150	53 082	0,0832	34 952	7 878	23 756	1171074	39843	1438	117	2529	210	3001	7	5937	4,3411	4320	168	0,1553
2011	7	SWA	9 449 179	72	102 374	0,0852	112 557	79 323	184 760	7959749	85757	565	262	4406	658	2572	31	8123	3,9123	4963	549	0,1571
2011	7	UAL	5 785 744	72	29 056	0,0761	130 255	57 772	139 573	5240396	21213	733	107	1670	168	2011	0	3153	4,4721	7115	577	0,2443
2011	8	AAL	7 658 026	80	46 911	0,0838	121 958	84 622	182 511	6603003	35625	1601	196	3439	577	2677	6	2790	3,6632	6164	571	0,1824
2011	8	ASA	2 193 126	53	13 314	0,0734	22 401	20 770	38 337	1932091	12095	68	19	354	21	372	10	376	2,9486	492	93	0,2035
2011	8	DAL	9 713 087	122	66 099	0,0753	140 635	135 165	279 021	8590193	54559	1242	191	3235	388	3409	1	3074	2,5010	10527	356	0,2378
2011	8	ENV	967 417	137	39 360	0,1275	28 416	5 187	29 412	734940	30080	1779	93	2285	372	2356	2	2393	4,6356	2581	282	0,2734
2011	8	FFT	1 071 044	51	8 288	0,0792	8 088	4 191	22 444	976286	6910	50	15	357	14	555	0	387	2,1033	447	113	0,1686
2011	8	HAL	792 191	15	5 832	0,0941	15 211	8 445	12 945	688218	5530	4	3	206	0	1	0	87	2,6389	58	1	0,1656
2011	8	JBU	2 777 796	50	19 510	0,0756	26 420	15 167	53 624	2427910	12015	1373	77	1792	153	1856	12	2233	3,8962	5	2	0,1348
2011	8	SKW	1 401 797	147	53 431	0,0785	35 135	7 920	23 880	1140880	43071	767	90	2166	144	2424	19	4750	3,7641	4348	167	0,1602

2011	8	SWA	9 032 844	72	100 374	0,0804	107 597	75 828	176 619	7410355	83710	1314	238	4180	574	2464	60	7835	3,9864	4864	537	0,1613
2011	8	UAL	5 627 182	70	28 694	0,0718	126 685	56 189	135 747	5012380	22331	699	81	1378	166	1892	2	2145	7,6759	7026	569	0,2484
2011	9	AAL	7 283 834	80	43 560	0,0812	115 998	80 487	173 593	5987382	35825	359	195	2603	327	2393	5	1853	2,7560	5723	530	0,1913
2011	9	ASA	1 967 684	50	11 836	0,0711	20 099	18 635	34 396	1658962	10852	45	31	298	17	344	7	243	2,5817	437	82	0,2127
2011	9	DAL	8 754 410	124	59 177	0,0730	126 755	121 824	251 482	7390589	52088	173	97	2008	137	2891	3	1779	2,0336	9425	319	0,2491
2011	9	ENV	931 490	133	36 552	0,1236	27 361	4 995	28 320	695650	30805	500	72	1418	223	2097	1	1436	5,9964	2397	262	0,2781
2011	9	FFT	964 647	49	7 477	0,0768	7 284	3 775	20 214	847144	6506	7	14	269	10	441	0	230	1,7918	404	102	0,1750
2011	9	HAL	708 055	15	5 368	0,0912	13 596	7 548	11 570	605887	5129	3	2	153	1	1	2	77	2,2643	53	0	0,1681
2011	9	JBU	2 528 006	50	16 938	0,0733	24 044	13 803	48 802	2037525	13179	32	30	1050	42	1526	7	1071	1,9479	4	2	0,1462
2011	9	SKW	1 224 224	148	47 162	0,0761	30 684	6 916	20 855	991232	40129	425	91	1458	85	1801	11	3162	3,2953	3838	147	0,1611
2011	9	SWA	8 361 498	72	93 019	0,0779	99 600	70 192	163 492	6555140	78441	652	214	3660	441	2372	43	7197	3,1655	4508	497	0,1688
2011	9	UAL	4 757 445	68	24 651	0,0696	107 105	47 504	114 766	4145094	20266	157	30	962	76	2000	0	1160	2,9270	6036	489	0,2540
2011	10	AAL	7 375 166	77	44 463	0,0831	117 453	81 496	175 770	6290268	36968	269	116	2583	206	2504	5	1812	2,4749	5981	504	0,1869
2011	10	ASA	1 980 578	50	11 933	0,0753	20 230	18 757	34 622	1632096	10872	49	20	282	18	476	8	208	2,2463	422	95	0,2039
2011	10	DAL	9 009 033	119	61 212	0,0773	130 441	125 367	258 796	7726902	54808	182	63	1966	69	2610	2	1513	1,9043	6978	253	0,2479
2011	10	ENV	963 649	132	37 685	0,1205	28 306	5 167	29 298	748732	32026	492	83	1438	235	1948	1	1462	5,2046	2595	205	0,1968
2011	10	FFT	946 860	46	7 355	0,0819	7 150	3 705	19 842	843742	6392	13	7	252	3	404	0	284	1,9625	381	74	0,1332
2011	10	HAL	717 560	15	5 485	0,0918	13 778	7 649	11 725	617917	5197	9	1	197	0	3	1	78	2,3843	76	20	0,1683
2011	10	JBU	2 589 461	48	17 460	0,0734	24 629	14 139	49 988	2179241	13389	94	45	1113	47	1601	13	1158	1,9439	19	5	0,1426
2011	10	SKW	1 260 206	145	48 394	0,0798	31 586	7 120	21 468	1025284	41397	612	87	1428	78	1759	9	3024	3,2471	3584	140	0,1607
2011	10	SWA	8 787 557	72	97 171	0,0796	104 676	73 769	171 823	7160845	84320	649	137	3537	281	2043	48	6156	3,2529	3851	470	0,1641
2011	10	UAL	4 894 523	68	25 121	0,0763	110 191	48 873	118 073	4287064	20709	143	32	1042	52	1930	0	1213	2,8437	4696	349	0,2468
2011	11	AAL	6 948 355	78	41 465	0,0884	110 656	76 780	165 598	5898943	33978	190	68	2378	180	3001	0	1670	2,6106	5577	469	0,1878
2011	11	ASA	1 889 756	50	11 293	0,0801	19 303	17 897	33 034	1634132	9576	125	42	376	72	657	8	438	2,6670	398	89	0,1943
2011	11	DAL	8 521 964	121	58 100	0,0823	123 389	118 589	244 804	7257723	51586	118	63	1980	86	2657	2	1607	1,9452	6623	240	0,2497
2011	11	ENV	928 555	136	35 703	0,1283	27 275	4 979	28 231	705867	29465	496	73	1353	222	2528	1	1565	5,4995	2457	192	0,2012
2011	11	FFT	905 401	47	6 968	0,0872	6 837	3 543	18 973	806815	5972	9	9	305	3	373	0	298	1,8136	360	68	0,1332
2011	11	HAL	729 565	15	5 324	0,0977	14 009	7 777	11 921	632691	4897	6	4	240	2	13	3	160	2,5896	73	17	0,1671
2011	11	JBU	2 598 967	47	17 592	0,0782	24 719	14 190	50 172	2181530	15115	8	49	794	9	902	5	711	1,8471	18	3	0,1430
2011	11	SKW	1 189 062	148	45 418	0,0850	29 803	6 718	20 256	975005	37125	741	102	1503	102	2333	11	3500	3,5156	3362	129	0,1595
2011	11	SWA	8 200 277	72	91 367	0,0848	97 680	68 839	160 340	6722204	80935	491	112	2906	268	1689	57	4909	3,0008	3620	440	0,1631
2011	11	UAL	4 484 418	69	22 982	0,0813	100 958	44 778	108 180	3874019	19050	152	40	891	18	1689	1	1141	3,0457	4295	318	0,2503

2011	12	AAL	7 267 108	81	42 885	0,0965	115 732	80 302	173 194	5920130	35353	282	118	2678	286	2366	1	1802	3,2349	5768	485	0,1957
2011	12	ASA	1 958 881	50	11 530	0,0874	20 009	18 552	34 242	1709330	9853	108	47	362	59	685	4	411	2,8203	406	91	0,1926
2011	12	DAL	8 593 745	122	57 406	0,0898	124 428	119 588	246 866	7063516	50796	113	74	2042	92	2517	1	1772	2,2764	6544	237	0,2587
2011	12	ENV	968 800	132	36 449	0,1400	28 457	5 195	29 454	712973	30220	423	96	1547	278	2092	1	1792	6,6684	2509	196	0,2078
2011	12	FFT	938 392	49	7 114	0,0951	7 086	3 672	19 664	817013	5207	11	9	486	22	885	0	494	2,8095	367	70	0,1363
2011	12	HAL	767 235	15	5 523	0,1066	14 732	8 179	12 537	662145	5026	2	3	305	2	6	0	180	2,9690	76	18	0,1679
2011	12	JBU	2 811 743	49	18 902	0,0853	26 743	15 352	54 279	2281081	15874	31	34	1059	18	930	7	949	2,1991	19	3	0,1479
2011	12	SKW	1 264 127	143	48 271	0,0927	31 684	7 142	21 535	1004029	38637	1059	154	1812	180	2462	12	3955	4,6420	3574	137	0,1646
2011	12	SWA	8 459 860	72	94 143	0,0925	100 772	71 018	165 415	6735640	82138	366	106	3442	290	2087	62	5652	3,5886	3730	454	0,1680
2011	12	UAL	4 900 924	71	23 989	0,0886	110 335	48 937	118 227	4183599	20160	155	24	1124	61	1330	0	1135	4,2516	4483	332	0,2533
2012	1	AAL	7 250 445	82	43 731	0,0727	114 369	81 330	156 388	5681097	36573	718	93	2292	313	2284	11	1447	3,1314	3337	492	0,2041
2012	1	ASA	1 909 650	50	11 394	0,0714	18 869	18 334	33 505	1593394	9002	402	58	425	138	760	7	602	3,6314	358	83	0,2003
2012	1	DAL	8 217 035	124	55 421	0,0749	130 736	116 937	242 240	6534000	47907	344	96	1974	202	3035	2	1860	2,4140	8656	338	0,2792
2012	1	ENV	966 453	142	36 939	0,0281	28 907	5 105	12 945	662294	30194	1055	123	1311	551	2135	1	1569	6,9245	5256	430	0,1343
2012	1	FFT	850 500	49	6 464	0,0774	6 372	4 456	15 133	699912	5019	28	6	371	18	655	0	367	2,4768	99	28	0,1524
2012	1	HAL	747 447	15	5 859	0,0767	13 522	8 651	11 948	646012	5457	0	7	246	7	9	2	131	2,8724	0	2	0,1655
2012	1	JBU	2 604 143	49	17 857	0,0688	31 230	14 418	50 722	2110025	14505	48	35	1096	15	1100	5	1053	1,9443	451	146	0,1540
2012	1	SKW	1 267 467	146	48 720	0,0599	29 693	7 069	19 256	956597	39626	1280	139	1677	144	2479	10	3365	4,6697	2923	318	0,1711
2012	1	SWA	8 069 338	72	90 974	0,0856	119 971	75 393	178 225	6098636	79724	1005	153	2866	345	2232	34	4616	3,4608	4013	646	0,1754
2012	1	UAL	8 198 400	84	41 728	0,0711	138 961	118 097	252 057	6651569	34293	510	70	1956	207	2908	2	1781	3,8676	8694	1000	0,2377
2012	2	AAL	6 935 533	82	41 841	0,1077	109 402	77 797	149 595	5438515	36009	464	62	1989	111	1920	4	1283	2,6161	6144	469	0,2039
2012	2	ASA	1 837 114	50	10 783	0,1058	18 153	17 638	32 233	1547996	9651	49	27	284	18	484	6	264	2,2639	591	77	0,1984
2012	2	DAL	7 801 098	120	52 049	0,1110	124 118	111 018	229 978	6353667	46855	120	44	1601	74	2019	5	1331	1,9255	9397	317	0,2726
2012	2	ENV	906 459	140	36 183	0,0416	27 113	4 788	12 142	648073	30577	695	84	1165	347	1877	3	1435	5,6863	3877	421	0,1287
2012	2	FFT	777 147	50	5 983	0,1147	5 822	4 072	13 827	659356	4338	36	5	463	9	668	0	464	2,2898	14	24	0,1478
2012	2	HAL	690 141	15	5 627	0,1136	12 485	7 988	11 032	591678	5133	10	4	283	11	4	1	181	2,5744	0	1	0,1668
2012	2	JBU	2 519 414	49	17 348	0,1019	30 214	13 949	49 072	2056517	14648	19	23	917	6	940	5	789	1,7013	767	140	0,1528
2012	2	SKW	1 198 765	147	46 463	0,0887	28 084	6 686	18 213	922625	38923	936	93	1535	133	2053	11	2779	4,0669	4681	303	0,1678
2012	2	SWA	7 830 030	73	87 240	0,1268	116 413	73 157	172 939	5958452	77701	875	80	2732	215	1690	38	3909	2,6355	5488	619	0,1742
2012	2	UAL	8 089 532	86	40 837	0,1053	137 115	116 529	248 710	6483060	34165	316	61	1824	112	2601	8	1750	2,9970	4843	977	0,2407
2012	3	AAL	7 631 878	81	46 109	0,0888	120 386	85 608	164 615	6449823	36849	721	155	2389	377	2951	9	2658	2,8623	5108	517	0,1892
2012	3	ASA	2 043 057	51	12 064	0,0873	20 188	19 615	35 846	1815067	10297	70	36	383	29	753	8	488	2,5933	516	87	0,1881

2012	3	DAL	9 181 519	124	60 458	0,0915	146 081	130 663	270 673	8084268	51806	138	82	2544	144	3265	2	2477	2,2645	10155	368	0,2522
2012	3	ENV	973 416	138	38 667	0,0344	29 116	5 142	13 039	751158	31829	660	93	1491	438	2072	4	2081	5,9480	4829	450	0,1193
2012	3	FFT	886 583	50	6 749	0,0946	6 642	4 645	15 775	775778	5450	1	7	349	6	520	0	416	20,5408	61	28	0,1433
2012	3	HAL	773 679	15	6 208	0,0938	13 996	8 954	12 368	672764	5740	11	5	290	8	4	1	149	2,7791	0	1	0,1645
2012	3	JBU	2 861 072	49	19 733	0,0841	34 311	15 841	55 727	2492441	15813	72	22	1344	18	1211	3	1249	1,7543	682	160	0,1432
2012	3	SKW	1 366 433	147	53 806	0,0732	32 012	7 621	20 760	1103832	43166	1436	140	2164	132	2608	11	4149	5,4537	4297	351	0,1598
2012	3	SWA	9 092 279	73	98 554	0,1046	135 180	84 951	200 818	7456229	83860	538	158	4066	394	2806	52	6680	2,7539	5254	699	0,1617
2012	3	UAL	9 379 147	86	46 254	0,0869	158 974	135 105	288 359	7969524	35816	277	81	3355	156	3711	0	2857	3,9652	7583	1107	0,2270
2012	4	AAL	7 164 367	82	43 817	0,0825	113 011	80 364	154 531	6101035	35653	1623	175	1876	471	1970	5	2043	2,6086	3399	447	0,2020
2012	4	ASA	2 017 431	51	11 899	0,0730	19 935	19 369	35 396	1761173	10783	19	21	312	9	458	3	294	2,5060	304	87	0,2026
2012	4	DAL	8 804 559	123	59 388	0,0789	140 083	125 298	259 561	7672028	53999	107	63	1796	60	1945	1	1417	1,7363	8326	338	0,2663
2012	4	ENV	978 834	141	40 316	0,0308	29 278	5 170	13 111	749361	34182	951	122	1454	447	1386	1	1774	5,0956	2529	174	0,1180
2012	4	FFT	824 554	50	6 248	0,0841	6 177	4 320	14 671	723750	5164	8	10	317	12	465	0	272	1,9103	447	83	0,1522
2012	4	HAL	720 328	15	6 037	0,0836	13 031	8 337	11 515	623291	5701	2	4	240	0	0	0	89	2,4714	62	5	0,1724
2012	4	JBU	2 802 979	49	19 134	0,0750	33 615	15 519	54 595	2395093	16604	24	22	994	22	698	6	764	1,5972	28	5	0,1496
2012	4	SKW	1 269 739	146	50 279	0,0671	29 747	7 082	19 291	1047333	42713	665	68	1598	108	1983	12	3131	4,3539	2658	534	0,1572
2012	4	SWA	8 905 826	73	96 675	0,0896	132 407	83 209	196 700	7110856	84090	692	108	3937	278	1838	49	5683	2,5972	5701	1016	0,2091
2012	4	UAL	9 031 642	81	44 098	0,0745	153 084	130 100	277 675	7753390	35975	210	53	2585	74	2931	13	2256	3,2257	9375	1443	0,2379
2012	5	AAL	7 588 588	78	45 129	0,0878	119 703	85 123	163 681	6511064	36233	288	235	2221	658	2830	5	2659	2,6006	6848	459	0,2005
2012	5	ASA	2 172 447	51	12 642	0,0778	21 466	20 857	38 116	1885045	11562	53	28	313	20	375	5	287	2,5238	527	92	0,2039
2012	5	DAL	9 038 592	124	61 208	0,0840	143 807	128 629	266 460	7849846	52862	149	126	2373	207	3112	5	2373	1,9277	10362	347	0,2671
2012	5	ENV	1 005 127	135	41 684	0,0328	30 064	5 309	13 463	796927	34215	1195	132	1447	523	2136	6	2030	4,4711	1987	179	0,1140
2012	5	FFT	892 977	59	6 804	0,0895	6 690	4 679	15 888	812180	5557	5	12	374	15	557	0	284	1,8454	74	88	0,1468
2012	5	HAL	755 418	15	6 246	0,0890	13 666	8 743	12 076	664510	5917	3	1	246	1	4	1	74	2,6295	62	3	0,1695
2012	5	JBU	2 743 769	53	18 691	0,0799	32 905	15 192	53 442	2338769	15511	24	42	956	73	1149	13	924	1,6733	48	3	0,1500
2012	5	SKW	1 301 750	145	50 702	0,0714	30 496	7 260	19 777	1094588	43293	565	85	1616	105	2014	11	3011	4,5180	4513	536	0,1542
2012	5	SWA	9 140 381	73	98 987	0,0954	135 895	85 400	201 880	7420748	83385	619	162	4880	347	2347	80	7166	2,7377	8570	1038	0,2056
2012	5	UAL	9 253 161	79	45 224	0,0793	156 839	133 291	284 486	8003513	35196	389	114	2983	166	3794	19	2563	3,4967	5393	1478	0,2361
2012	6	AAL	7 315 190	80	43 545	0,0958	115 391	82 056	157 784	6520013	34755	641	215	2534	555	2461	19	2365	2,8294	5016	443	0,1930
2012	6	ASA	2 307 747	55	13 326	0,0848	22 803	22 156	40 490	2027915	11780	71	28	405	24	533	5	480	3,0641	450	97	0,2013
2012	6	DAL	9 625 609	127	63 243	0,0916	153 147	136 983	283 765	8587095	54066	236	192	2871	261	2952	1	2664	2,3592	9799	359	0,2601
2012	6	ENV	996 395	137	40 882	0,0358	29 803	5 263	13 346	812510	33578	828	121	2003	410	1594	4	2344	5,3618	2251	175	0,1108

2012	6	FFT	940 024	52	6 965	0,0976	7 042	4 925	16 725	879668	5174	16	15	508	19	753	0	481	2,1819	277	90	0,1427
2012	6	HAL	853 218	16	6 470	0,0971	15 435	9 875	13 639	754674	6077	8	3	268	2	3	1	108	3,0153	65	3	0,1686
2012	6	JBU	2 858 743	53	19 253	0,0871	34 283	15 828	55 681	2463350	14900	228	39	1369	133	1052	16	1516	2,0778	38	4	0,1484
2012	6	SKW	1 355 912	148	52 968	0,0779	31 765	7 562	20 600	1149262	43653	817	112	2066	132	2259	5	3924	5,7767	3761	560	0,1529
2012	6	SWA	9 363 248	73	98 766	0,1040	139 208	87 482	206 803	7857612	78863	680	174	6151	357	2966	76	9499	3,1981	7203	1036	0,1989
2012	6	UAL	9 831 260	81	46 770	0,0865	166 637	141 618	302 259	8614201	32790	727	173	4536	227	3862	27	4427	4,8967	7732	1529	0,2331
2012	7	AAL	7 628 634	80	44 752	0,0935	120 335	85 572	164 545	6757687	34198	542	253	2904	610	3283	3	2959	2,9946	3813	464	0,1832
2012	7	ASA	2 415 462	56	13 851	0,0778	23 868	23 190	42 380	2138659	12269	50	18	432	79	476	14	513	3,4474	343	100	0,1992
2012	7	DAL	10 095 748	126	65 800	0,0844	160 627	143 673	297 625	9045048	52611	363	224	3650	607	4391	5	3948	2,4308	10062	427	0,2356
2012	7	ENV	1 012 119	135	41 670	0,0347	30 273	5 346	13 557	803527	31439	1209	149	2648	715	2119	2	3389	6,3081	2017	137	0,1156
2012	7	FFT	980 715	54	7 268	0,0912	7 347	5 139	17 450	921077	5559	14	12	468	23	704	0	488	2,2952	643	117	0,1415
2012	7	HAL	952 929	16	6 769	0,0795	17 239	11 029	15 233	821855	6062	12	1	335	1	4	5	349	3,2384	117	13	0,1589
2012	7	JBU	3 108 904	53	20 821	0,0799	37 283	17 213	60 554	2715510	15714	154	48	1452	160	1521	19	1752	2,1780	20	4	0,1359
2012	7	SKW	1 439 149	147	55 367	0,0715	33 715	8 027	21 865	1221399	43834	786	117	2319	168	2713	13	5416	6,0258	2564	543	0,1347
2012	7	SWA	9 776 175	74	102 302	0,1005	145 347	91 340	215 923	8213921	79175	639	214	6633	706	3597	81	11257	3,3250	5528	825	0,1840
2012	7	UAL	10 016 298	79	48 020	0,0830	169 774	144 284	307 948	8857074	30789	1115	175	5313	443	4364	33	5788	4,8381	9955	1392	0,2209
2012	8	AAL	7 487 252	80	44 634	0,0882	118 105	83 986	161 496	6546034	33338	851	190	3165	453	3352	26	3259	2,8641	7177	460	0,1856
2012	8	ASA	2 381 048	55	13 736	0,0733	23 528	22 860	41 776	2114901	12273	98	51	393	51	389	16	465	3,1454	609	98	0,1986
2012	8	DAL	9 985 505	127	66 873	0,0796	158 873	142 104	294 375	8887589	56116	430	126	3122	225	3653	1	3200	2,1894	13094	432	0,2372
2012	8	ENV	1 027 767	136	42 418	0,0327	30 741	5 429	13 767	793725	33360	952	107	2418	473	2105	2	3001	6,0153	1470	138	0,1189
2012	8	FFT	953 784	58	7 107	0,0860	7 146	4 997	16 970	889906	5798	4	20	398	9	459	0	419	2,1967	92	114	0,1425
2012	8	HAL	937 392	16	6 628	0,0749	16 958	10 849	14 985	814651	6150	2	1	282	0	2	3	187	3,6088	108	12	0,1577
2012	8	JBU	3 098 097	53	20 730	0,0753	37 154	17 153	60 344	2715815	15347	85	49	1631	149	1469	16	1984	2,0965	34	3	0,1355
2012	8	SKW	1 439 008	151	55 686	0,0674	33 712	8 026	21 863	1223195	45985	679	79	2142	97	2256	7	4441	5,6398	4522	544	0,1345
2012	8	SWA	9 292 593	76	98 395	0,0947	138 158	86 822	205 242	7830148	78356	766	236	5686	582	3197	76	9496	3,5021	7781	792	0,1835
2012	8	UAL	9 893 584	79	47 763	0,0783	167 694	142 516	304 175	8769540	34503	793	99	4566	235	3318	53	4197	4,3781	5557	1383	0,2204
2012	9	AAL	6 863 371	80	41 825	0,0855	108 263	76 988	148 039	5561085	24252	1304	112	5648	300	4809	14	5385	3,0088	5141	431	0,2003
2012	9	ASA	2 093 965	53	11 986	0,0711	20 691	20 104	36 739	1764585	10745	79	38	343	31	398	9	343	2,9921	413	85	0,2093
2012	9	DAL	8 890 172	131	61 038	0,0772	141 446	126 516	262 084	7269093	54754	115	80	1914	78	2351	2	1744	1,6697	10653	395	0,2582
2012	9	ENV	950 685	135	38 870	0,0317	28 436	5 022	12 734	711240	33605	236	62	1413	194	1620	8	1731	5,5499	1611	127	0,1227
2012	9	FFT	831 959	55	6 356	0,0834	6 233	4 359	14 803	745357	5367	7	12	252	29	372	0	317	2,0087	324	102	0,1484
2012	9	HAL	876 745	16	6 005	0,0726	15 861	10 147	14 015	740857	5788	0	1	167	0	5	3	41	2,6365	100	11	0,1621

2012	9	JBU	2 708 545	53	18 147	0,0730	32 482	14 996	52 756	2140785	15025	26	28	921	49	1148	3	947	1,7349	23	3	0,1502
2012	9	SKW	1 282 295	149	50 086	0,0654	30 041	7 152	19 482	1051576	41894	498	70	1649	88	2024	4	3860	4,7642	3195	490	0,1394
2012	9	SWA	8 520 944	77	89 927	0,0919	126 685	79 613	188 199	6601592	77829	345	113	3179	385	2424	46	5605	2,5860	5963	724	0,1996
2012	9	UAL	8 588 093	77	42 806	0,0759	145 566	123 710	264 038	7051468	35100	257	93	2396	105	2930	14	1912	3,1395	6931	1239	0,2379
2012	10	AAL	6 981 432	77	43 135	0,0852	110 126	78 312	150 585	5903653	29182	1204	98	4150	164	4596	6	3734	2,7391	3331	463	0,1884
2012	10	ASA	2 092 208	53	12 066	0,0741	20 673	20 087	36 708	1782880	10476	141	48	479	23	446	8	445	2,7495	291	101	0,1957
2012	10	DAL	9 032 458	127	63 906	0,0822	143 709	128 541	266 279	7797540	54662	1255	78	2440	105	2993	2	2371	1,9359	9604	713	0,2530
2012	10	ENV	986 210	134	41 344	0,0324	29 498	5 209	13 210	760687	33586	1136	67	1856	178	2218	1	2302	5,5615	1753	148	0,1282
2012	10	FFT	858 663	56	6 677	0,0885	6 433	4 499	15 278	781898	5206	67	6	336	7	614	0	440	2,1988	252	37	0,1424
2012	10	HAL	899 435	16	6 204	0,0748	16 272	10 410	14 378	776746	5883	12	9	217	2	2	1	78	2,9549	78	15	0,1494
2012	10	JBU	2 577 079	52	18 584	0,0761	30 905	14 269	50 195	2195540	13761	1326	29	1118	34	1281	13	1022	1,5765	14	5	0,1423
2012	10	SKW	1 343 533	148	52 028	0,0665	31 475	7 493	20 412	1122881	42021	815	71	1957	77	2750	7	4330	4,9945	2768	614	0,1361
2012	10	SWA	8 967 408	77	96 036	0,0930	133 323	83 784	198 060	7239910	79154	1705	143	4530	314	2927	70	7193	2,7797	3933	723	0,1940
2012	10	UAL	8 558 764	77	44 423	0,0822	145 069	123 288	263 137	7348367	34070	2061	85	2759	90	3172	11	2175	3,3063	5820	991	0,2313
2012	11	AAL	6 988 686	78	41 960	0,0907	110 240	78 394	150 742	5821209	33419	347	67	3118	65	2452	6	2486	2,6650	6135	448	0,1912
2012	11	ASA	2 117 331	53	11 767	0,0789	20 922	20 328	37 149	1825783	10272	75	51	381	26	502	5	456	2,5113	481	97	0,1934
2012	11	DAL	8 710 857	127	60 073	0,0875	138 593	123 965	256 798	7363061	32348	348	35	1333	195	1326	2	1776	1,7369	11605	669	0,2584
2012	11	ENV	928 456	137	37 363	0,0345	27 771	4 904	12 436	698731	32348	348	35	1333	195	1326	2	1776	5,3073	1154	133	0,1314
2012	11	FFT	823 067	61	6 271	0,0942	6 166	4 312	14 644	736278	5147	13	4	324	8	467	0	308	1,9904	34	34	0,1450
2012	11	HAL	841 439	16	5 985	0,0796	15 222	9 739	13 451	728870	5629	0	2	245	1	5	0	103	2,5576	69	13	0,1489
2012	11	JBU	2 761 615	51	18 870	0,0810	33 119	15 290	53 790	2285079	15463	306	55	1124	65	872	10	974	1,8299	22	4	0,1465
2012	11	SKW	1 290 261	157	49 528	0,0708	30 227	7 196	19 603	1068555	40996	1104	105	1763	119	1901	9	3531	4,5858	4580	583	0,1374
2012	11	SWA	8 588 630	78	90 231	0,0990	127 691	80 245	189 694	6880189	77620	504	111	4018	245	1942	46	5745	2,8559	5324	678	0,1955
2012	11	UAL	8 249 673	78	41 354	0,0875	139 830	118 835	253 634	6911664	35354	604	37	2114	37	1723	6	1479	2,8798	3043	921	0,2370
2012	12	AAL	7 402 304	82	44 742	0,0989	116 765	83 033	159 663	6058139	33661	866	122	3302	330	2900	7	3554	4,2048	4976	478	0,1946
2012	12	ASA	2 191 646	53	12 055	0,0861	21 656	21 042	38 453	1887811	10042	90	37	439	45	885	3	514	3,6050	390	99	0,1936
2012	12	DAL	8 632 368	131	57 422	0,0954	137 344	122 848	254 484	7144308	49042	190	64	2440	171	3202	3	2310	2,5765	9822	639	0,2639
2012	12	ENV	920 332	132	36 804	0,0376	27 528	4 861	12 328	689836	27196	1108	97	1836	959	2463	5	3141	7,7387	1358	131	0,1319
2012	12	FFT	841 976	62	6 363	0,1028	6 308	4 412	14 981	750225	3988	51	7	660	16	974	0	667	3,2711	140	34	0,1456
2012	12	HAL	863 792	16	6 071	0,0868	15 627	9 997	13 808	749723	5667	7	2	266	2	10	2	115	3,0203	72	13	0,1486
2012	12	JBU	2 951 992	51	19 888	0,0883	35 402	16 344	57 498	2405548	13963	75	58	1896	41	1710	14	2131	2,2605	18	4	0,1488
2012	12	SKW	1 325 885	156	52 123	0,0773	31 062	7 395	20 144	1073182	38019	1586	156	2874	188	3382	17	5902	7,8272	3771	614	0,1405

2012	12	SWA	8 836 776	78	92 448	0,1080	131 381	82 563	195 175	6901860	68349	1212	228	7090	492	3485	161	11430	4,4511	4594	694	0,2005
2012	12	UAL	8 686 504	83	41 968	0,0954	147 234	125 128	267 064	7245573	32886	340	89	3074	190	3066	13	2310	5,1415	4335	934	0,2380
2013	1	AAL	7 297 779	82	44 848	0,0734	109 262	77 962	154 954	5850422	35600	863	94	2626	331	2569	16	2750	3,4531	3053	351	0,2011
2013	1	ASA	2 187 479	53	12 020	0,0665	21 687	20 436	36 706	1815782	10425	69	37	377	45	725	5	337	3,3179	284	65	0,1965
2013	1	DAL	8 323 474	131	57 182	0,0711	136 188	120 103	253 454	6708141	50020	293	107	2215	270	2813	4	1460	2,1455	6858	420	0,2741
2013	1	ENV	942 708	132	37 693	0,0293	30 642	5 050	15 894	652016	28437	966	101	1781	785	2666	3	2954	7,0684	2107	191	0,1445
2013	1	FFT	748 400	65	5 804	0,0691	6 673	4 190	13 618	659181	4140	12	6	461	12	720	0	453	2,5348	284	63	0,1193
2013	1	HAL	827 559	17	5 982	0,0641	14 235	9 159	11 747	713907	5536	3	3	285	11	6	3	135	2,5673	114	19	0,1513
2013	1	JBU	2 826 313	51	19 291	0,0670	37 945	15 823	58 002	2326747	15112	61	58	1386	40	1365	12	1257	2,0158	42	1	0,1511
2013	1	SKW	1 311 116	151	51 762	0,0494	29 445	7 526	17 607	1028067	40154	1344	218	2279	243	3180	18	4326	6,3389	2659	616	0,1452
2013	1	SWA	8 433 283	78	89 169	0,0837	123 351	81 441	194 862	6154522	75743	512	87	4090	270	2853	71	5542	3,4966	4840	1047	0,2138
2013	1	UAL	8 571 154	85	40 419	0,0682	139 237	89 805	225 274	7062015	33485	221	79	2145	209	2644	9	1626	3,8977	5894	856	0,2390
2013	2	AAL	6 599 349	82	40 792	0,1118	98 805	70 501	140 124	5366207	32142	829	86	2270	403	2316	2	2743	3,0878	5314	318	0,2038
2013	2	ASA	1 973 322	53	10 895	0,0979	19 564	18 435	33 112	1672430	9869	48	8	285	33	409	11	232	2,5854	460	58	0,1913
2013	2	DAL	7 659 052	128	52 862	0,1027	125 316	110 515	233 222	6316804	45556	536	61	2204	194	2704	2	1605	2,0467	7340	388	0,2613
2013	2	ENV	825 470	134	33 627	0,0453	26 831	4 422	13 917	597359	23629	1614	78	1669	780	2719	3	3136	6,0758	1401	168	0,1444
2013	2	FFT	653 127	61	5 261	0,1177	5 823	3 657	11 885	569580	3597	71	5	377	19	724	0	468	2,4348	37	55	0,1386
2013	2	HAL	773 946	17	5 430	0,0987	13 313	8 566	10 986	662373	4984	7	5	271	3	4	0	157	2,1279	104	15	0,1587
2013	2	JBU	2 507 701	52	17 767	0,0993	33 667	14 039	51 463	2091067	12227	699	42	1537	35	1606	9	1613	1,7747	67	0	0,1492
2013	2	SKW	1 198 141	149	47 758	0,0722	26 908	6 877	16 090	965500	38199	1244	137	1876	172	2513	10	3607	5,6449	4103	567	0,1395
2013	2	SWA	7 874 120	78	83 115	0,1176	115 172	76 041	181 942	5982428	70265	1591	143	3368	301	2417	38	4992	2,9055	6146	975	0,1948
2013	2	UAL	8 111 328	85	38 116	0,1054	131 768	84 987	213 188	6200365	30795	803	43	2053	254	2432	4	1732	3,3947	3134	805	0,2687
2013	3	AAL	7 448 475	82	45 602	0,0923	111 518	79 572	158 154	6367153	37295	432	103	2262	336	2384	7	2783	2,6800	4455	356	0,1939
2013	3	ASA	2 309 938	53	12 698	0,0808	22 901	21 580	38 761	2034945	10853	66	31	398	26	809	34	481	2,7580	411	67	0,1840
2013	3	DAL	9 535 443	134	63 929	0,0848	156 018	137 591	290 359	8296549	54330	483	115	3149	304	3247	1	2299	2,2538	8247	469	0,2477
2013	3	ENV	932 374	133	36 854	0,0374	30 306	4 994	15 720	707100	28784	849	55	1740	551	2353	0	2523	5,1490	1812	184	0,1377
2013	3	FFT	724 692	63	5 899	0,0971	6 461	4 058	13 187	655330	4366	37	9	367	14	710	0	396	1,9195	171	62	0,1337
2013	3	HAL	865 353	17	6 000	0,0815	14 885	9 578	12 284	768426	5457	6	6	344	6	2	2	178	2,2907	114	17	0,1529
2013	3	JBU	3 064 366	52	20 842	0,0819	41 141	17 156	62 887	2680076	15074	133	35	1710	73	1799	17	2001	1,9426	61	0	0,1423
2013	3	SKW	1 424 987	147	55 648	0,0596	32 002	8 179	19 137	1177293	44608	1346	142	2310	176	2490	11	4565	5,0284	3780	660	0,1360
2013	3	SWA	9 766 781	79	99 142	0,0971	142 856	94 319	225 674	8003743	79606	1095	130	5016	455	3653	72	9115	3,3384	6321	1163	0,1806
2013	3	UAL	7 442 798	81	44 062	0,0870	120 907	77 982	195 617	7728740	35563	611	79	2585	195	2716	9	2304	3,5581	5065	931	0,1978

2013	4	AAL	7 050 099	81	44 265	0,0867	105 554	75 316	149 695	6018419	31997	969	129	2928	347	3608	2	4285	3,2672	3047	213	0,2053
2013	4	ASA	2 254 218	54	12 571	0,0759	22 349	21 059	37 826	1952612	10916	38	15	362	25	817	8	389	2,7815	213	49	0,2102
2013	4	DAL	9 115 298	130	62 291	0,0796	149 143	131 528	277 565	7708816	53299	84	73	2959	238	3310	8	2320	2,0219	5902	769	0,2854
2013	4	ENV	913 155	133	37 211	0,0351	29 681	4 892	15 396	682917	24883	1964	68	2023	907	3188	4	4174	6,7947	2068	168	0,1415
2013	4	FFT	720 623	67	5 881	0,0912	6 425	4 035	13 113	630755	4035	43	5	300	20	1045	0	433	1,8819	518	111	0,1573
2013	4	HAL	794 982	17	5 789	0,0765	13 675	8 799	11 285	696246	5385	14	6	250	3	8	0	123	1,9483	145	19	0,1749
2013	4	JBU	2 963 227	53	20 036	0,0770	39 783	16 590	60 812	2482815	14382	155	52	1535	53	2007	20	1832	1,8662	30	6	0,1532
2013	4	SKW	1 355 136	149	53 069	0,0559	30 434	7 778	18 199	1109122	42303	1521	87	1968	152	2897	12	4128	4,4134	1956	474	0,1412
2013	4	SWA	9 608 586	84	97 198	0,0912	140 542	92 791	222 019	7462522	76199	624	185	5096	497	4229	99	10269	3,5812	7196	1504	0,2167
2013	4	UAL	8 900 361	80	41 430	0,0817	144 585	93 254	233 926	7305136	31537	465	88	2642	189	3830	8	2671	3,2379	5442	602	0,2872
2013	5	AAL	7 360 003	78	45 703	0,0872	110 194	78 627	156 275	6367838	34836	603	274	2663	430	3261	4	3632	2,9826	6007	218	0,1914
2013	5	ASA	2 337 486	54	13 067	0,0708	23 174	21 837	39 223	2015684	11711	33	23	324	25	652	4	295	2,8870	355	50	0,1850
2013	5	DAL	9 287 717	128	64 087	0,0754	151 965	134 016	282 815	7999983	55267	50	111	2942	186	3266	3	2263	2,0825	7494	789	0,2494
2013	5	ENV	966 639	127	38 335	0,0347	31 419	5 178	16 298	748713	26793	1084	145	2253	789	3068	4	4200	5,8325	1469	172	0,1268
2013	5	FFT	815 831	70	6 586	0,0816	7 274	4 568	14 845	751284	4823	7	14	324	23	890	0	505	1,9626	77	123	0,1257
2013	5	HAL	846 607	17	6 025	0,0722	14 563	9 370	12 018	751050	5565	2	3	291	2	3	2	157	2,1665	148	18	0,1529
2013	5	JBU	2 975 791	57	20 262	0,0751	39 952	16 660	61 070	2539980	16266	79	43	1063	83	1565	12	1152	1,7302	54	4	0,1378
2013	5	SKW	1 406 624	153	53 908	0,0552	31 590	8 074	18 890	1176089	44317	870	94	1992	143	2522	22	3948	4,1283	3381	479	0,1282
2013	5	SWA	9 787 247	84	98 821	0,0882	143 155	94 516	226 147	8016196	78076	460	248	5643	585	3824	61	9923	3,3971	10499	1528	0,1867
2013	5	UAL	8 570 898	79	42 992	0,0788	139 233	89 802	225 267	7795617	34272	287	101	2351	189	3533	8	2252	2,9785	2990	623	0,2350
2013	6	AAL	7 334 295	82	45 263	0,0951	109 809	78 352	155 729	6543687	31588	644	235	3182	719	3439	6	5450	3,5874	4555	216	0,1857
2013	6	ASA	2 500 273	57	13 998	0,0772	24 788	23 358	41 954	2179362	12242	60	31	434	29	730	4	467	3,5011	309	53	0,1830
2013	6	DAL	9 819 064	136	66 227	0,0823	160 658	141 683	298 995	8637589	50398	278	202	4837	598	5333	6	4575	2,7776	7020	816	0,2442
2013	6	ENV	930 592	130	37 701	0,0378	30 248	4 985	15 690	753733	23295	1578	112	2643	1187	3282	4	5599	7,0629	1764	169	0,1212
2013	6	FFT	820 734	66	6 571	0,0890	7 318	4 595	14 935	776010	5121	19	14	313	36	672	0	397	2,1921	313	123	0,1224
2013	6	HAL	921 591	17	6 320	0,0787	15 853	10 200	13 082	830562	5883	0	4	265	0	6	0	162	2,2149	156	19	0,1505
2013	6	JBU	3 062 748	57	20 643	0,0819	41 119	17 147	62 854	2636562	14372	152	80	1567	113	2113	16	2231	2,1352	42	5	0,1367
2013	6	SKW	1 420 515	160	54 378	0,0602	31 902	8 154	19 077	1196468	42017	1350	132	2604	223	2771	9	5272	5,4125	2712	483	0,1272
2013	6	SWA	9 938 454	85	97 405	0,0962	145 367	95 976	229 641	8436597	70648	763	302	7258	872	4489	76	12996	4,2284	8792	1506	0,1802
2013	6	UAL	8 984 397	81	43 550	0,0860	145 951	94 135	236 135	8372975	30977	551	180	3458	348	4010	6	4020	4,0620	4349	631	0,2293
2013	7	AAL	7 630 531	82	47 225	0,0925	114 244	81 517	162 019	6779423	34756	867	250	3135	482	3267	2	4467	3,2131	3219	305	0,1883
2013	7	ASA	2 624 464	57	14 762	0,0751	26 019	24 518	44 038	2326107	12477	92	45	480	34	995	21	618	3,6944	263	88	0,2270

2013	7	DAL	10 459 715	125	69 175	0,0800	171 141	150 928	318 503	9170355	51604	312	261	5350	592	5817	3	5235	2,7825	5514	366	0,2533
2013	7	ENV	981 759	132	39 150	0,0368	31 911	5 259	16 553	767088	25208	930	102	3488	504	3250	4	5665	5,5603	1675	112	0,1258
2013	7	FFT	859 115	68	6 816	0,0866	7 660	4 810	15 633	815592	4833	24	15	396	28	929	0	591	2,1606	693	141	0,1436
2013	7	HAL	979 986	17	6 646	0,0765	16 857	10 847	13 911	869088	6284	4	2	220	7	13	0	115	2,4483	72	8	0,1722
2013	7	JBU	3 275 188	57	22 146	0,0796	43 971	18 336	67 214	2878579	14145	234	82	2104	154	2285	34	3109	2,3052	15	2	0,1408
2013	7	SKW	1 464 444	156	56 077	0,0586	32 889	8 406	19 667	1217598	43197	1562	136	2480	197	2906	9	5590	4,9912	1831	464	0,1301
2013	7	SWA	10 255 768	85	100 309	0,0936	150 008	99 041	236 973	8596130	76284	766	219	6608	723	4396	72	11240	4,1653	6521	893	0,1786
2013	7	UAL	9 416 300	77	44 777	0,0836	152 967	98 660	247 486	8560389	32877	606	169	3119	307	4099	5	3596	3,7296	6158	679	0,2362
2013	8	AAL	7 628 508	82	46 924	0,0891	114 214	81 495	161 976	6589749	38145	529	175	2531	262	2343	7	2932	2,8003	6049	302	0,1980
2013	8	ASA	2 590 204	57	14 544	0,0752	25 680	24 198	43 464	2274683	12378	66	23	482	52	982	19	542	3,0160	470	84	0,2435
2013	8	DAL	10 364 131	132	69 327	0,0777	169 577	149 548	315 593	9026730	58950	51	125	3466	243	3608	3	2881	2,0892	7074	366	0,2628
2013	8	ENV	961 893	131	38 711	0,0361	31 265	5 153	16 218	739046	28711	894	105	2402	487	2375	1	3736	5,4625	1084	110	0,1332
2013	8	FFT	864 280	70	6 921	0,0826	7 706	4 839	15 727	814067	5208	6	7	422	31	739	0	508	2,1946	100	142	0,1465
2013	8	HAL	951 143	17	6 408	0,0749	16 361	10 527	13 502	848406	6044	5	6	229	1	8	0	114	2,2051	66	7	0,1778
2013	8	JBU	3 270 717	57	21 992	0,0794	43 911	18 311	67 122	2848276	15966	32	45	1735	65	1817	38	2293	2,0027	28	0	0,1503
2013	8	SKW	1 469 316	160	55 378	0,0567	32 998	8 434	19 732	1225569	43733	940	125	2383	211	2674	11	5302	4,3466	3109	456	0,1333
2013	8	SWA	9 734 527	86	96 559	0,0939	142 384	94 007	224 929	7931239	71304	458	195	7377	525	4090	64	12546	3,8590	8999	858	0,1956
2013	8	UAL	9 676 344	77	44 444	0,0767	157 191	101 385	254 321	8515374	35260	221	139	2733	252	3023	11	2805	3,1211	3299	672	0,2374
2013	9	AAL	6 932 514	82	43 110	0,0864	103 793	74 060	147 198	5586560	36083	266	148	2173	262	1875	3	2300	2,4302	4243	277	0,2123
2013	9	ASA	2 217 972	54	12 631	0,0729	21 989	20 720	37 217	1834241	11067	30	24	369	47	685	13	395	2,5811	315	73	0,2586
2013	9	DAL	8 965 827	134	62 191	0,0754	146 698	129 372	273 014	7386712	56145	49	75	2176	110	2302	2	1332	1,6822	5652	328	0,2779
2013	9	ENV	883 960	128	35 621	0,0350	28 732	4 735	14 904	656397	29263	928	81	1315	292	1490	2	2250	4,3959	1261	101	0,1378
2013	9	FFT	805 641	71	6 517	0,0801	7 183	4 511	14 660	740156	5010	8	20	309	32	695	0	444	1,8842	376	133	0,1502
2013	9	HAL	847 857	17	5 831	0,0727	14 584	9 384	12 035	724931	5567	4	3	158	3	15	0	81	2,4320	61	6	0,1855
2013	9	JBU	2 702 374	57	18 582	0,0770	36 281	15 129	55 458	2168988	15448	47	50	953	57	1061	13	953	1,6748	18	0	0,1631
2013	9	SKW	1 331 935	158	49 585	0,0550	29 913	7 645	17 887	1075331	41242	583	101	1804	151	2211	11	3482	4,8961	2197	408	0,1377
2013	9	SWA	8 957 269	86	89 994	0,0911	131 015	86 501	206 969	6907710	68647	578	171	6012	459	3490	50	10587	3,2952	7094	799	0,2067
2013	9	UAL	9 595 742	79	40 682	0,0744	155 882	100 540	252 203	7062933	34436	212	115	1767	194	2271	6	1681	2,7010	4311	615	0,2839
2013	10	AAL	7 273 785	79	45 219	0,0837	108 903	77 706	154 444	6115918	37405	70	101	2388	150	2372	0	2732	2,1497	3008	229	0,1948
2013	10	ASA	2 211 436	54	12 638	0,0707	21 925	20 659	37 108	1853523	11339	22	31	285	39	581	6	335	2,1562	189	44	0,1957
2013	10	DAL	9 354 786	129	65 444	0,0730	153 062	134 984	284 858	7828257	59834	18	56	2085	55	2113	10	1273	1,5492	6170	476	0,2555
2013	10	ENV	918 183	128	36 973	0,0339	29 844	4 918	15 481	710577	29922	633	53	1330	195	2221	2	2617	4,3688	2114	194	0,1252

2013	10	FFT	796 241	59	6 517	0,0776	7 099	4 458	14 489	740062	5227	4	13	272	6	645	0	351	1,9817	538	108	0,1322
2013	10	HAL	847 620	17	5 985	0,0704	14 580	9 381	12 032	742896	5695	4	3	187	2	8	0	86	2,1746	58	16	0,1596
2013	10	JBU	2 830 784	57	19 382	0,0746	38 005	15 848	58 094	2336209	16852	23	13	739	15	1105	8	628	1,4691	34	1	0,1540
2013	10	SKW	1 374 562	151	51 241	0,0533	30 870	7 890	18 460	1131929	43219	670	117	1797	114	2134	4	3186	3,4917	2627	745	0,1282
2013	10	SWA	9 470 883	86	94 475	0,0882	138 528	91 461	218 837	7530425	74402	342	101	5820	252	3517	53	9988	3,3803	4060	661	0,1956
2013	10	UAL	8 450 956	76	43 246	0,0721	137 285	88 546	222 114	7534295	36751	158	59	2084	69	2475	10	1639	2,5880	7500	899	0,2233
2013	11	AAL	6 970 610	80	43 203	0,0907	104 364	74 467	148 007	5615301	35398	695	100	2207	145	2093	34	2530	2,4648	5471	218	0,2069
2013	11	ASA	2 241 623	54	12 365	0,0778	22 224	20 941	37 614	1834521	10866	108	55	353	44	517	9	414	2,1528	313	41	0,2073
2013	11	DAL	8 790 595	131	61 332	0,0849	143 831	126 843	267 678	7048664	54133	20	59	2366	153	2623	33	1945	1,7338	7309	444	0,2912
2013	11	ENV	827 884	130	33 794	0,0413	26 909	4 435	13 958	619198	27527	1053	49	1155	256	1914	7	1833	4,4828	1270	176	0,1483
2013	11	FFT	779 279	61	6 331	0,0857	6 948	4 363	14 180	713930	4979	18	4	278	9	572	0	470	1,8850	76	104	0,1391
2013	11	HAL	848 714	17	5 838	0,0755	14 599	9 394	12 048	698944	5482	8	4	226	6	12	2	98	2,0780	53	14	0,1711
2013	11	JBU	2 889 133	55	19 599	0,0802	38 788	16 175	59 291	2261232	16627	71	44	925	19	1105	12	796	1,4829	60	0	0,1641
2013	11	SKW	1 289 514	158	47 669	0,0606	28 960	7 402	17 317	1037316	40722	758	112	1620	82	1781	24	2569	3,3198	4163	692	0,1400
2013	11	SWA	9 091 849	89	89 614	0,0962	132 984	87 801	210 079	7155909	71270	474	174	5748	293	2703	38	8914	3,2372	5516	625	0,2025
2013	11	UAL	8 925 602	77	40 657	0,0814	144 995	93 519	234 590	6957383	34561	226	56	2001	138	2117	32	1526	2,7794	3931	843	0,2713
2013	12	AAL	7 237 252	84	45 737	0,0990	108 356	77 316	153 669	6141818	32246	2982	91	2941	776	2906	4	3790	4,1199	4385	230	0,1964
2013	12	ASA	2 293 100	54	12 554	0,0849	22 734	21 422	38 478	2016329	10738	72	39	420	100	705	7	472	3,4761	252	42	0,1929
2013	12	DAL	9 030 569	136	60 623	0,0926	147 757	130 306	274 985	7795266	48199	261	98	3883	507	4395	1	3279	2,9796	6445	439	0,2705
2013	12	ENV	814 069	131	34 195	0,0451	26 460	4 361	13 725	645510	20703	3208	77	1735	1179	3284	1	4008	8,8235	1634	178	0,1399
2013	12	FFT	824 401	61	6 508	0,0935	7 350	4 616	15 001	751133	3921	34	7	542	29	1062	0	913	2,7522	310	107	0,1399
2013	12	HAL	901 878	17	6 032	0,0824	15 514	9 982	12 802	771357	5575	11	4	249	25	4	0	164	2,2594	56	14	0,1647
2013	12	JBU	3 146 579	55	21 235	0,0875	42 245	17 616	64 574	2630619	13498	327	75	2156	83	2550	28	2518	2,3040	51	0	0,1536
2013	12	SKW	1 322 908	160	49 886	0,0661	29 710	7 593	17 766	1120435	35247	1738	210	2968	367	3711	14	5631	7,2363	3424	724	0,1330
2013	12	SWA	9 645 603	89	94 903	0,1050	141 083	93 148	222 874	8000917	54775	777	146	12209	438	5534	143	20880	5,3512	4936	662	0,1921
2013	12	UAL	8 459 453	82	41 423	0,0889	137 423	88 635	222 338	7675428	30427	559	75	3974	367	3295	0	2726	5,4761	5643	859	0,2330
2014	1	AAL	7 248 275	103	80 164	0,0719	114 404	75 572	150 965	5855490	61291	2626	176	5128	884	5097	23	4939	4,3697	3626	814	0,2141
2014	1	ASA	2 254 034	54	12 403	0,0637	20 574	20 626	38 521	1866286	10890	152	82	355	45	524	1	354	3,1996	258	85	0,2062
2014	1	DAL	8 448 707	134	59 030	0,0872	137 699	124 675	258 092	6946212	41430	2997	105	4731	1388	4050	2	4327	4,6854	1859	252	0,2791
2014	1	ENV	773 154	134	34 382	0,0309	24 994	4 305	15 609	568890	20308	4205	86	2172	1036	3092	3	3480	10,8938	9855	646	0,1437
2014	1	FFT	773 876	59	5 736	0,0818	4 701	3 948	13 882	640325	3547	84	5	421	32	1034	0	612	2,6270	374	98	0,1330
2014	1	HAL	876 272	17	6 019	0,0652	15 927	10 345	12 854	759836	5585	1	11	237	24	12	0	150	2,4055	33	10	0,1630

2014	1	JBU	2 677 481	55	20 219	0,0676	34 357	19 764	57 459	2224857	11504	2164	89	2164	325	1780	22	2170	3,5319	114	9	0,1474
2014	1	SKW	1 300 657	160	50 484	0,0526	29 589	8 087	15 061	1026534	36484	2663	243	2523	316	3206	14	5036	7,2786	3122	892	0,1428
2014	1	SWA	8 742 272	89	100 969	0,0746	113 407	83 487	193 896	6671570	63876	5027	468	10038	570	5013	75	15903	6,9140	5550	1389	0,1958
2014	1	UAL	8 721 094	81	39 225	0,0647	136 775	86 690	242 958	6618191	27901	1888	46	3480	683	2689	0	2538	5,3255	9403	1461	0,2527
2014	2	AAL	6 476 787	103	72 721	0,1091	102 227	67 528	134 896	5354370	53737	4060	228	4316	616	5293	22	4449	3,8622	7284	737	0,2141
2014	2	ASA	2 053 622	54	11 332	0,0970	18 745	18 792	35 096	1742252	9708	134	40	326	54	696	9	365	2,8049	407	76	0,2070
2014	2	DAL	7 689 200	127	54 101	0,1349	125 320	113 467	234 891	6516165	41915	2556	84	3144	467	3391	3	2541	2,7915	1390	229	0,2826
2014	2	ENV	714 913	131	30 938	0,0480	23 111	3 980	14 433	551526	20583	2716	98	1754	471	2678	1	2637	9,0971	6039	581	0,1438
2014	2	FFT	654 275	54	5 195	0,1278	3 975	3 338	11 736	583789	3337	24	9	314	23	955	0	533	2,1519	48	87	0,1302
2014	2	HAL	783 863	17	5 418	0,0990	14 248	9 254	11 499	662600	4884	4	4	337	8	10	0	171	2,8464	29	7	0,1714
2014	2	JBU	2 591 248	56	18 485	0,1037	33 251	19 127	55 608	2135371	11943	1025	85	1632	117	1817	23	1842	1,8930	188	7	0,1539
2014	2	SKW	1 177 609	156	45 555	0,0802	26 790	7 322	13 636	964746	32404	2188	178	2388	228	3198	14	4958	6,2340	4591	804	0,1416
2014	2	SWA	8 269 473	89	92 807	0,1140	107 274	78 972	183 409	6464325	65721	3265	187	6964	423	4252	18	11977	4,4746	7480	1275	0,1971
2014	2	UAL	8 605 285	80	36 379	0,0971	134 958	85 539	239 732	6419645	25452	1353	60	3324	390	3241	0	2559	4,5508	4342	1353	0,2602
2014	3	AAL	7 511 342	99	82 717	0,0861	118 557	78 315	156 444	6418910	66583	1564	165	4620	361	5170	39	4215	3,6723	5902	838	0,1983
2014	3	ASA	2 427 254	54	12 932	0,0731	22 156	22 212	41 482	2128155	11401	71	22	414	26	555	9	435	2,2954	361	87	0,1829
2014	3	DAL	9 962 170	131	67 093	0,0952	162 366	147 009	304 326	8762361	56571	156	67	3576	234	3533	1	2955	2,3644	1926	285	0,2330
2014	3	ENV	823 202	132	34 669	0,0376	26 612	4 583	16 620	642985	25431	1437	80	1700	357	2875	0	2788	8,1185	8435	651	0,1349
2014	3	FFT	753 935	55	6 040	0,0976	4 580	3 846	13 524	695781	4536	12	6	279	13	769	0	426	1,5990	233	101	0,1165
2014	3	HAL	862 841	17	6 073	0,0798	15 683	10 186	12 657	735264	5564	5	3	301	4	15	0	180	2,3107	32	8	0,1661
2014	3	JBU	3 096 233	57	21 478	0,0786	39 730	22 855	66 445	2640965	16576	427	38	1393	43	1522	8	1471	1,7421	167	8	0,1366
2014	3	SKW	1 434 923	159	52 847	0,0608	32 644	8 922	16 616	1209980	41629	1222	148	2437	149	2726	11	4524	5,1959	4243	933	0,1265
2014	3	SWA	10 529 919	89	110 691	0,0806	136 597	100 559	233 544	8707146	80687	1272	134	8638	323	4697	30	14910	4,3883	7442	1521	0,1596
2014	3	UAL	7 881 426	78	42 492	0,0860	123 606	78 343	219 566	7749640	33721	460	59	3043	201	2653	0	2355	3,8351	7724	1581	0,2119
2014	4	AAL	7 112 944	95	78 172	0,0809	112 268	74 161	148 146	6154306	64654	432	218	3873	291	4960	37	3706	3,0027	3549	752	0,2192
2014	4	ASA	2 352 219	54	12 672	0,0686	21 471	21 525	40 199	2037066	11438	31	30	297	12	549	5	311	2,0929	245	63	0,2087
2014	4	DAL	9 586 630	130	65 645	0,0895	156 245	141 467	292 854	8406548	55917	40	103	3023	308	3526	2	2726	1,8670	10083	454	0,2735
2014	4	ENV	800 242	131	34 044	0,0354	25 870	4 456	16 156	620308	25602	1087	98	1586	419	2615	7	2631	6,5285	2208	234	0,1358
2014	4	FFT	764 971	60	5 972	0,0917	4 647	3 903	13 722	684569	4759	6	6	244	12	559	0	386	1,3827	502	101	0,1634
2014	4	HAL	836 229	17	5 910	0,0750	15 199	9 872	12 267	702059	5558	19	6	206	1	4	1	115	1,8809	33	4	0,1911
2014	4	JBU	3 064 091	57	20 974	0,0738	39 318	22 618	65 756	2583426	16226	303	38	1167	43	1794	12	1391	1,7415	64	24	0,1571
2014	4	SKW	1 342 406	157	50 853	0,0572	30 539	8 347	15 545	1126765	41159	905	100	2141	118	2429	9	3992	3,5934	2646	599	0,1349

2014	4	SWA	10 228 611	89	107 318	0,0757	132 688	97 682	226 862	8349730	80528	587	197	7727	354	4160	30	13736	3,6614	7443	1385	0,1948
2014	4	UAL	7 236 310	78	39 498	0,0808	113 488	71 931	201 594	7269812	32310	174	80	2061	142	2891	0	1840	2,6608	7197	689	0,2451
2014	5	AAL	7 273 816	96	80 989	0,0861	114 808	75 838	151 496	6372577	64066	1422	361	4750	630	5164	22	4574	3,7323	8275	777	0,2164
2014	5	ASA	2 450 477	54	13 224	0,0731	22 367	22 424	41 879	2108474	11858	17	24	333	19	621	6	346	2,4177	419	64	0,2100
2014	5	DAL	9 862 656	133	68 036	0,0952	160 744	145 540	301 286	8729558	57428	72	141	3422	312	3909	12	2741	1,9329	9283	470	0,2709
2014	5	ENV	799 828	132	34 962	0,0376	25 856	4 453	16 148	645800	24975	1518	124	2005	368	2969	15	2987	7,9156	1394	239	0,1304
2014	5	FFT	914 394	67	7 290	0,0976	5 555	4 665	16 402	842502	5352	46	25	328	26	939	0	573	1,6510	93	122	0,1587
2014	5	HAL	922 921	17	6 223	0,0798	16 775	10 895	13 539	789969	5797	28	4	239	4	5	1	145	1,9822	34	3	0,1874
2014	5	JBU	3 000 297	60	21 186	0,0786	38 499	22 147	64 387	2604084	16381	512	97	1264	84	1471	16	1361	1,7881	122	23	0,1526
2014	5	SKW	1 355 180	161	52 077	0,0608	30 830	8 426	15 693	1150439	40968	1122	104	2423	158	2781	18	4503	4,2204	4421	612	0,1333
2014	5	SWA	10 359 057	89	108 368	0,0806	134 380	98 927	229 755	8668388	78761	774	345	8754	597	4192	36	14909	3,8947	11553	1397	0,1900
2014	5	UAL	8 908 513	76	42 428	0,0860	139 714	88 553	248 180	7830572	32412	557	215	2739	284	3564	1	2657	3,3656	3633	737	0,2802
2014	6	AAL	7 369 968	96	80 779	0,0912	116 325	76 841	153 499	6559785	58221	1033	342	5746	1056	7122	55	7204	4,1628	6000	775	0,2069
2014	6	ASA	2 617 607	59	14 171	0,0705	23 893	23 954	44 735	2287053	12182	30	16	492	25	847	12	567	2,7050	363	69	0,1829
2014	6	DAL	10 233 839	138	69 621	0,0959	166 794	151 017	312 625	9136367	56216	19	200	4052	639	4687	2	3806	2,3232	10085	481	0,2481
2014	6	ENV	760 109	129	33 509	0,0429	24 572	4 232	15 346	619045	20852	2166	113	2222	623	3679	16	3838	10,8403	1749	229	0,1351
2014	6	FFT	995 205	69	7 561	0,0837	6 046	5 077	17 852	912108	5362	7	28	412	37	1130	0	584	1,7878	339	126	0,1254
2014	6	HAL	973 481	17	6 399	0,0720	17 694	11 492	14 280	843335	6099	5	6	205	1	4	0	79	1,8771	35	3	0,1531
2014	6	JBU	3 050 583	61	21 224	0,0824	39 145	22 518	65 466	2641486	16375	426	62	1277	123	1583	11	1367	1,9146	93	23	0,1471
2014	6	SKW	1 411 260	170	53 173	0,0616	32 105	8 775	16 342	1206156	39269	2016	142	2864	221	3134	22	5505	4,8972	3650	625	0,1229
2014	6	SWA	10 888 866	89	108 959	0,0833	141 253	103 987	241 505	9375053	73700	880	404	9966	885	5123	32	17969	4,2084	9596	1404	0,1751
2014	6	UAL	8 345 026	76	42 886	0,0847	130 877	82 952	232 482	8266280	30045	607	179	3746	424	4093	0	3792	3,7771	5668	745	0,2245
2014	7	AAL	7 708 058	94	83 459	0,0887	121 661	80 366	160 541	6878658	61932	1260	332	5876	830	6667	47	6514	3,9838	2794	453	0,1989
2014	7	ASA	2 789 097	59	15 009	0,0685	25 458	25 523	47 666	2480874	12629	55	35	498	75	895	17	805	3,0270	314	99	0,1936
2014	7	DAL	10 814 486	137	72 714	0,0933	176 257	159 586	330 362	9745064	62745	139	195	3374	431	3319	2	2509	2,0171	9599	194	0,2464
2014	7	ENV	795 287	127	34 024	0,0417	25 710	4 428	16 056	629828	25360	1262	75	1840	244	2574	14	2654	8,6538	1472	147	0,1361
2014	7	FFT	1 068 206	68	8 037	0,0814	6 490	5 450	19 161	982951	6118	13	15	326	32	1058	0	475	1,6107	608	182	0,1482
2014	7	HAL	1 104 972	17	6 808	0,0700	20 084	13 045	16 209	958160	6354	5	8	273	3	11	1	153	2,1888	35	29	0,1710
2014	7	JBU	3 219 273	61	22 575	0,0801	41 309	23 763	69 086	2870942	14865	672	63	1885	226	2291	23	2550	2,1845	204	187	0,1419
2014	7	SKW	1 527 054	169	55 556	0,0599	34 740	9 495	17 683	1293728	42869	1369	128	2872	175	2862	18	5263	4,1732	2185	477	0,1293
2014	7	SWA	11 415 306	86	112 407	0,0810	148 082	109 014	253 181	9903006	78955	1026	262	9949	935	4718	24	16538	4,2284	7409	1269	0,1668
2014	7	UAL	8 924 348	74	43 996	0,0824	139 962	88 710	248 621	8566275	32968	567	163	3277	423	3211	2	3385	3,4631	6696	531	0,2337

2014	8	AAL	7 473 813	94	81 030	0,0836	117 964	77 923	155 662	6568778	62607	724	289	5255	730	5861	55	5509	3,8690	6165	438	0,2020
2014	8	ASA	2 771 366	59	15 134	0,0646	25 297	25 361	47 363	2424728	12689	66	34	566	63	955	19	741	2,9457	592	98	0,1968
2014	8	DAL	10 797 005	140	72 891	0,0880	175 972	159 328	329 828	9573765	61838	297	183	3568	619	3629	4	2754	2,4533	8736	193	0,2504
2014	8	ENV	762 170	127	33 241	0,0394	24 639	4 244	15 387	587344	23467	1250	85	1824	373	3208	13	3021	10,8134	809	142	0,1399
2014	8	FFT	1 032 124	72	8 045	0,0768	6 270	5 266	18 514	962838	6233	26	19	311	22	921	0	513	1,8744	111	181	0,1462
2014	8	HAL	1 093 352	17	6 811	0,0660	19 873	12 908	16 039	946513	6404	30	8	251	2	5	1	110	2,1789	29	27	0,1713
2014	8	JBU	3 258 957	61	22 339	0,0755	41 819	24 056	69 938	2898812	17292	140	39	1469	92	1636	32	1639	2,3196	394	183	0,1422
2014	8	SKW	1 515 299	171	55 421	0,0565	34 472	9 422	17 547	1286295	42643	1321	145	2788	179	3159	19	5167	4,4504	3702	475	0,1291
2014	8	SWA	10 513 731	86	105 710	0,0764	136 387	100 404	233 185	8996119	80094	462	296	7587	758	4227	30	12257	4,1993	10673	1191	0,1691
2014	8	UAL	9 330 370	73	42 833	0,0777	146 330	92 746	259 932	8358185	32887	420	131	2986	338	3107	0	2964	3,3234	3159	515	0,2504
2014	9	AAL	6 899 673	98	76 301	0,0867	108 902	71 937	143 704	5675041	63138	459	154	3976	219	5005	51	3299	3,1229	4155	412	0,2308
2014	9	ASA	2 477 818	59	13 297	0,0687	22 617	22 674	42 346	2033904	11589	39	37	398	37	720	11	466	2,4010	399	86	0,2303
2014	9	DAL	9 436 715	144	67 051	0,0951	153 802	139 255	288 274	7974416	57426	129	96	2719	336	3951	3	2391	2,1589	8442	177	0,2931
2014	9	ENV	691 941	124	31 269	0,0434	22 369	3 853	13 970	520975	22884	1550	55	1568	189	2602	13	2408	6,7349	1059	133	0,1627
2014	9	FFT	990 300	73	7 857	0,0772	6 016	5 052	17 764	885443	6358	28	9	273	7	737	0	445	1,5916	350	177	0,1582
2014	9	HAL	967 438	17	6 179	0,0708	17 584	11 421	14 192	802276	5609	7	8	282	1	138	0	135	2,1928	28	25	0,1978
2014	9	JBU	2 722 753	61	19 079	0,0815	34 938	20 098	58 430	2242204	16423	64	44	662	66	1209	9	602	1,7092	253	156	0,1710
2014	9	SKW	1 363 277	163	49 135	0,0590	31 014	8 476	15 786	1124989	39831	1151	96	1955	124	2540	15	3423	3,6227	2606	421	0,1430
2014	9	SWA	9 719 895	86	99 584	0,0808	126 089	92 823	215 579	7840581	80095	1195	236	5286	440	3833	26	8474	3,2343	8255	1122	0,1957
2014	9	UAL	9 692 579	74	40 219	0,0729	152 011	96 347	270 023	7053367	32454	448	79	2113	193	2987	2	1943	3,1241	4564	484	0,2983
2014	10	AAL	7 205 543	97	80 747	0,0840	113 730	75 126	150 075	6113216	64011	621	172	4498	380	6413	30	4623	3,1780	2821	505	0,2051
2014	10	ASA	2 501 602	59	13 398	0,0666	22 834	22 892	42 752	2086645	11683	40	29	395	36	808	10	398	2,3146	201	47	0,1995
2014	10	DAL	9 881 750	141	70 676	0,0922	161 055	145 822	301 869	8567052	61363	17	60	2720	207	3704	2	2603	1,8273	9817	72	0,2675
2014	10	ENV	702 909	122	32 010	0,0420	22 723	3 914	14 191	551696	21202	1512	66	1798	256	3803	16	3357	8,3789	2108	214	0,1517
2014	10	FFT	1 011 336	70	8 211	0,0748	6 144	5 160	18 141	888028	6837	27	10	262	4	624	0	446	1,5419	681	154	0,1452
2014	10	HAL	950 416	17	6 329	0,0686	17 275	11 220	13 942	816663	5680	17	6	370	2	13	1	240	2,0725	29	0	0,1706
2014	10	JBU	2 919 293	59	20 113	0,0790	37 460	21 549	62 648	2492042	16835	74	35	820	64	1426	10	848	1,6950	96	11	0,1603
2014	10	SKW	1 430 803	165	51 019	0,0571	32 550	8 896	16 568	1197499	41299	860	65	2023	97	2927	13	3735	3,6355	2935	461	0,1340
2014	10	SWA	10 261 948	86	103 918	0,0782	133 121	98 000	227 601	8536349	83737	722	128	5642	265	3889	10	9525	2,9473	3662	659	0,1828
2014	10	UAL	9 373 363	72	43 335	0,0706	147 004	93 174	261 130	7565496	33526	276	77	3074	150	3596	0	2636	2,8527	5746	345	0,2448
2014	11	AAL	6 980 360	94	75 718	0,0894	110 176	72 778	145 384	5631228	60817	472	122	4399	323	4964	25	4597	3,4574	5913	473	0,2157
2014	11	ASA	2 471 014	59	13 074	0,0709	22 555	22 612	42 230	2047327	11075	56	37	446	72	783	5	600	2,6024	340	44	0,2008

2014	11	DAL	9 231 330	143	66 995	0,0981	150 455	136 224	282 000	7737248	57993	35	68	2681	244	3639	7	2327	1,8169	8488	67	0,2767
2014	11	ENV	644 009	119	29 169	0,0447	20 819	3 586	13 002	475218	20225	1022	48	1775	518	2753	12	2815	8,4102	1062	194	0,1614
2014	11	FFT	983 253	66	7 729	0,0796	5 973	5 016	17 638	851517	5587	38	7	332	13	1138	0	614	1,7930	129	143	0,1472
2014	11	HAL	950 383	17	6 137	0,0730	17 274	11 220	13 942	772034	5488	16	5	353	7	26	0	242	1,9325	23	0	0,1805
2014	11	JBU	2 920 974	57	20 050	0,0841	37 482	21 561	62 684	2422990	16259	153	31	986	49	1574	9	989	1,6278	168	9	0,1649
2014	11	SKW	1 341 406	165	47 513	0,0608	30 516	8 340	15 533	1105697	36277	1053	114	2320	174	3161	18	4396	3,1536	4579	427	0,1360
2014	11	SWA	10 111 999	86	99 579	0,0833	131 175	96 568	224 275	8150602	81050	639	100	5341	270	3363	26	8789	3,0501	5291	630	0,1886
2014	11	UAL	8 424 942	71	39 798	0,0751	132 130	83 746	234 708	6768175	32087	258	51	2689	273	2291	0	2149	2,8880	2719	316	0,2459
2014	12	AAL	7 629 594	99	79 565	0,0973	120 423	79 547	158 907	6252968	61062	521	143	5452	125	6506	45	5712	4,7633	4440	497	0,2117
2014	12	ASA	2 589 327	59	13 611	0,0780	23 635	23 695	44 251	2214348	10938	68	57	571	45	1159	7	766	3,7316	277	46	0,1962
2014	12	DAL	9 536 658	146	66 522	0,1134	155 431	140 729	291 327	8128965	59169	45	71	2435	263	2845	1	1693	2,0285	8844	66	0,2882
2014	12	ENV	667 623	122	30 484	0,0544	21 582	3 717	13 479	508366	19243	1431	93	2454	446	3168	31	3617	12,2776	1579	203	0,1741
2014	12	FFT	1 027 428	65	7 801	0,0900	6 242	5 242	18 430	915848	5288	46	10	474	11	1218	0	754	2,3700	396	144	0,1483
2014	12	HAL	1 032 593	17	6 426	0,0776	18 769	12 190	15 148	863853	5648	21	9	437	18	14	0	278	2,5764	26	0	0,1709
2014	12	JBU	3 276 236	57	21 971	0,0868	42 040	24 184	70 308	2712180	17654	116	69	1264	24	1623	19	1203	1,9858	143	10	0,1563
2014	12	SKW	1 424 688	168	49 397	0,0669	32 411	8 858	16 498	1182865	33218	2438	185	3200	191	4053	23	6090	6,4122	3766	444	0,1362
2014	12	SWA	10 680 966	86	103 818	0,0901	138 556	102 001	236 894	8865616	74700	832	135	8776	399	4612	57	14306	4,3566	4567	657	0,1816
2014	12	UAL	9 008 109	76	40 439	0,0868	141 276	89 543	250 954	7481931	29264	322	66	3999	156	3673	1	2957	5,1998	4117	321	0,2519
2015	1	AAL	7 236 544	94	77 548	0,0698	110 150	81 327	116 362	5764332	60001	1859	137	4972	434	5383	40	4722	4,8126	5266	904	0,2180
2015	1	ASA	2 517 288	59	13 257	0,0454	21 936	25 949	43 032	2040688	11212	64	42	503	85	706	4	641	3,7465	580	74	0,1992
2015	1	DAL	9 054 365	145	64 421	0,0598	138 500	139 717	270 157	7349458	55490	678	67	2682	494	2980	5	2026	2,3970	13223	196	0,2956
2015	1	FFT	959 904	63	6 829	0,0628	5 961	4 887	14 797	816215	4584	89	5	467	19	953	0	712	2,4122	239	74	0,1307
2015	1	HAL	1 013 585	17	6 440	0,0462	18 021	11 964	14 988	801210	5507	26	6	416	19	59	3	405	2,7229	39	3	0,1724
2015	1	JBU	3 019 807	57	21 623	0,0540	39 568	26 105	66 666	2500168	15538	1102	39	1412	101	1802	20	1609	1,9331	210	14	0,1608
2015	1	SKW	1 396 646	176	48 114	0,0527	28 590	8 392	12 413	1094693	35300	1262	197	2800	346	3161	20	5028	6,3855	4752	552	0,1367
2015	1	SWA	10 443 050	86	100 042	0,0555	127 522	101 316	230 116	7853823	79127	1767	215	5950	379	3529	23	9053	4,0883	6897	1112	0,1907
2015	1	UAL	8 232 701	77	38 395	0,0500	108 755	83 975	235 298	6539633	28962	967	65	3296	453	2501	1	2149	5,3126	5643	591	0,2382
2015	2	AAL	6 282 701	95	69 988	0,1034	95 632	70 608	101 024	5229802	51190	4128	171	4492	741	5401	41	3824	4,9796	4752	815	0,2087
2015	2	ASA	2 279 683	58	12 194	0,0672	19 865	23 500	38 970	1910896	10376	113	53	414	50	619	6	564	2,7967	533	67	0,1926
2015	2	DAL	8 364 998	146	60 884	0,0885	127 955	129 079	249 588	7098437	47484	1696	118	3707	951	3625	3	3301	3,1002	12495	184	0,2828
2015	2	FFT	891 846	51	5 809	0,0931	5 539	4 541	13 748	722477	3417	108	10	460	32	1105	0	676	2,7393	202	61	0,1372
2015	2	HAL	894 791	17	5 779	0,0685	15 909	10 562	13 231	714022	4752	3	3	465	60	33	1	461	2,9225	34	2	0,1708

2015	2	JBU	2 754 789	57	19 751	0,0800	36 096	23 814	60 815	2327035	11801	1296	72	1961	190	2096	15	2320	1,9212	191	12	0,1576
2015	2	SKW	1 278 212	172	43 989	0,0781	26 165	7 680	11 360	1034774	32571	1403	137	2288	368	2876	11	4335	4,5933	4344	504	0,1324
2015	2	SWA	9 235 471	86	90 172	0,0822	112 776	89 600	203 507	7391116	69920	3454	174	5173	422	3397	10	7622	3,3647	6215	1001	0,1792
2015	2	UAL	8 720 644	75	36 235	0,0740	115 201	88 952	249 244	6083359	26681	1006	57	3129	618	2586	0	2158	3,8614	5324	556	0,2712
2015	3	AAL	7 567 841	94	80 482	0,0801	115 193	85 051	121 689	6409848	61983	2212	183	5328	283	5662	44	4786	4,1997	5464	937	0,1926
2015	3	ASA	2 765 232	60	14 276	0,0494	24 096	28 505	47 270	2408408	12226	39	41	558	43	716	7	645	3,0558	624	78	0,1651
2015	3	DAL	10 415 333	144	74 166	0,0635	159 318	160 718	310 765	9224266	62276	524	135	3812	385	3801	3	3230	2,2755	15221	224	0,2357
2015	3	FFT	977 741	51	6 950	0,0675	6 072	4 978	15 072	871220	4530	61	9	541	14	1036	0	759	3,0519	241	74	0,1096
2015	3	HAL	988 033	17	6 313	0,0557	17 567	11 662	14 610	846814	5514	13	6	419	56	11	0	294	2,6811	37	2	0,1568
2015	3	JBU	3 273 394	57	22 590	0,0608	42 891	28 297	72 264	2870432	16162	458	105	1808	80	1942	13	2022	1,8924	218	13	0,1399
2015	3	SKW	1 497 361	171	50 078	0,0585	30 651	8 997	13 308	1248028	41310	544	99	2070	182	2450	16	3406	4,1369	4945	574	0,1168
2015	3	SWA	11 810 347	86	109 245	0,0585	144 219	114 581	260 245	10002601	87441	2148	243	6378	314	3445	33	9242	3,3041	7529	1213	0,1462
2015	3	UAL	8 459 024	76	43 603	0,0672	111 745	86 283	241 766	7786699	34083	641	91	3348	369	2550	0	2521	3,2932	6406	670	0,2263
2015	4	AAL	7 490 511	90	77 266	0,0751	114 016	84 182	120 445	6329715	61960	550	286	4439	617	5414	26	3975	3,6550	5943	741	0,2071
2015	4	ASA	2 712 327	60	13 974	0,0457	23 635	27 960	46 366	2283352	12478	65	24	429	29	515	4	429	2,7301	421	62	0,1937
2015	4	DAL	10 063 949	142	72 170	0,0587	153 943	155 295	300 280	8777710	62677	147	127	3021	413	3304	4	2477	1,8996	12438	126	0,2661
2015	4	FFT	1 007 662	54	7 148	0,0600	6 258	5 131	15 534	874616	5184	38	18	383	10	1057	0	458	3,3654	216	79	0,1268
2015	4	HAL	957 236	17	6 093	0,0505	17 020	11 299	14 155	796026	5648	11	3	283	15	6	0	126	2,0514	18	2	0,1723
2015	4	JBU	3 245 610	58	22 020	0,0567	42 527	28 057	71 651	2800233	17702	139	66	1238	65	1450	10	1350	1,7435	88	3	0,1541
2015	4	SKW	1 492 888	172	49 329	0,0545	30 560	8 970	13 268	1241287	41005	714	120	1982	137	2262	10	3099	3,2559	4601	574	0,1244
2015	4	SWA	11 596 962	86	106 407	0,0545	141 613	112 511	255 543	9658927	87021	621	266	5526	494	3582	10	8887	2,8979	9556	1458	0,1703
2015	4	UAL	7 865 329	78	41 342	0,0617	103 902	80 227	224 798	7422213	32819	370	107	3033	207	2261	0	2546	2,7271	6922	518	0,2530
2015	5	AAL	7 464 600	86	78 471	0,0800	113 622	83 890	120 029	6376394	63516	1116	295	4092	727	4765	33	3927	3,8612	6034	751	0,2048
2015	5	ASA	2 818 124	60	14 682	0,0487	24 557	29 050	48 174	2394627	12923	45	32	420	20	737	11	494	2,7364	441	64	0,1919
2015	5	DAL	10 514 173	148	74 815	0,0625	160 830	162 243	313 714	9242245	65207	143	201	3067	495	3036	5	2662	1,8162	12892	129	0,2641
2015	5	FFT	1 290 559	49	8 118	0,0639	8 015	6 571	19 895	1040654	5937	25	18	443	11	1117	0	567	4,1946	245	88	0,1365
2015	5	HAL	1 038 232	17	6 434	0,0537	18 460	12 255	15 353	868954	5846	7	9	357	9	17	0	189	2,3905	18	0	0,1711
2015	5	JBU	3 306 347	62	22 565	0,0604	43 323	28 582	72 991	2846247	19030	172	41	1070	82	1156	11	1004	1,6815	89	1	0,1544
2015	5	SKW	1 522 798	169	49 864	0,0581	31 172	9 150	13 534	1292188	40934	619	117	2097	180	2500	16	3401	3,5669	4649	580	0,1219
2015	5	SWA	11 758 717	86	107 702	0,0580	143 588	114 080	259 108	9951419	84622	976	396	6596	806	3650	25	10632	3,1983	9671	1475	0,1676
2015	5	UAL	7 257 180	74	44 411	0,0657	95 868	74 024	207 416	8065660	34037	348	199	3313	426	2940	8	3140	2,8547	7433	554	0,2148
2015	6	AAL	7 608 714	87	78 660	0,0872	115 815	85 510	122 346	6765754	60745	861	296	5193	682	5642	53	5188	4,3298	6049	753	0,1968

2015	6	ASA	2 881 639	63	15 075	0,0531	25 111	29 705	49 260	2516303	13182	60	30	573	49	571	10	599	3,7966	453	65	0,1868
2015	6	DAL	10 929 991	151	77 255	0,0682	167 191	168 659	326 121	9816846	63465	239	256	4072	788	4392	5	4038	2,2975	13313	134	0,2585
2015	6	FFT	1 162 010	49	7 893	0,0697	7 216	5 916	17 913	1063334	5338	54	25	507	27	1157	0	785	3,7175	238	86	0,1203
2015	6	HAL	1 099 089	17	6 677	0,0586	19 542	12 973	16 253	952516	6046	10	4	441	2	8	1	165	2,6783	18	0	0,1653
2015	6	JBU	3 343 483	63	22 558	0,0659	43 809	28 903	73 811	2866850	17624	231	81	1277	125	1678	9	1533	1,8730	89	1	0,1550
2015	6	SKW	1 534 197	176	50 307	0,0633	31 405	9 218	13 635	1313380	38871	1108	141	2718	337	2739	22	4371	4,4504	4691	585	0,1209
2015	6	SWA	12 138 086	86	109 776	0,0633	148 221	117 760	267 467	10471378	79632	1884	516	8783	1069	4218	26	13647	3,5825	9857	1503	0,1644
2015	6	UAL	8 999 723	79	46 084	0,0717	118 888	91 799	257 220	8615067	30576	1105	234	5008	535	3463	0	5164	3,7879	7713	575	0,2494
2015	7	AAL	13 433 644	86	81 434	0,0503	204 479	150 974	216 010	12080458	65170	562	222	4943	510	4827	42	5158	3,7300	5335	889	0,1968
2015	7	ASA	3 044 264	62	15 821	0,0492	26 528	31 381	52 040	2695077	13664	49	41	591	30	822	16	607	4,0739	435	60	0,1872
2015	7	DAL	11 593 058	145	80 741	0,0632	177 333	178 891	345 905	10388742	68016	106	249	3802	672	4136	6	3753	1,9663	11457	167	0,2456
2015	7	FFT	1 201 282	49	8 090	0,0639	7 460	6 116	18 519	1101986	5774	33	19	474	25	1151	0	614	3,2489	241	132	0,1176
2015	7	HAL	1 159 716	17	6 955	0,0532	20 620	13 689	17 149	996678	6161	11	8	423	18	17	1	316	2,4765	44	5	0,1708
2015	7	JBU	3 583 974	63	24 029	0,0620	46 961	30 982	79 120	3115143	18389	225	57	1553	142	1705	13	1945	1,8666	126	4	0,1475
2015	7	SKW	1 649 958	168	52 627	0,0587	33 775	9 914	14 664	1404852	41429	821	148	2677	238	2748	20	4545	4,0736	4457	319	0,1224
2015	7	SWA	12 765 655	86	113 650	0,0614	155 884	123 849	281 296	11183337	83575	839	400	8805	797	4602	37	14595	3,4772	9627	1556	0,1685
2015	7	UAL	8 624 603	79	46 478	0,0605	113 932	87 972	246 499	8996014	34180	468	137	4335	341	2771	0	4247	3,1348	8070	480	0,2034
2015	8	AAL	13 040 870	85	79 748	0,0474	198 501	146 559	209 694	11565487	64260	790	250	4877	574	4456	62	4478	3,8826	5224	869	0,1996
2015	8	ASA	3 045 733	63	16 095	0,0463	26 541	31 397	52 065	2654923	13346	36	28	652	74	1174	33	752	4,6513	441	59	0,1901
2015	8	DAL	11 610 204	146	80 947	0,0596	177 595	179 156	346 416	10212115	69183	69	203	3633	725	3621	4	3509	2,4338	11485	165	0,2502
2015	8	FFT	1 245 898	49	8 142	0,0603	7 737	6 344	19 206	1076806	6274	26	13	378	27	937	0	488	2,9389	241	131	0,1248
2015	8	HAL	1 151 468	17	6 901	0,0502	20 473	13 592	17 027	985964	5626	44	7	607	26	24	2	565	2,8500	42	4	0,1714
2015	8	JBU	3 541 322	63	23 826	0,0584	46 402	30 614	78 179	3073917	17630	255	65	1794	192	1627	62	2200	1,9530	123	2	0,1477
2015	8	SKW	1 652 672	174	52 730	0,0553	33 831	9 930	14 689	1387598	42067	794	150	2585	241	2673	28	4192	4,1237	4463	318	0,1241
2015	8	SWA	11 848 731	86	108 179	0,0579	144 687	114 953	261 091	10119603	85985	1056	436	6484	824	3738	31	9624	3,4551	9163	1480	0,1729
2015	8	UAL	9 334 316	80	45 413	0,0571	123 308	95 211	266 783	8621688	35807	341	131	3311	371	2433	12	3008	2,8953	7884	468	0,2297
2015	9	AAL	11 602 588	88	73 379	0,0460	176 608	130 395	186 567	9944645	62814	353	138	3485	389	3483	30	2687	2,9531	4807	800	0,2065
2015	9	ASA	2 746 680	61	14 271	0,0449	23 935	28 314	46 953	2260390	12665	26	13	468	27	644	37	392	3,2835	391	52	0,2014
2015	9	DAL	9 814 498	147	72 063	0,0578	150 127	151 446	292 837	8445098	65238	6	107	2276	329	2474	2	1632	1,5076	10224	147	0,2558
2015	9	FFT	1 222 057	49	7 873	0,0584	7 589	6 222	18 839	1056163	6752	21	6	271	12	493	0	317	2,4989	233	127	0,1248
2015	9	HAL	1 000 812	17	6 154	0,0487	17 794	11 813	14 799	831978	5180	24	3	426	76	13	1	430	2,5269	38	3	0,1766
2015	9	JBU	3 097 545	63	21 133	0,0567	40 587	26 777	68 382	2526969	16896	90	36	1253	119	1476	13	1250	1,5014	109	2	0,1572

2015	9	SKW	1 474 957	179	47 625	0,0536	30 193	8 862	13 109	1223890	40637	352	66	1779	151	2031	13	2595	2,9549	4031	287	0,1256
2015	9	SWA	10 923 961	86	100 645	0,0562	133 395	105 981	240 714	9056493	88337	384	142	3698	435	2565	33	5052	2,6277	8525	1377	0,1781
2015	9	UAL	9 816 921	83	41 778	0,0553	129 683	100 134	280 576	7412978	36023	106	70	2013	159	1839	2	1566	2,1888	7252	430	0,2810
2015	10	AAL	12 077 896	89	77 290	0,0471	183 843	135 737	194 210	10682605	66202	725	184	3571	313	3578	32	2685	3,0292	17079	2548	0,1986
2015	10	ASA	2 823 116	62	14 467	0,0449	24 601	29 102	48 260	2341254	12766	33	20	414	37	757	8	431	2,4923	1827	251	0,1874
2015	10	DAL	10 304 397	143	75 552	0,0615	157 621	159 006	307 455	9171126	69577	17	77	2426	73	1977	3	1402	1,4714	50298	672	0,2519
2015	10	FFT	1 284 501	49	8 101	0,0534	7 977	6 540	19 801	1148364	6898	12	4	311	3	515	0	358	2,5144	14502	1557	0,1102
2015	10	HAL	1 007 259	17	6 242	0,0515	17 909	11 889	14 895	874596	5664	12	4	330	9	12	1	209	2,7181	925	416	0,1676
2015	10	JBU	3 261 120	61	21 913	0,0557	42 730	28 191	71 993	2753830	17723	130	45	1472	48	1305	7	1183	1,5190	118	10	0,1518
2015	10	SKW	1 548 495	172	48 808	0,0539	31 698	9 304	13 763	1305606	41842	241	81	1804	95	2150	11	2584	2,9121	627	25	0,1216
2015	10	SWA	11 341 971	86	104 516	0,0563	138 499	110 037	249 925	9763638	91595	322	141	4100	292	2599	10	5457	2,8537	17141	1680	0,1656
2015	10	UAL	10 111 394	85	45 894	0,0522	133 573	103 138	288 993	8179546	40216	128	90	2086	83	1657	0	1634	2,2281	198	412	0,2325
2015	11	AAL	11 611 497	89	73 871	0,0501	176 744	130 495	186 710	9901405	61828	552	187	3716	417	3963	77	3132	3,2540	16322	2434	0,2060
2015	11	ASA	2 822 235	64	13 950	0,0478	24 593	29 093	48 245	2322938	11921	46	33	464	64	903	9	511	2,7885	1760	240	0,1888
2015	11	DAL	9 749 895	142	72 228	0,0654	149 139	150 449	290 910	8474939	64619	14	76	2557	243	2690	6	2023	1,5087	48083	640	0,2579
2015	11	FFT	1 267 362	49	7 763	0,0568	7 871	6 453	19 537	1113958	5743	36	14	431	13	1003	0	523	2,6268	13896	1491	0,1121
2015	11	HAL	973 591	17	6 024	0,0549	17 310	11 492	14 397	807885	5658	5	7	223	11	2	0	118	2,5135	892	400	0,1754
2015	11	JBU	3 268 653	59	21 697	0,0592	42 829	28 256	72 159	2752320	18007	112	43	1317	20	1187	11	1000	1,5748	116	9	0,1522
2015	11	SKW	1 519 827	184	47 292	0,0573	31 111	9 132	13 508	1259742	38349	707	112	1895	234	2838	16	3142	3,0184	605	24	0,1237
2015	11	SWA	11 326 383	86	104 045	0,0599	138 309	109 885	249 581	9456179	86694	970	195	5108	350	3211	30	7487	2,8006	17063	1672	0,1708
2015	11	UAL	9 735 539	84	42 647	0,0556	128 608	99 304	278 250	7387882	35796	307	104	2199	213	1996	1	2031	2,4362	183	381	0,2479
2015	12	AAL	12 323 293	92	76 562	0,0547	187 578	138 495	198 156	10453499	60661	1278	206	4811	432	5084	66	4024	5,1355	16916	2522	0,2071
2015	12	ASA	2 922 713	64	14 459	0,0521	25 469	30 128	49 962	2453934	12328	93	56	522	52	885	18	505	3,7985	1825	249	0,1851
2015	12	DAL	10 033 897	147	70 639	0,0714	153 483	154 832	299 384	8636194	59020	185	166	3485	763	3589	5	3425	2,6123	47025	626	0,2604
2015	12	FFT	1 338 351	50	8 120	0,0620	8 312	6 814	20 632	1161775	6089	85	17	494	36	703	0	696	3,5164	14535	1560	0,1135
2015	12	HAL	1 048 947	17	6 260	0,0598	18 650	12 381	15 511	882095	5821	5	0	291	4	5	1	134	3,2445	927	416	0,1731
2015	12	JBU	3 554 250	60	23 343	0,0646	46 571	30 725	78 464	2977903	16365	66	80	2373	72	1845	42	2500	2,1757	124	10	0,1530
2015	12	SKW	1 540 047	184	47 590	0,0625	31 525	9 254	13 687	1272279	34704	1395	211	2574	326	3612	38	4731	5,5451	609	24	0,1241
2015	12	SWA	11 673 617	86	107 476	0,0654	142 549	113 254	257 233	9703212	81828	1622	285	7491	489	3882	65	11814	4,1036	17625	1727	0,1715
2015	12	UAL	8 680 875	86	43 443	0,0606	114 675	88 546	248 107	7827233	33860	786	103	3075	359	2320	0	2939	4,3315	186	389	0,2086
2016	1	AAL	11 731 985	95	75 580	0,0471	180 349	142 040	198 764	9667771	60292	2720	124	4398	374	4236	35	3401	4,2328	4936	884	0,1919
2016	1	ASA	2 822 595	64	14 205	0,0360	23 646	28 866	46 968	2248195	12361	139	50	411	65	729	7	443	2,9973	665	96	0,1869

2016	1	DAL	9 574 132	147	69 711	0,0513	150 932	161 117	293 096	7957176	59415	974	88	2920	549	3230	3	2532	2,3803	9156	99	0,2692
2016	1	FFT	1 237 441	50	7 099	0,0532	6 187	6 366	17 376	1039935	6040	77	4	259	21	386	0	312	3,4049	130	56	0,1152
2016	1	HAL	1 045 989	17	6 279	0,0416	18 814	12 853	17 279	841621	5760	4	5	345	27	10	2	126	2,1420	14	2	0,1757
2016	1	JBU	3 349 977	62	23 018	0,0421	45 498	29 818	71 261	2757375	15971	897	52	2205	98	1604	30	2162	1,9359	165	11	0,1530
2016	1	SKW	1 523 459	183	47 619	0,0521	32 018	9 252	11 989	1180424	36942	984	194	2314	252	3126	15	3792	4,3609	3126	233	0,1327
2016	1	SWA	11 171 074	86	104 154	0,0509	136 981	107 694	239 069	8645750	87232	2640	179	4505	330	2893	38	6336	3,5545	6076	1037	0,1791
2016	1	UAL	9 384 381	86	39 761	0,0433	139 366	101 591	278 038	6617756	32798	1336	56	2065	295	1716	2	1494	3,1016	4651	301	0,2591
2016	2	AAL	11 307 796	95	71 440	0,0698	173 828	136 904	191 577	9204588	59301	1003	137	3437	327	4223	28	2984	3,6798	4664	834	0,1942
2016	2	ASA	2 672 173	63	13 399	0,0534	22 385	27 327	44 465	2159619	11963	79	64	390	27	541	10	325	1,7561	626	89	0,1842
2016	2	DAL	9 384 315	150	67 771	0,0760	147 940	157 922	287 285	7722067	58569	313	169	2670	461	3036	5	2548	1,9493	8899	95	0,2719
2016	2	FFT	1 145 263	40	6 646	0,0789	5 726	5 892	16 082	1013176	5801	104	16	206	11	237	0	271	2,5808	121	51	0,1095
2016	2	HAL	972 080	17	5 851	0,0616	17 484	11 945	16 058	784194	5375	3	9	263	23	13	1	164	2,2135	11	0	0,1752
2016	2	JBU	3 279 671	62	21 776	0,0623	44 543	29 193	69 765	2743445	15014	559	75	1995	207	1728	22	2176	1,7326	154	8	0,1505
2016	2	SKW	1 434 246	183	45 616	0,0772	30 143	8 710	11 287	1135788	37368	1092	131	1872	179	2100	11	2863	3,2916	2994	222	0,1298
2016	2	SWA	10 522 028	86	97 225	0,0754	129 023	101 437	225 179	8314830	85398	1415	168	3140	337	2277	19	4471	2,5826	5670	966	0,1754
2016	2	UAL	8 651 167	83	38 944	0,0641	128 477	93 653	256 314	6383051	33580	348	59	1553	285	1650	0	1469	2,5270	4554	294	0,2476
2016	3	AAL	12 894 677	92	79 119	0,0575	198 223	156 116	218 462	11038832	63812	431	174	4302	412	5304	64	4620	3,1947	5166	924	0,1847
2016	3	ASA	2 978 842	64	14 781	0,0440	24 954	30 463	49 568	2599034	12770	108	49	449	23	862	19	501	1,7988	691	99	0,1706
2016	3	DAL	11 082 316	148	78 210	0,0627	174 708	186 497	339 267	9644050	68710	58	142	3034	350	3227	9	2679	1,5670	10270	110	0,2571
2016	3	FFT	1 222 311	41	7 057	0,0651	6 111	6 288	17 164	1111464	5473	181	18	289	29	468	0	599	2,6229	128	54	0,1065
2016	3	HAL	1 045 733	17	6 355	0,0508	18 809	12 850	17 275	916217	5707	9	5	283	63	8	7	274	2,7819	12	0	0,1613
2016	3	JBU	3 629 081	62	23 825	0,0514	49 288	32 303	77 198	3160231	18114	118	60	1834	72	1652	27	1948	1,6028	169	9	0,1446
2016	3	SKW	1 646 859	188	52 057	0,0637	34 611	10 001	12 960	1351148	40971	1214	189	2198	244	3144	17	4080	3,1444	3417	254	0,1253
2016	3	SWA	12 456 087	86	112 003	0,0622	152 739	120 083	266 569	10551170	90859	1278	217	5238	538	4376	42	9455	2,6479	6532	1113	0,1636
2016	3	UAL	9 145 418	86	44 250	0,0529	135 818	99 004	270 958	7812827	35891	483	77	2330	265	2544	1	2658	2,5765	5175	334	0,2138
2016	4	AAL	12 094 565	92	74 859	0,0509	185 923	146 429	204 907	10244532	62516	660	170	3557	316	4418	33	3189	2,8894	3923	579	0,2144
2016	4	ASA	2 956 827	64	14 662	0,0380	24 770	30 238	49 202	2512593	13108	16	18	383	12	748	12	366	1,4433	513	85	0,1822
2016	4	DAL	10 583 512	145	76 607	0,0533	166 845	178 103	323 997	9141302	69166	53	94	2746	161	2380	2	2005	1,3551	10157	98	0,2572
2016	4	FFT	1 249 871	47	7 125	0,0546	6 249	6 430	17 551	1063040	6112	28	12	219	8	431	0	315	2,5368	260	86	0,1180
2016	4	HAL	1 006 402	17	6 239	0,0455	18 102	12 367	16 625	881540	5869	6	5	210	7	4	3	136	3,0361	20	7	0,1704
2016	4	JBU	3 545 357	62	23 187	0,0457	48 151	31 557	75 417	2986164	18303	173	49	1601	38	1374	13	1636	1,4443	98	261	0,1484
2016	4	SKW	1 567 088	196	50 117	0,0567	32 935	9 517	12 332	1277060	42959	694	88	1666	193	1986	7	2523	2,5712	3378	233	0,1306

2016	4	SWA	12 021 456	86	107 855	0,0540	147 409	115 893	257 268	10045417	87648	968	184	5131	466	4216	50	9191	2,8651	8822	1376	0,1709
2016	4	UAL	8 413 784	86	43 281	0,0559	124 952	91 083	249 281	7422185	36832	650	81	1736	161	1855	0	1967	2,0890	5407	279	0,2684
2016	5	AAL	12 699 221	88	78 678	0,0542	195 218	153 750	215 151	10933732	63482	493	263	4247	699	5273	52	4169	3,0834	4122	607	0,2110
2016	5	ASA	3 090 727	64	15 385	0,0405	25 892	31 608	51 430	2646187	13888	33	31	404	14	677	13	325	1,3479	536	89	0,1808
2016	5	DAL	11 143 941	145	80 556	0,0567	175 680	187 534	341 154	9776320	71394	39	118	3342	283	2847	11	2522	1,5568	10679	101	0,2532
2016	5	FFT	1 371 700	51	7 920	0,0582	6 858	7 057	19 262	1197014	6349	21	22	348	38	598	0	545	2,7453	288	93	0,1150
2016	5	HAL	1 050 728	17	6 432	0,0484	18 899	12 911	17 357	926767	5926	17	7	256	14	9	0	203	2,7169	19	5	0,1692
2016	5	JBU	3 661 046	67	24 240	0,0486	49 723	32 587	77 878	3121228	19565	88	37	1615	98	1405	14	1419	1,5908	101	271	0,1466
2016	5	SKW	1 634 535	196	51 253	0,0604	34 352	9 926	12 863	1376134	43601	305	151	1796	219	2232	11	2937	2,6781	3453	237	0,1264
2016	5	SWA	12 236 821	86	109 847	0,0574	150 050	117 969	261 877	10532532	89245	610	390	5222	639	4177	54	9510	2,7709	8983	1401	0,1659
2016	5	UAL	7 909 203	85	45 914	0,0596	117 459	85 621	234 331	8186607	38443	247	172	2204	230	2307	0	2311	2,2872	5734	294	0,2288
2016	6	AAL	13 337 906	89	79 648	0,0592	205 036	161 483	225 971	11763266	57675	831	278	6277	786	6492	41	7267	3,8305	4172	614	0,2059
2016	6	ASA	3 167 803	68	15 730	0,0442	26 537	32 396	52 713	2743204	13593	35	44	458	35	966	13	586	1,5699	548	91	0,1788
2016	6	DAL	11 516 309	151	81 517	0,0618	181 550	193 800	352 553	10207591	68006	13	239	4104	673	4206	6	4270	1,8287	10806	103	0,2506
2016	6	FFT	1 409 856	53	8 107	0,0635	7 049	7 253	19 797	1274188	6128	7	20	456	24	907	0	565	2,3782	294	95	0,1111
2016	6	HAL	1 158 172	17	6 731	0,0528	20 832	14 232	19 132	1026076	6133	11	6	343	6	22	2	208	2,6826	20	6	0,1685
2016	6	JBU	3 644 781	66	23 845	0,0530	49 502	32 442	77 532	3177281	17731	201	48	1818	111	1863	23	2050	1,7178	99	267	0,1434
2016	6	SKW	1 651 736	191	52 850	0,0659	34 714	10 031	12 998	1401097	44727	422	173	2073	257	2183	10	3005	3,2187	3560	244	0,1254
2016	6	SWA	12 714 882	87	112 286	0,0627	155 912	122 578	272 108	11109937	83475	1510	463	7724	788	4958	63	13305	3,2050	9182	1432	0,1634
2016	6	UAL	7 827 487	89	46 424	0,0650	116 245	84 736	231 910	8753164	36772	357	242	2866	381	2855	0	2952	2,6033	5798	298	0,2118
2016	7	AAL	13 748 059	88	81 678	0,0570	211 341	166 448	232 920	12008604	57721	1432	334	6566	954	6874	56	7742	4,1171	14795	2301	0,2219
2016	7	ASA	3 296 584	67	16 256	0,0421	27 616	33 713	54 856	2870204	14538	20	23	467	27	767	21	393	1,6408	1818	257	0,1834
2016	7	DAL	12 195 664	147	83 677	0,0581	192 260	205 233	373 351	10648388	68298	241	310	4699	891	4805	8	4425	2,1081	32056	314	0,2375
2016	7	FFT	1 586 339	53	9 019	0,0524	7 931	8 161	22 276	1449127	5709	31	19	794	42	1394	0	1030	3,9048	559	234	0,1102
2016	7	HAL	1 205 945	17	7 022	0,0488	21 691	14 819	19 921	1073026	6232	16	16	379	10	31	0	338	2,4650	70	11	0,1691
2016	7	JBU	3 779 940	66	24 927	0,0515	51 337	33 646	80 407	3323127	16887	510	75	2399	207	2100	30	2718	1,8665	439	741	0,1413
2016	7	SKW	1 744 643	190	54 964	0,0622	36 667	10 595	13 730	1470132	45574	501	186	2332	322	2409	20	3621	3,7433	10681	756	0,1257
2016	7	SWA	12 958 265	87	115 208	0,0612	158 896	124 924	277 316	11242391	81619	3395	483	9070	1067	4920	40	14614	4,1643	24264	4157	0,1581
2016	7	UAL	9 187 542	86	48 049	0,0555	136 443	99 460	272 206	9092288	36785	561	230	3152	571	3175	0	3574	3,1001	15669	956	0,2175
2016	8	AAL	13 197 741	93	80 241	0,0538	202 882	159 786	223 597	11189609	57670	1498	317	6114	836	6776	63	6967	4,1242	14534	2258	0,2286
2016	8	ASA	3 319 673	67	16 455	0,0397	27 810	33 949	55 240	2868663	14444	25	32	461	39	909	21	523	1,7647	1839	259	0,1848
2016	8	DAL	11 968 706	151	84 540	0,0548	188 682	201 413	366 403	10081262	67560	1807	173	5936	476	3876	16	4695	2,7174	32385	316	0,2462

2016	8	FFT	1 584 743	53	8 931	0,0494	7 923	8 153	22 253	1400531	5883	36	8	779	34	1218	0	974	4,2931	552	231	0,1139
2016	8	HAL	1 176 974	17	7 049	0,0460	21 170	14 463	19 443	1021530	6528	17	4	272	3	21	1	203	2,5767	69	10	0,1734
2016	8	JBU	3 744 283	66	24 728	0,0486	50 853	33 328	79 648	3266293	18045	315	41	1980	168	1743	22	2415	1,7543	434	734	0,1424
2016	8	SKW	1 724 719	193	54 552	0,0587	36 248	10 474	13 573	1424540	44444	356	175	2164	275	2919	14	4206	3,9181	10599	749	0,1283
2016	8	SWA	12 324 002	87	110 775	0,0577	151 119	118 809	263 743	10423658	88453	703	362	5762	775	4947	43	9731	3,0503	23329	3996	0,1622
2016	8	UAL	8 849 286	88	49 758	0,0523	131 420	95 798	262 184	8931001	38571	313	181	3084	431	3613	10	3555	2,8102	16225	987	0,2133
2016	9	AAL	11 514 602	95	72 460	0,0521	177 008	139 408	195 081	9760321	60121	243	114	3634	487	4611	22	3228	2,6759	13124	2039	0,2286
2016	9	ASA	2 796 189	64	13 858	0,0384	23 424	28 596	46 529	2393373	12507	34	22	319	25	654	10	287	1,2206	1549	218	0,1866
2016	9	DAL	10 245 825	149	75 475	0,0531	161 521	172 420	313 659	8840392	68063	10	134	2507	271	2640	6	1843	1,3522	28913	282	0,2404
2016	9	FFT	1 577 120	53	8 646	0,0479	7 885	8 114	22 146	1339150	6202	43	10	646	21	831	0	893	5,6216	535	223	0,1185
2016	9	HAL	998 587	17	6 178	0,0446	17 961	12 271	16 496	870303	5639	9	4	272	4	53	7	191	3,2680	61	9	0,1727
2016	9	JBU	3 331 887	66	22 396	0,0471	45 252	29 657	70 876	2786477	17635	110	38	1309	140	1554	15	1594	1,2906	393	665	0,1485
2016	9	SKW	1 526 061	188	48 976	0,0569	32 073	9 268	12 009	1268501	43385	187	122	1284	177	1802	4	2015	2,6353	9516	672	0,1274
2016	9	SWA	11 509 627	87	104 083	0,0560	141 133	110 958	246 314	9733181	89099	315	140	3971	414	3511	15	6619	2,4368	21919	3754	0,1622
2016	9	UAL	9 462 361	87	46 935	0,0507	140 524	102 435	280 348	7978482	39614	175	83	2259	236	2495	0	2073	2,1462	15305	931	0,2553
2016	10	AAL	11 966 560	93	75 171	0,0541	183 955	144 880	202 738	10254956	63657	825	86	3434	86	4173	22	2888	2,4126	4020	585	0,2293
2016	10	ASA	2 837 525	64	14 088	0,0402	23 771	29 018	47 217	2419373	12332	84	29	342	37	837	4	422	1,1147	531	66	0,1813
2016	10	DAL	10 603 987	148	78 967	0,0571	167 168	178 447	324 624	9346211	72786	473	72	2185	76	2072	9	1294	1,2771	12819	116	0,2547
2016	10	FFT	1 594 430	55	8 693	0,0477	7 972	8 203	22 389	1371256	6765	122	3	491	5	672	0	635	4,6878	160	58	0,1052
2016	10	HAL	1 007 574	17	6 232	0,0483	18 123	12 381	16 644	911217	5809	6	7	260	1	7	2	141	2,7333	43	7	0,1742
2016	10	JBU	3 419 889	65	23 229	0,0470	46 447	30 441	72 748	2911905	17888	536	50	1607	61	1434	19	1634	1,2585	146	342	0,1486
2016	10	SKW	1 623 710	186	51 015	0,0578	34 125	9 861	12 778	1358340	43637	533	71	1606	179	2366	9	2614	2,4866	3685	262	0,1251
2016	10	SWA	11 931 399	87	108 278	0,0553	146 305	115 024	255 341	10245380	91865	936	107	3945	217	4167	12	7029	2,2317	6350	1021	0,1610
2016	10	UAL	9 783 077	89	49 951	0,0446	145 287	105 907	289 850	8392220	41638	349	65	2519	66	2818	1	2495	2,1156	5532	315	0,2152
2016	11	AAL	11 625 958	91	71 819	0,0576	178 719	140 756	196 967	9774853	61344	181	87	3032	112	4293	26	2743	2,3935	3840	557	0,2337
2016	11	ASA	2 873 148	65	13 946	0,0428	24 069	29 383	47 810	2477244	12265	10	19	417	23	820	9	383	1,1417	524	64	0,1793
2016	11	DAL	10 037 897	150	74 103	0,0608	158 243	168 921	307 294	8847710	67707	0	79	2235	141	2362	8	1571	1,2331	12028	107	0,2547
2016	11	FFT	1 513 297	54	7 707	0,0508	7 566	7 786	21 250	1309366	6744	6	8	266	3	422	0	259	3,0943	141	51	0,1046
2016	11	HAL	968 149	17	6 074	0,0514	17 414	11 897	15 993	851270	5559	11	6	314	13	8	1	163	2,3185	41	6	0,1792
2016	11	JBU	3 451 239	63	22 974	0,0500	46 873	30 720	73 415	2965686	19376	42	40	1263	20	1174	11	1048	1,3068	142	337	0,1472
2016	11	SKW	1 541 522	191	47 286	0,0615	32 398	9 362	12 131	1283571	40292	328	146	1524	258	2112	9	2617	2,6211	3413	242	0,1257
2016	11	SWA	11 919 554	87	106 924	0,0589	146 159	114 910	255 087	10157213	92026	220	154	3922	279	3685	48	6591	2,4102	6269	1007	0,1623

2016	11	UAL	10 230 414	88	46 082	0,0474	151 931	110 749	303 104	7722929	39673	116	64	1922	122	2253	0	1932	1,9340	5102	289	0,2445
2016	12	AAL	12 339 582	93	73 802	0,0628	189 690	149 396	209 058	10191708	58368	550	132	4538	397	5210	43	4564	3,8628	3946	572	0,2379
2016	12	ASA	3 000 939	65	14 515	0,0467	25 140	30 689	49 936	2562145	11048	232	71	638	134	1430	15	947	2,0437	545	67	0,1810
2016	12	DAL	10 377 364	148	71 612	0,0663	163 595	174 634	317 686	9016191	58284	135	116	4395	695	4417	11	3559	2,5482	11624	103	0,2584
2016	12	FFT	1 510 632	54	8 171	0,0554	7 553	7 772	21 212	1293925	5102	523	10	763	40	820	0	912	7,3566	149	54	0,1056
2016	12	HAL	1 052 222	17	6 347	0,0561	18 926	12 930	17 382	918027	5402	9	10	497	90	8	4	328	3,0613	42	6	0,1806
2016	12	JBU	3 671 912	63	24 328	0,0546	49 870	32 684	78 109	3117300	17345	248	100	2212	68	1905	31	2418	1,8118	151	357	0,1490
2016	12	SKW	1 600 070	187	49 628	0,0671	33 628	9 717	12 592	1307040	34650	1830	283	2913	529	3986	13	5424	5,7578	3582	254	0,1281
2016	12	SWA	12 191 400	87	110 806	0,0643	149 493	117 531	260 905	10083870	82984	1876	217	7435	431	5088	38	12737	3,8321	6497	1044	0,1672
2016	12	UAL	10 311 843	92	45 718	0,0517	153 140	111 631	305 516	8153823	34752	535	97	3335	469	3401	7	3122	4,0081	5062	287	0,2335
2017	1	AAL	11 906 091	93	73 132	0,0537	193 432	153 598	219 797	9550002	57948	980	205	4109	313	5667	48	3862	3,6414	3641	771	0,2441
2017	1	ASA	3 008 207	65	14 711	0,0415	27 625	32 341	53 331	2384125	11422	257	68	584	131	1376	16	856	2,2137	671	70	0,1856
2017	1	DAL	9 913 916	149	69 813	0,0551	160 811	178 961	309 228	8195822	56335	782	189	4107	1035	3945	6	3414	3,0777	11209	117	0,2652
2017	1	FFT	1 523 758	54	7 760	0,0528	8 082	10 083	17 888	1259956	5374	162	19	586	20	838	0	760	5,9470	110	59	0,1119
2017	1	HAL	1 013 086	17	6 276	0,0496	17 730	13 184	18 078	879655	5376	18	7	527	18	9	3	319	3,5084	39	19	0,1798
2017	1	JBU	3 638 354	63	24 602	0,0470	52 078	34 534	77 149	3038917	17907	525	109	1956	88	1773	35	2210	1,9208	187	478	0,1447
2017	1	SKW	1 617 772	188	50 146	0,0588	36 815	10 017	11 143	1239423	35608	1880	272	2680	453	4058	14	5182	5,1547	3730	202	0,1398
2017	1	SWA	11 799 123	87	107 785	0,0527	135 020	116 587	266 416	9007205	80408	2313	260	5959	639	6204	27	11975	3,3428	5482	859	0,1775
2017	1	UAL	9 386 992	87	42 403	0,0478	149 848	113 618	299 274	7117049	33225	232	115	2720	271	3404	4	2432	3,3131	5157	292	0,2395
2017	2	AAL	10 817 748	94	67 123	0,0795	175 750	139 558	199 705	8783061	57171	791	115	2822	140	3730	12	2341	2,3837	3341	707	0,2412
2017	2	ASA	2 674 635	65	13 346	0,0615	24 562	28 755	47 417	2181994	10350	294	58	579	91	1238	9	726	1,7304	608	63	0,1803
2017	2	DAL	9 237 384	149	65 313	0,0816	149 837	166 749	288 126	7740279	58434	356	95	2139	314	2372	3	1600	1,5470	10485	107	0,2616
2017	2	FFT	1 340 385	47	6 710	0,0782	7 109	8 869	15 735	1164299	5520	51	14	307	9	428	0	381	3,1492	94	50	0,1065
2017	2	HAL	878 848	17	5 789	0,0735	15 381	11 437	15 683	743034	4528	13	5	466	131	38	2	606	2,9070	35	17	0,1847
2017	2	JBU	3 287 787	63	22 511	0,0697	47 060	31 206	69 715	2740393	16277	985	77	1590	86	1650	13	1832	1,3681	170	435	0,1450
2017	2	SKW	1 504 618	193	46 953	0,0871	34 240	9 316	10 364	1180571	37483	1115	233	1826	283	2757	11	3244	3,5571	3492	188	0,1365
2017	2	SWA	10 561 828	87	95 741	0,0781	120 861	104 362	238 479	8373485	78853	1301	157	3567	392	4413	8	7050	2,3084	4868	762	0,1709
2017	2	UAL	9 770 972	92	40 004	0,0708	155 977	118 265	311 516	6517389	32615	370	78	1924	174	2755	1	2087	2,2196	4864	275	0,2722
2017	3	AAL	12 714 264	90	78 114	0,0656	206 562	164 025	234 717	10889247	62642	1225	134	4149	245	5346	32	4340	2,6266	3888	823	0,2286
2017	3	ASA	3 173 782	65	15 422	0,0507	29 145	34 121	56 266	2764689	12300	98	49	666	40	1415	14	840	1,3789	702	73	0,1688
2017	3	DAL	11 417 169	149	79 070	0,0673	185 195	206 097	356 116	10035786	68721	439	137	3049	384	3638	5	2698	1,6346	12694	130	0,2494
2017	3	FFT	1 543 460	47	7 745	0,0645	8 187	10 213	18 119	1401451	6142	91	4	367	17	567	0	557	2,5800	108	58	0,1019

2017	3	HAL	987 550	17	6 596	0,0606	17 283	12 851	17 623	887706	5589	23	7	496	74	13	5	389	2,7082	39	19	0,1737
2017	3	JBU	3 772 112	64	25 975	0,0575	53 992	35 804	79 985	3263030	18401	1018	31	1989	62	2164	13	2296	1,5964	196	502	0,1397
2017	3	SKW	1 802 594	198	58 100	0,0719	41 021	11 161	12 416	1461488	45629	1110	190	2499	355	3476	10	4831	3,1320	4321	232	0,1321
2017	3	SWA	12 918 338	87	115 144	0,0644	147 827	127 646	291 688	10904961	91664	2111	184	5107	457	5409	26	10185	2,3558	5855	916	0,1605
2017	3	UAL	9 057 851	93	48 497	0,0584	144 593	109 634	288 781	8475624	39262	663	68	2275	140	3371	0	2719	2,4207	5896	333	0,1940
2017	4	AAL	11 951 479	96	73 656	0,0580	194 169	154 184	220 635	10201138	57950	745	142	3960	361	5765	25	4708	2,8128	3981	616	0,2417
2017	4	ASA	3 126 603	65	15 261	0,0431	28 712	33 614	55 430	2725324	12453	62	40	577	28	1327	11	763	1,4128	857	89	0,1858
2017	4	DAL	10 572 665	145	77 046	0,0571	171 496	190 853	329 775	9182428	59225	3151	177	4693	1390	4024	7	4378	3,0423	11973	96	0,2624
2017	4	FFT	1 561 099	55	7 801	0,0535	8 280	10 330	18 326	1363043	6203	27	9	335	14	673	0	540	2,3075	199	63	0,1118
2017	4	HAL	968 436	17	6 470	0,0531	16 948	12 603	17 282	866837	5746	13	3	437	22	10	0	238	2,5245	14	8	0,1826
2017	4	JBU	3 773 926	64	25 191	0,0509	54 018	35 821	80 023	3236513	18240	374	41	1899	53	2111	17	2456	1,5023	189	15	0,1528
2017	4	SKW	1 708 260	207	56 210	0,0623	38 874	10 577	11 766	1386839	44945	914	122	2496	285	3040	8	4400	3,0347	2570	70	0,1361
2017	4	SWA	12 855 438	87	112 223	0,0552	147 107	127 025	290 267	10816086	89213	844	211	5428	457	5238	12	10819	2,4275	3946	871	0,1723
2017	4	UAL	9 592 667	97	45 541	0,0593	153 131	116 107	305 832	8260703	37287	34	84	1876	129	3718	0	2413	2,1159	3389	331	0,2743
2017	5	AAL	12 634 340	93	77 328	0,0617	205 263	162 993	233 241	10796330	61970	498	161	3992	238	5929	29	4511	2,5568	4179	645	0,2414
2017	5	ASA	3 284 968	66	16 108	0,0459	30 166	35 316	58 237	2889643	13305	82	36	547	48	1427	14	649	1,6049	904	93	0,1841
2017	5	DAL	11 408 995	147	80 742	0,0607	185 062	205 950	355 861	10101920	66817	56	175	4106	331	5192	7	4059	1,6701	12546	100	0,2574
2017	5	FFT	1 687 426	53	8 632	0,0569	8 950	11 166	19 810	1458506	6616	42	6	399	24	874	0	672	2,5694	219	69	0,1130
2017	5	HAL	1 027 658	17	6 790	0,0565	17 985	13 373	18 338	927169	6089	12	3	421	5	39	1	220	3,0049	13	7	0,1811
2017	5	JBU	3 790 888	67	25 519	0,0542	54 261	35 982	80 383	3226377	17160	676	50	2258	59	2446	12	2858	1,6568	190	14	0,1540
2017	5	SKW	1 775 527	203	58 567	0,0663	40 405	10 994	12 230	1450330	48243	400	111	2199	250	3175	4	4186	2,6068	2677	72	0,1353
2017	5	SWA	12 690 399	87	113 239	0,0588	145 219	125 394	286 541	10854325	87583	531	172	6482	580	5548	22	12321	2,9049	3980	878	0,1695
2017	5	UAL	8 586 939	93	49 408	0,0631	137 076	103 934	273 767	8802852	40642	69	110	1883	164	4065	0	2475	2,1151	3674	357	0,2304
2017	6	AAL	13 080 057	98	77 129	0,0673	212 505	168 744	241 470	11405562	56451	1294	241	5037	838	6568	38	6662	3,1994	4168	643	0,2366
2017	6	ASA	3 380 367	70	16 378	0,0501	31 043	36 342	59 929	2965401	13581	91	35	616	34	1242	17	761	1,8531	919	94	0,1846
2017	6	DAL	11 907 511	149	81 033	0,0663	193 149	214 949	371 411	10614438	67065	93	194	4108	575	4903	13	4083	1,7106	12591	100	0,2556
2017	6	FFT	1 747 311	54	8 913	0,0621	9 268	11 562	20 513	1552772	6518	23	10	562	40	921	0	838	2,3913	226	71	0,1099
2017	6	HAL	1 094 668	17	7 076	0,0616	19 158	14 246	19 534	985727	6394	13	6	413	1	35	1	213	2,7400	13	7	0,1815
2017	6	JBU	3 789 043	67	25 333	0,0591	54 235	35 964	80 344	3249509	15342	621	75	2567	204	2714	18	3792	1,8327	188	13	0,1528
2017	6	SKW	1 855 572	216	61 567	0,0723	42 226	11 489	12 781	1540850	49879	590	159	2793	363	2941	11	4831	3,0809	2814	75	0,1331
2017	6	SWA	13 108 705	88	115 235	0,0642	150 005	129 527	295 986	11466613	84495	1143	299	7918	873	5599	42	14867	3,3498	4050	893	0,1658
2017	6	UAL	7 948 169	99	52 015	0,0688	126 879	96 203	253 402	9592747	41292	241	151	2412	336	4137	1	3444	2,4723	3868	376	0,1957

2017	7	AAL	13 620 668	92	79 403	0,0644	221 288	175 718	251 450	11790478	58040	1506	330	5501	1046	6145	52	6782	3,4669	3458	108	0,2221
2017	7	ASA	3 507 928	69	17 027	0,0474	32 214	37 713	62 190	3079603	14597	69	39	615	45	984	24	653	1,7878	616	63	0,1832
2017	7	DAL	12 622 816	147	83 604	0,0611	204 752	227 861	393 722	11205988	69510	36	241	4467	719	4653	18	3959	1,7732	10983	11	0,2414
2017	7	FFT	1 879 351	54	9 611	0,0552	9 968	12 436	22 063	1668795	7229	45	23	563	44	808	0	900	2,4789	197	60	0,0953
2017	7	HAL	1 132 881	17	7 308	0,0562	19 826	14 743	20 216	1020387	6743	21	6	319	1	26	5	187	2,5776	28	6	0,1757
2017	7	JBU	3 948 686	67	26 436	0,0586	56 520	37 480	83 729	3429062	16784	659	99	2677	230	2404	19	3563	1,8093	184	7	0,1414
2017	7	SKW	1 939 769	220	64 559	0,0654	44 142	12 011	13 361	1584355	51042	814	139	3065	383	3328	14	5774	3,3950	2625	27	0,1352
2017	7	SWA	13 588 081	86	117 975	0,0639	155 491	134 264	306 810	11845160	88390	852	305	7835	1030	5422	27	14114	3,3809	1358	522	0,1563
2017	7	UAL	9 825 518	98	53 569	0,0596	156 848	118 926	313 256	10074371	42167	435	228	2503	502	3772	0	3962	2,8644	3980	36	0,1971
2017	8	AAL	13 438 389	98	79 269	0,0607	218 326	173 366	248 085	11459040	61568	994	236	4717	566	5980	50	5159	2,7973	3451	107	0,2255
2017	8	ASA	3 479 218	70	16 784	0,0447	31 950	37 405	61 681	3027229	13902	109	41	602	42	1285	29	774	1,9575	606	60	0,1848
2017	8	DAL	12 585 820	148	84 805	0,0576	204 151	227 193	392 568	11098526	74144	191	163	3384	368	3637	17	2901	1,4391	11139	10	0,2431
2017	8	FFT	1 857 696	56	9 232	0,0520	9 853	12 293	21 808	1588578	7132	106	16	486	26	709	0	761	2,0950	187	57	0,0990
2017	8	HAL	1 128 644	17	7 280	0,0530	19 752	14 688	20 141	995085	6769	21	11	287	8	19	0	165	2,2568	26	5	0,1795
2017	8	JBU	3 900 808	67	26 194	0,0553	55 835	37 025	82 714	3378853	17835	584	76	2437	160	2161	35	2906	1,7856	180	6	0,1418
2017	8	SKW	1 974 779	224	66 073	0,0617	44 939	12 228	13 602	1599708	51234	1015	153	3335	437	3607	25	6268	3,0464	2686	27	0,1363
2017	8	SWA	12 849 101	86	116 158	0,0602	147 035	126 962	290 124	10907849	81503	3319	256	8556	790	6111	28	15594	3,1597	1336	512	0,1605
2017	8	UAL	9 400 796	100	55 445	0,0562	150 068	113 785	299 715	9586047	42958	2201	193	2239	514	4067	3	3269	2,5019	4117	36	0,1982
2017	9	AAL	11 226 666	98	72 061	0,0589	182 393	144 833	207 254	9373858	59686	3328	113	3054	221	3331	33	2295	2,8767	3137	97	0,2302
2017	9	ASA	3 066 178	67	14 934	0,0433	28 157	32 964	54 359	2586205	12901	109	29	502	28	932	5	428	1,7443	539	53	0,1906
2017	9	DAL	10 512 140	145	75 505	0,0559	170 515	189 760	327 887	8874954	66973	1705	125	2436	284	2483	7	1493	1,8841	9918	8	0,2539
2017	9	FFT	1 727 094	55	8 662	0,0505	9 161	11 428	20 275	1418842	7271	274	14	302	7	407	0	387	2,7543	176	53	0,1030
2017	9	HAL	1 033 729	17	6 571	0,0514	18 091	13 452	18 447	902946	6176	23	2	232	18	8	1	112	2,7273	23	4	0,1812
2017	9	JBU	3 272 352	67	23 957	0,0536	46 839	31 060	69 388	2628329	16803	2233	34	1424	109	1669	7	1677	1,6745	165	5	0,1529
2017	9	SKW	1 824 626	214	59 781	0,0598	41 522	11 298	12 568	1462493	51442	366	126	2153	208	2308	14	3164	3,1870	2430	24	0,1377
2017	9	SWA	11 307 257	86	105 614	0,0584	129 391	111 727	255 310	9279577	86999	3450	205	4482	370	3118	17	6974	2,8748	1214	465	0,1660
2017	9	UAL	10 130 249	99	48 875	0,0545	161 712	122 614	322 971	7941168	41764	1456	67	1403	104	2540	0	1540	2,4216	3629	31	0,2579
2017	10	AAL	12 275 793	99	75 712	0,0604	199 438	158 368	226 622	10693868	64428	362	119	3534	168	4162	36	2904	2,2363	4913	145	0,2395
2017	10	ASA	3 109 915	67	15 076	0,0448	28 559	33 434	55 134	2633878	12965	77	44	490	21	965	15	500	1,6166	520	45	0,1814
2017	10	DAL	11 175 537	146	79 476	0,0601	181 276	201 735	348 579	9854269	71065	10	85	2840	229	2945	14	2288	1,4042	8696	4	0,2685
2017	10	FFT	1 858 859	59	9 270	0,0483	9 860	12 300	21 822	1592922	7611	50	16	481	7	492	0	617	2,4920	287	134	0,0973
2017	10	HAL	1 050 104	17	6 744	0,0523	18 378	13 666	18 739	937372	6039	25	9	381	26	8	3	253	3,1160	138	4	0,1801

2017	10	JBU	3 620 634	65	24 285	0,0525	51 824	34 366	76 773	3016211	19342	505	48	1294	58	1616	15	1406	1,5841	145	2	0,1526
2017	10	SKW	1 927 596	205	64 740	0,0591	43 865	11 935	13 277	1595101	52876	963	164	2739	243	3203	14	4538	2,4299	2737	25	0,1351
2017	10	SWA	12 093 077	86	110 262	0,0584	138 383	119 492	273 054	10412685	93303	648	101	5114	102	3401	65	7529	2,4252	1468	535	0,1637
2017	10	UAL	10 856 358	96	51 284	0,0465	173 304	131 403	346 121	8820649	44082	156	85	1613	165	3101	1	2081	2,0090	2926	16	0,2183
2017	11	AAL	11 375 384	97	69 677	0,0643	184 810	146 752	210 000	9951879	61856	103	80	2815	67	2645	38	2073	2,0077	4519	132	0,2385
2017	11	ASA	3 077 292	68	14 638	0,0477	28 259	33 084	54 556	2632030	12177	135	27	483	76	1159	17	564	1,8122	503	42	0,1796
2017	11	DAL	10 431 477	146	74 348	0,0640	169 206	188 304	325 371	9151972	69646	0	60	1811	98	1779	8	946	1,0796	8133	3	0,2698
2017	11	FFT	1 809 736	58	9 165	0,0514	9 599	11 975	21 245	1576311	7877	18	11	393	6	346	0	514	2,1317	281	132	0,0957
2017	11	HAL	1 005 578	17	6 500	0,0556	17 598	13 086	17 944	887634	5805	25	8	432	6	8	1	216	2,4656	132	2	0,1822
2017	11	JBU	3 560 927	64	23 664	0,0559	50 970	33 799	75 507	3024670	20481	64	37	1115	8	1015	18	926	1,3704	140	0	0,1496
2017	11	SKW	1 815 388	209	59 264	0,0629	41 312	11 241	12 504	1494307	50633	390	130	2132	244	2534	14	3187	2,1594	2504	21	0,1358
2017	11	SWA	12 122 301	86	109 016	0,0621	138 718	119 781	273 714	10445556	95540	473	113	4530	92	2208	57	6003	2,3348	1449	528	0,1636
2017	11	UAL	11 319 520	90	48 354	0,0495	180 697	137 009	360 887	8366581	42827	18	44	1344	32	2402	0	1687	1,7708	2758	14	0,2399
2017	12	AAL	12 482 195	100	73 744	0,0702	202 791	161 031	230 433	10541422	60482	312	116	4035	432	4572	33	3762	3,9208	4783	139	0,2470
2017	12	ASA	3 233 864	68	15 383	0,0520	29 697	34 767	57 331	2730376	12827	125	38	570	65	1036	30	693	2,6274	529	44	0,1819
2017	12	DAL	10 550 012	148	72 805	0,0698	171 129	190 444	329 069	8994133	60762	2141	167	3367	702	3190	14	2463	2,4950	7964	3	0,2777
2017	12	FFT	1 859 920	60	9 526	0,0561	9 865	12 307	21 835	1652038	7216	77	11	654	23	728	0	817	2,6755	292	137	0,0939
2017	12	HAL	1 083 224	17	6 772	0,0607	18 957	14 097	19 330	940975	5474	23	14	607	46	40	1	567	2,8568	138	3	0,1851
2017	12	JBU	3 816 424	64	24 987	0,0610	54 627	36 224	80 924	3186717	18508	44	62	2116	103	1835	14	2305	1,7704	147	1	0,1522
2017	12	SKW	1 886 191	221	60 567	0,0686	42 923	11 679	12 992	1493670	46312	901	256	3023	496	4014	29	5537	4,2892	2559	22	0,1412
2017	12	SWA	12 365 084	86	111 052	0,0678	141 496	122 180	279 195	10314253	87815	1061	146	7126	231	3919	112	10642	3,3719	1476	538	0,1690
2017	12	UAL	11 120 138	100	49 086	0,0540	177 514	134 595	354 530	8560100	41512	84	87	1901	349	3110	0	2043	2,9991	2799	14	0,2304
2018	1	AAL	12 121 308	96	73 598	0,0635	198 690	165 298	217 890	9749542	60695	1478	106	3837	456	3876	28	3122	4,6187	5234	162	0,2488
2018	1	ASA	3 158 969	68	15 312	0,0759	33 219	30 888	56 842	2414853	13609	142	46	374	28	753	9	351	2,6139	383	43	0,2431
2018	1	DAL	10 341 773	146	71 254	0,0650	134 801	173 223	290 815	8326490	60057	1539	115	2821	1073	2940	4	2705	3,0121	7739	6	0,2775
2018	1	ENV	580 010	125	22 502	0,0702	21 482	4 152	21 527	422747	16808	861	60	1083	316	1631	9	1734	8,0050	1293	21	0,2392
2018	1	FFT	1 892 059	58	9 707	0,0553	8 753	8 576	26 671	1545166	7272	188	12	617	32	700	0	886	2,9653	332	67	0,1050
2018	1	HAL	1 081 746	17	6 627	0,0611	19 296	14 013	20 121	909860	5854	11	11	439	36	23	8	245	3,2589	55	2	0,1835
2018	1	JBU	3 663 207	64	24 871	0,0575	49 673	36 534	74 518	2982994	16358	1471	70	2523	133	1692	20	2604	2,2956	284	3	0,1479
2018	1	SKW	1 897 264	218	62 194	0,0538	42 435	12 711	12 743	1408209	46834	1562	291	3228	553	3783	17	5926	4,9754	2660	31	0,1462
2018	1	SWA	12 023 862	86	109 676	0,0572	145 912	120 728	270 543	9358843	89744	2467	186	5182	214	4113	44	7726	3,1132	1469	228	0,1721
2018	1	UAL	9 622 563	97	45 384	0,0570	151 184	121 725	328 057	7273716	38417	898	81	1537	339	2475	0	1637	3,3059	2725	10	0,2448

2018	2	AAL	11 176 619	96	68 389	0,0941	183 205	152 416	200 908	9292414	55231	855	173	3385	440	4695	19	3591	3,6521	4863	150	0,2407
2018	2	ASA	2 878 410	67	14 056	0,1124	30 269	28 145	51 794	2315050	11986	89	26	424	48	1046	12	425	2,2108	351	38	0,2310
2018	2	DAL	9 752 885	146	66 302	0,0964	127 125	163 359	274 255	8170388	58263	70	122	2463	411	2836	7	2130	1,7235	7201	3	0,2667
2018	2	ENV	519 660	120	20 681	0,1041	19 247	3 720	19 287	396076	14608	1269	78	877	411	1680	4	1754	6,1074	1187	18	0,2287
2018	2	FFT	1 697 403	60	8 712	0,0819	7 852	7 694	23 927	1442156	6432	111	12	544	19	781	0	813	2,5930	297	58	0,1009
2018	2	HAL	957 063	17	5 990	0,0905	17 072	12 398	17 802	805631	4808	20	4	595	56	10	1	496	2,6727	49	0	0,1834
2018	2	JBU	3 548 615	64	22 847	0,0852	48 119	35 391	72 187	2942534	17042	358	69	1973	35	1549	11	1810	1,5838	259	2	0,1453
2018	2	SKW	1 717 593	218	55 986	0,0796	38 416	11 507	11 536	1336716	42547	1543	238	2483	467	3962	9	4737	4,5220	2394	26	0,1394
2018	2	SWA	10 675 372	86	97 017	0,0848	129 548	107 188	240 201	8661391	74788	2037	227	6050	214	4569	58	9074	2,7754	1298	200	0,1651
2018	2	UAL	10 308 776	95	41 650	0,0844	161 966	130 405	351 451	6794631	35270	163	91	1348	294	3028	2	1454	2,5175	2500	8	0,2808
2018	3	AAL	12 636 079	95	78 208	0,0776	207 128	172 318	227 143	11148485	64402	2489	117	3968	207	3518	29	3478	3,3300	5561	171	0,2268
2018	3	ASA	3 315 049	69	22 461	0,0928	34 861	32 415	59 651	2840134	18390	435	46	783	53	1822	27	905	2,3662	561	61	0,2169
2018	3	DAL	11 965 187	146	81 365	0,0795	155 962	200 415	336 466	10504705	70760	869	102	3333	375	3352	10	2564	1,8058	8837	4	0,2545
2018	3	ENV	601 744	123	23 685	0,0859	22 287	4 307	22 333	479641	19746	758	30	847	121	1066	6	1111	4,9171	1359	20	0,2187
2018	3	FFT	1 826 628	64	9 377	0,0675	8 450	8 279	25 749	1635299	7355	176	15	520	13	679	0	619	2,4400	320	63	0,0958
2018	3	HAL	1 092 528	17	6 871	0,0746	19 489	14 153	20 322	964343	5863	37	10	559	31	32	5	334	2,6213	56	0	0,1749
2018	3	JBU	4 072 698	64	26 500	0,0703	55 226	40 618	82 848	3485193	17012	1703	56	2775	96	1964	28	2866	1,7999	301	2	0,1408
2018	3	SKW	2 038 613	222	64 597	0,0657	45 596	13 658	13 693	1631842	53037	978	210	2361	311	3700	14	3986	3,8327	2762	31	0,1355
2018	3	SWA	13 227 223	86	116 420	0,0699	160 516	132 810	297 619	11267619	91812	2243	108	7238	256	4093	81	10589	2,6465	1558	241	0,1573
2018	3	UAL	9 657 948	95	49 800	0,0696	151 740	122 172	329 263	8738414	41798	1109	90	1714	190	2894	0	2005	2,4176	2989	9	0,2045
2018	4	AAL	12 204 254	98	74 384	0,0685	200 050	166 429	219 381	10458335	62430	456	161	3674	336	3854	20	3453	3,0521	4112	64	0,2402
2018	4	ASA	4 648 708	70	21 987	0,0563	48 886	45 455	83 649	3938827	18339	127	55	748	22	1801	17	877	2,2160	902	106	0,1687
2018	4	DAL	11 469 933	147	79 013	0,0663	149 506	192 120	322 540	9892678	68260	268	138	3264	325	4123	9	2626	1,5269	5692	3	0,2680
2018	4	ENV	605 469	132	24 068	0,0725	22 425	4 334	22 472	468543	19510	580	62	886	190	1506	3	1330	4,9465	1365	20	0,2099
2018	4	FFT	1 835 417	70	9 615	0,0601	8 491	8 319	25 873	1546548	7343	94	9	627	17	637	0	888	2,4749	318	82	0,1091
2018	4	HAL	1 070 235	17	6 741	0,0656	19 091	13 864	19 907	940798	5910	10	8	457	71	20	3	262	2,7872	111	2	0,1789
2018	4	JBU	3 993 697	64	25 836	0,0603	54 155	39 830	81 241	3429310	17475	331	91	2556	105	2222	16	3040	1,5946	185	4	0,1444
2018	4	SKW	1 946 523	227	62 861	0,0578	43 537	13 041	13 074	1558066	52203	830	131	2119	424	3448	8	3698	3,9113	2392	68	0,1352
2018	4	SWA	13 072 513	86	114 117	0,0591	158 638	131 257	294 138	10794650	88699	1220	155	7617	231	4421	55	11719	2,5616	1987	125	0,1695
2018	4	UAL	10 147 633	101	49 937	0,0708	159 434	128 367	345 958	8898533	41885	94	97	1788	192	3480	0	2400	1,9834	2727	7	0,2788
2018	5	AAL	12 828 585	94	77 957	0,0729	210 284	174 943	230 604	11074519	61278	966	240	4585	623	5002	21	5242	3,3554	4308	65	0,2384
2018	5	ASA	4 885 093	70	22 974	0,0599	51 372	47 767	87 902	4199728	18790	149	59	889	36	2152	17	882	2,7842	941	109	0,1663

2018	5	DAL	11 956 435	145	81 735	0,0706	155 847	200 269	336 220	10465289	69456	23	178	3838	502	4599	17	3122	1,5434	5886	3	0,2641
2018	5	ENV	632 472	125	25 364	0,0772	23 425	4 527	23 474	510457	19608	939	87	1045	329	1531	8	1817	4,8139	1437	20	0,2013
2018	5	FFT	1 967 139	77	10 297	0,0640	9 100	8 916	27 729	1697167	7389	100	27	722	29	852	0	1178	2,6526	338	87	0,1065
2018	5	HAL	1 123 201	18	7 054	0,0698	20 036	14 550	20 892	991073	6404	8	5	414	6	25	1	191	2,4618	115	0	0,1782
2018	5	JBU	4 338 600	69	26 513	0,0642	58 832	43 270	88 257	3505711	18825	330	89	2491	85	2055	16	2622	1,6223	188	3	0,1535
2018	5	SKW	2 018 440	221	65 157	0,0615	45 145	13 523	13 557	1658922	52629	684	219	2468	669	3818	17	4653	3,3702	2477	68	0,1317
2018	5	SWA	13 344 690	86	116 849	0,0629	161 941	133 990	300 262	11300151	89308	1445	248	8013	489	4727	68	12551	2,8352	2034	126	0,1653
2018	5	UAL	8 953 156	98	52 816	0,0753	140 667	113 257	305 235	9389683	41648	328	213	2211	480	4658	0	3278	2,3315	2883	5	0,2331
2018	6	AAL	13 207 884	100	78 363	0,0795	216 501	180 116	237 422	11718730	57787	1397	254	5664	1042	5354	27	6838	4,4219	4331	66	0,2320
2018	6	ASA	4 947 430	72	23 248	0,0654	52 027	48 376	89 024	4389596	19163	209	36	991	45	1895	17	892	2,8668	952	111	0,1611
2018	6	DAL	12 661 054	149	83 653	0,0770	165 032	212 071	356 035	11236120	68217	131	271	4664	1083	4702	7	4578	2,1504	6024	3	0,2605
2018	6	ENV	655 099	135	25 961	0,0842	24 263	4 689	24 314	541489	18284	1228	99	1424	329	2035	6	2556	7,1096	1471	21	0,1965
2018	6	FFT	1 914 615	79	10 207	0,0698	8 857	8 678	26 989	1714462	6154	291	17	1084	47	938	0	1676	3,6196	335	86	0,1026
2018	6	HAL	1 152 259	18	7 303	0,0762	20 554	14 927	21 433	1030492	6625	25	7	451	2	18	3	172	3,2636	119	0	0,1758
2018	6	JBU	4 022 847	68	25 860	0,0701	54 550	40 121	81 834	3497414	19083	253	71	2076	182	1812	15	2368	1,7624	184	2	0,1427
2018	6	SKW	2 076 172	241	66 909	0,0671	46 437	13 910	13 945	1726566	52662	723	255	2984	641	3963	8	5673	4,6971	2544	70	0,1301
2018	6	SWA	13 512 464	86	115 939	0,0687	163 977	135 674	304 037	11739575	90048	1262	326	7748	625	4376	77	11477	3,0273	2018	125	0,1611
2018	6	UAL	8 259 250	109	55 056	0,0822	129 765	104 479	281 578	10219056	41411	272	205	2853	546	5187	1	4581	2,7686	3005	5	0,1976
2018	7	AAL	13 669 488	100	80 736	0,0751	224 068	186 411	245 720	12143688	56550	1873	265	6517	1100	6619	37	7775	4,3864	4340	125	0,2181
2018	7	ASA	5 164 882	73	24 329	0,0628	54 314	50 503	92 937	4548314	20168	202	49	1090	51	1778	21	970	2,7887	879	69	0,1655
2018	7	DAL	13 445 174	147	86 544	0,0708	175 253	225 205	378 084	11991789	72171	128	288	3943	947	4812	10	4245	1,8329	6074	0	0,2421
2018	7	ENV	670 739	129	26 139	0,0803	24 842	4 801	24 894	539358	19419	1070	68	1280	267	1853	16	2166	6,3710	1162	56	0,1869
2018	7	FFT	1 983 301	82	10 687	0,0655	9 175	8 990	27 957	1797046	6382	409	30	1077	63	1045	0	1681	3,0976	604	175	0,0972
2018	7	HAL	1 202 730	18	7 397	0,0700	21 455	15 580	22 372	1074847	6852	10	5	376	3	16	4	131	2,4321	94	2	0,1684
2018	7	JBU	4 108 663	68	26 671	0,0702	55 714	40 976	83 580	3655610	17921	643	74	2329	281	2393	19	3011	1,9647	211	3	0,1399
2018	7	SKW	2 188 425	233	69 455	0,0619	48 947	14 662	14 699	1824917	55847	642	242	3141	641	3637	19	5286	4,3170	2487	33	0,1288
2018	7	SWA	14 018 889	85	120 114	0,0680	170 123	140 759	315 432	12079916	89505	2107	367	8898	803	5388	109	12937	3,3861	2304	340	0,1609
2018	7	UAL	10 155 473	107	57 209	0,0698	159 557	128 466	346 225	10831425	42974	394	229	3083	588	5012	0	4929	2,7704	3861	10	0,2026
2018	8	AAL	13 457 585	100	80 406	0,0709	220 594	183 521	241 911	11635177	58316	1417	297	5970	1019	6724	33	6630	4,3388	4320	123	0,2241
2018	8	ASA	5 007 579	73	23 706	0,0592	52 660	48 964	90 106	4319289	17776	306	70	1283	86	2695	24	1467	3,0870	854	65	0,1690
2018	8	DAL	13 353 453	148	87 966	0,0668	174 057	223 668	375 505	11803439	73290	156	230	4073	785	5063	15	4354	1,9354	6171	0	0,2443
2018	8	ENV	661 486	137	26 429	0,0757	24 499	4 735	24 551	520671	19630	1200	88	1077	344	2110	5	1976	6,2125	1173	54	0,1910

2018	8	FFT	2 007 904	86	10 710	0,0618	9 289	9 101	28 304	1743672	6579	268	17	1083	32	1029	0	1701	2,7718	603	175	0,1015
2018	8	HAL	1 215 022	18	7 570	0,0660	21 674	15 740	22 600	1031783	6935	39	15	389	17	15	1	159	2,5767	94	1	0,1772
2018	8	JBU	4 076 444	68	26 623	0,0662	55 277	40 655	82 924	3613521	17770	700	94	2345	232	2475	29	2979	1,9723	209	2	0,1404
2018	8	SKW	2 203 606	237	70 727	0,0584	49 287	14 763	14 801	1800771	54001	1098	282	3440	749	4506	22	6628	4,6854	2531	33	0,1314
2018	8	SWA	13 124 192	85	115 534	0,0641	159 265	131 776	295 301	11053578	89950	1928	333	7245	663	5170	55	10190	2,9009	2215	326	0,1646
2018	8	UAL	10 327 668	107	57 921	0,0659	162 262	130 644	352 095	10376589	41018	745	283	3372	758	6185	0	5560	3,1500	3908	8	0,2151
2018	9	AAL	12 225 585	97	75 129	0,0687	200 399	166 720	219 764	9692917	58834	1442	235	4407	660	5268	62	4222	3,5816	4037	115	0,2444
2018	9	ASA	4 486 067	71	21 129	0,0574	47 175	43 865	80 722	3644830	18004	168	26	641	23	1617	17	633	2,4970	761	58	0,1794
2018	9	DAL	11 358 251	144	78 075	0,0648	148 050	190 249	319 399	9504636	68914	112	134	2780	295	3592	13	2235	1,3873	5477	0	0,2581
2018	9	ENV	598 251	131	24 836	0,0734	22 157	4 282	22 204	448183	19787	876	64	813	281	1625	4	1386	5,0033	1102	51	0,2007
2018	9	FFT	1 932 815	87	10 352	0,0599	8 941	8 761	27 246	1574858	6859	326	12	1045	16	715	0	1379	2,3199	583	169	0,1081
2018	9	HAL	1 121 125	18	6 920	0,0640	19 999	14 523	20 854	935478	6305	49	7	406	9	9	3	132	2,5085	86	0	0,1803
2018	9	JBU	3 808 789	69	24 427	0,0642	51 647	37 986	77 480	3078656	18932	260	53	1382	127	2061	7	1605	1,6015	192	2	0,1540
2018	9	SKW	1 969 942	229	62 749	0,0566	44 060	13 198	13 231	1562181	52909	544	182	2194	524	2910	10	3476	3,6463	2246	29	0,1354
2018	9	SWA	12 060 187	85	106 972	0,0622	146 353	121 092	271 360	9732239	90885	1049	207	4503	390	3522	61	6356	2,5011	2051	301	0,1718
2018	9	UAL	10 808 912	103	52 905	0,0639	169 824	136 732	368 502	8620613	43471	204	120	2031	438	4132	1	2508	2,0811	3570	8	0,2710
2018	10	AAL	12 787 012	99	78 963	0,0701	209 602	174 377	229 856	10846817	62258	676	195	4622	515	5541	19	5138	3,3388	6935	542	0,2444
2018	10	ASA	4 598 060	71	21 634	0,0599	48 353	44 960	82 737	3870757	17307	180	58	776	63	2135	13	1102	2,8916	764	37	0,1723
2018	10	DAL	11 780 795	145	82 134	0,0699	153 558	197 327	331 281	10249932	73933	74	110	2555	190	3213	5	2053	1,3049	7956	0	0,2638
2018	10	ENV	627 868	132	26 147	0,0753	23 254	4 494	23 303	484782	21069	523	76	891	254	1718	7	1609	5,0142	1064	157	0,2168
2018	10	FFT	2 002 745	89	10 516	0,0583	9 265	9 078	28 231	1703252	7177	183	13	944	11	873	0	1316	2,1867	311	90	0,1058
2018	10	HAL	1 154 628	18	7 159	0,0637	20 597	14 957	21 477	1003716	6515	13	9	429	13	14	8	158	2,5031	111	3	0,1714
2018	10	JBU	3 871 206	68	24 923	0,0628	52 494	38 608	78 749	3283464	19631	142	65	1596	41	1947	6	1496	1,4492	164	5	0,1560
2018	10	SKW	2 100 830	233	66 562	0,0560	46 988	14 075	14 111	1705730	55500	311	188	2372	439	3697	5	4050	3,5733	2057	56	0,1342
2018	10	SWA	13 025 413	85	114 663	0,0606	158 067	130 784	293 079	11012373	95742	648	175	5583	260	4079	40	8136	2,4983	1583	140	0,1688
2018	10	UAL	11 383 563	105	55 565	0,0553	178 852	144 001	388 094	9399278	45514	64	113	2204	192	4614	0	2864	1,9576	2643	9	0,2291
2018	11	AAL	12 055 161	97	74 564	0,0746	197 606	164 396	216 701	10285416	60356	510	119	4338	309	4901	28	4002	3,3936	6548	510	0,2430
2018	11	ASA	4 446 837	72	20 577	0,0637	46 763	43 481	80 016	3757123	16635	300	75	708	104	1761	19	975	2,6748	726	34	0,1717
2018	11	DAL	11 040 272	147	76 236	0,0744	143 906	184 923	310 457	9730669	63467	104	125	3254	558	4916	5	3807	1,7545	7384	0	0,2604
2018	11	ENV	578 818	140	24 593	0,0801	21 438	4 143	21 483	445537	19294	779	62	876	226	1653	2	1701	5,1807	1000	145	0,2175
2018	11	FFT	1 882 541	93	9 939	0,0620	8 709	8 533	26 537	1617890	6972	113	12	810	25	974	0	1034	2,0014	292	84	0,1047
2018	11	HAL	1 106 054	18	6 877	0,0679	19 730	14 328	20 574	947424	6298	22	12	373	18	23	2	129	1,7479	105	1	0,1739

2018	11	JBU	3 875 306	66	24 589	0,0669	52 549	38 649	78 833	3286904	17502	175	46	2289	38	2258	15	2266	1,6255	159	4	0,1560
2018	11	SKW	1 987 190	232	62 263	0,0596	44 446	13 313	13 347	1604431	48966	847	214	2343	574	4515	17	4787	4,4421	1923	51	0,1349
2018	11	SWA	12 907 330	85	112 224	0,0645	156 634	129 598	290 422	10924229	91722	938	150	6379	214	3817	55	8948	2,6646	1547	135	0,1687
2018	11	UAL	11 862 389	101	51 792	0,0588	186 375	150 058	404 418	8816716	40316	557	106	2411	326	4791	0	3284	2,3340	2463	7	0,2546
2018	12	AAL	12 538 423	102	76 121	0,0814	205 527	170 987	225 388	10426356	60596	1386	184	4327	438	5145	40	4006	5,3124	6685	521	0,2493
2018	12	ASA	4 566 139	70	20 872	0,0695	48 017	44 648	82 163	3772057	17098	203	49	737	52	1821	14	898	3,2423	736	34	0,1756
2018	12	DAL	11 454 097	147	75 006	0,0811	149 300	191 854	322 094	9782092	66860	54	105	2520	360	3158	2	1947	0,0047	7265	0	0,2687
2018	12	ENV	615 946	139	25 596	0,0874	22 813	4 409	22 861	464711	19627	572	75	1082	313	1923	7	1996	6,7581	1040	151	0,2219
2018	12	FFT	2 013 059	90	9 916	0,0677	9 313	9 124	28 377	1715054	7378	70	9	743	12	804	0	900	1,9474	292	83	0,1056
2018	12	HAL	1 183 070	18	7 214	0,0740	21 104	15 326	22 006	1017969	6376	6	5	546	8	24	1	247	2,2383	110	2	0,1732
2018	12	JBU	4 115 499	68	25 350	0,0730	55 806	41 045	83 719	3389138	18898	53	55	2351	30	1749	12	2201	2,2439	164	4	0,1606
2018	12	SKW	2 146 438	235	64 677	0,0650	48 008	14 380	14 417	1686482	50652	848	279	2914	541	4227	15	5199	6,1755	1997	53	0,1387
2018	12	SWA	13 027 186	85	113 027	0,0704	158 088	130 802	293 118	10630955	89056	931	186	7915	194	3972	138	10635	3,7929	1558	136	0,1749
2018	12	UAL	11 771 387	103	51 530	0,0642	184 945	148 907	401 315	9035129	41548	75	119	2339	231	4306	0	2913	3,1046	2450	7	0,2465