

Summary Of Baton Rouge Traffic Via American To Chicago, O'Hare

	Code	Nonstop Miles	1998		Forecast			
			O&D Passengers 1/	1998 PDEW	BTR Traffic "Leakage" Factor 2/	American Share 3/	American PDEW	American Passengers 4/
<b>Local Baton Rouge - Chicago (ORD)</b>	BTR	810	17,630	24.2	24.5%	85.0%	25.6	18,657
<u>Baton Rouge Catchment Area Airports</u>								
Lafayette	LFT		9,970	13.7		35.0%	4.8	3,490
Lake Charles	LCH		4,480	6.1		25.0%	1.5	1,120
Alexandria	AEX		4,330	5.9		25.0%	1.5	1,083
Subtotal - BTR Catchment Area ORD Traffic			36,410	49.9			33.4	24,349
<b>Domestic Connections 5/</b>	BTR		159,080	217.9		30.0%	65.4	47,724
To/From Baton Rouge								
<b>International Connections 5/</b>	BTR		10,220	14.0		40.0%	5.6	4,088
To/From Baton Rouge								
<b>Total Base Traffic</b>			<b>205,710</b>	<b>281.8</b>			<b>104.3</b>	<b>76,161</b>
<b>Seats -- ERJ-145 -- 3 Daily Departures</b>							<b>150</b>	
<b>Load Factor</b>							<b>69.6%</b>	

**Forecast Notes:**

1/ The reported Domestic and US flag O&D survey passengers for year ended September 1998

2/ BTR Market Research and Air Service Study conducted in March 1999 of estimated traffic driving to MSY and therefore exclude from BTR reported O&D

3/ Conservative market share estimates based on American operating the only nonstop services between BTR-ORD totaling three daily roundtrip flights

4/ Traffic forecast reflects zero market growth and no service stimulation for the introduction of nonstop service in place of BTR's connecting-only services currently to ORD

5/ Markets are non-circuitous BTR originating itineraries connecting to/from AA nonstop flights via ORD; June 1999 OAG published schedules

## Baton Rouge Domestic Connection Traffic Potential Via Chicago, O'Hare

Origin	Destination	Code	Nonstop Miles	VIA ORD				1998	1998
				← Segment One	Segment Two	Itinerary Miles	→ Trip Circuitry	O&D Passengers	PDEW
BTR									
	Albany	ALB	1,275	810	723	1,533	120%	1,880	2.6
	Bloomington	BMI	697	810	116	926	133%	120	0.2
	Boston	BOS	1,381	810	867	1,677	121%	16,090	22.0
	Buffalo	BUF	1,096	810	473	1,283	117%	2,600	3.6
	Cedar Rapids/Iowa City	CID	783	810	196	1,006	128%	370	0.5
	Champaign	CMI	675	810	135	945	140%	150	0.2
	Cleveland	CLE	912	810	316	1,126	123%	5,890	8.1
	Columbus	CMH	802	810	296	1,106	138%	7,520	10.3
	Dayton	DAY	755	810	240	1,050	139%	2,400	3.3
	Des Moines	DSM	771	810	299	1,109	144%	1,280	1.8
	Detroit(Metro Wayne)	DTW	915	810	235	1,045	114%	13,300	18.2
	Dubuque	DBQ	819	810	147	957	117%	40	0.1
	Duluth Mn/Superior	DLH	1,126	810	397	1,207	107%	250	0.3
	Fort Wayne	FWA	794	810	157	967	122%	630	0.9
	Grand Rapids	GRR	906	810	137	947	105%	1,060	1.5
	Green Bay	GRB	976	810	174	984	101%	410	0.6
	Harrisburg	MDT	1,048	810	594	1,404	134%	1,100	1.5
	Hartford Ct/Springfield	BDL	1,292	810	783	1,593	123%	5,680	7.8
	Indianapolis	IND	691	810	177	987	143%	7,370	10.1
	Islip	ISP	1,234	810	773	1,583	128%	130	0.2
	Kalamazoo	AZO	865	810	122	932	108%	610	0.8
	La Crosse Wi/Winona	LSE	920	810	215	1,025	111%	180	0.2
	Lansing	LAN	919	810	179	989	108%	510	0.7
	Madison	MSN	875	810	109	919	105%	800	1.1
	Milwaukee	MKE	875	810	67	877	100%	4,920	6.7
	Minneapolis/St. Paul	MSP	996	810	334	1,144	115%	8,550	11.7
	Moline	MLI	754	810	139	949	126%	300	0.4
	New York, Kennedy	JFK	1,198	810	740	1,550	129%	1,480	2.0
	New York, LaGuardia	LGA	1,198	810	733	1,543	129%	21,150	29.0
	New York, Newark	EWR	1,182	810	719	1,529	129%	10,030	13.7
	Newburgh	SWF	1,215	810	714	1,524	125%	550	0.8
	Peoria	PIA	703	810	130	940	134%	200	0.3
	Philadelphia	PHL	1,104	810	678	1,488	135%	12,370	16.9
	Pittsburgh	PIT	921	810	412	1,222	133%	5,760	7.9
	Portland	PDX	1,985	810	1,739	2,549	128%	4,600	6.3
	Providence	PVD	1,341	810	849	1,659	124%	2,420	3.3
	Rochester	RST	926	810	268	1,078	116%	220	0.3
	Rochester	ROC	1,142	810	528	1,338	117%	1,440	2.0
	Seattle/Tacoma	SEA	2,022	810	1,721	2,531	125%	10,930	15.0
	South Bend	SBN	816	810	84	894	110%	920	1.3
	Syracuse	SYR	1,200	810	607	1,417	118%	1,680	2.3
	Toledo	TOL	866	810	214	1,024	118%	700	1.0
	Traverse City	TVC	1,026	810	224	1,034	101%	430	0.6
	Westchester County	HPN	1,216	810	738	1,548	127%	60	0.1
<b>Domestic Connections</b>							<b>122%</b>	<b>159,080</b>	<b>217.9</b>

Source: DOT Reported Domestic Origin-Destination survey passengers for year ended September 1998

## Baton Rouge International Connection Traffic Potential Via Chicago, O'Hare

<b>Origin</b>	<b>Destination</b>	<b>Code</b>	<b>AA ORD Nonstop</b>	<b>1998 O&amp;D Passengers</b>	<b>1998 PDEW</b>
BTR					
	Brussels	BRU	YES	1,340	1.8
	Calgary	YYC	YES	980	1.3
	Frankfurt	FRA	YES	1,640	2.2
	Glasgow	GLA	YES	130	0.2
	London	LHR	YES	180	0.2
	Manchester	MAN	YES	540	0.7
	Milan	MLX	YES	120	0.2
	Montreal(Dorval)	YUL	YES	1,600	2.2
	Ottawa	YOW	YES	200	0.3
	Paris(Orly)	ORY	YES	100	0.1
	Stockholm(Arlanda)	ARN	YES	240	0.3
	Tokyo(Narita)	NRT	YES	620	0.8
	Toronto(Pearson)	YYZ	YES	1,990	2.7
	Zurich	ZRH	YES	540	0.7
<b>International Connections</b>				<b>10,220</b>	<b>14.0</b>

Largest ORD Markets Without Nonstop or Roundtrip Single-plane Service <sup>1)</sup>

ORD Rank	Airport	Code	1998 Passengers	1998 PDEW
1	Charleston	CHS	65,270	89.4
2	Myrtle Beach	MYR	51,850	71.0
3	Pensacola	PNS	49,200	67.4
4	Columbia Metro	CAE	46,370	63.5
<b>* 5 *</b>	<b>Baton Rouge Catchment</b>	<b>See <sup>2)</sup></b>	<b>36,410</b>	<b>49.9</b>
5	Mobile	MOB	32,050	43.9
6	Jackson	JAN	26,920	36.9
7	Shreveport <sup>3)</sup>	SHV	24,230	33.2
8	Huntsville/Decatur	HSV	23,130	31.7
9	Tallahassee	TLH	22,130	30.3
10	Asheville	AVL	21,700	29.7
11	Daytona Beach	DAB	19,530	26.8
12	Baton Rouge	BTR	17,630	24.2
13	Augusta (Bush Field)	AGS	16,610	22.8
14	Ft Walton Beach	VPS	15,780	21.6
15	Wilmington	ILM	14,020	19.2

<sup>1)</sup> Rankings based on cities within 1,000 miles of ORD, the approximate range of regional jet aircraft

<sup>2)</sup> The Baton Rouge catchment area includes four airports: Baton Rouge (BTR), Alexandria (AEX), Lafayette (LFT), and Lake Charles (LCH)

<sup>3)</sup> American Eagle terminates Shreveport nonstop service to ORD effective June 1, 1999 and will operate 3 daily nonstop flights from Greenville/Spartanburg to ORD effective July 1, 1999