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Aviation, Aerospace and Defense



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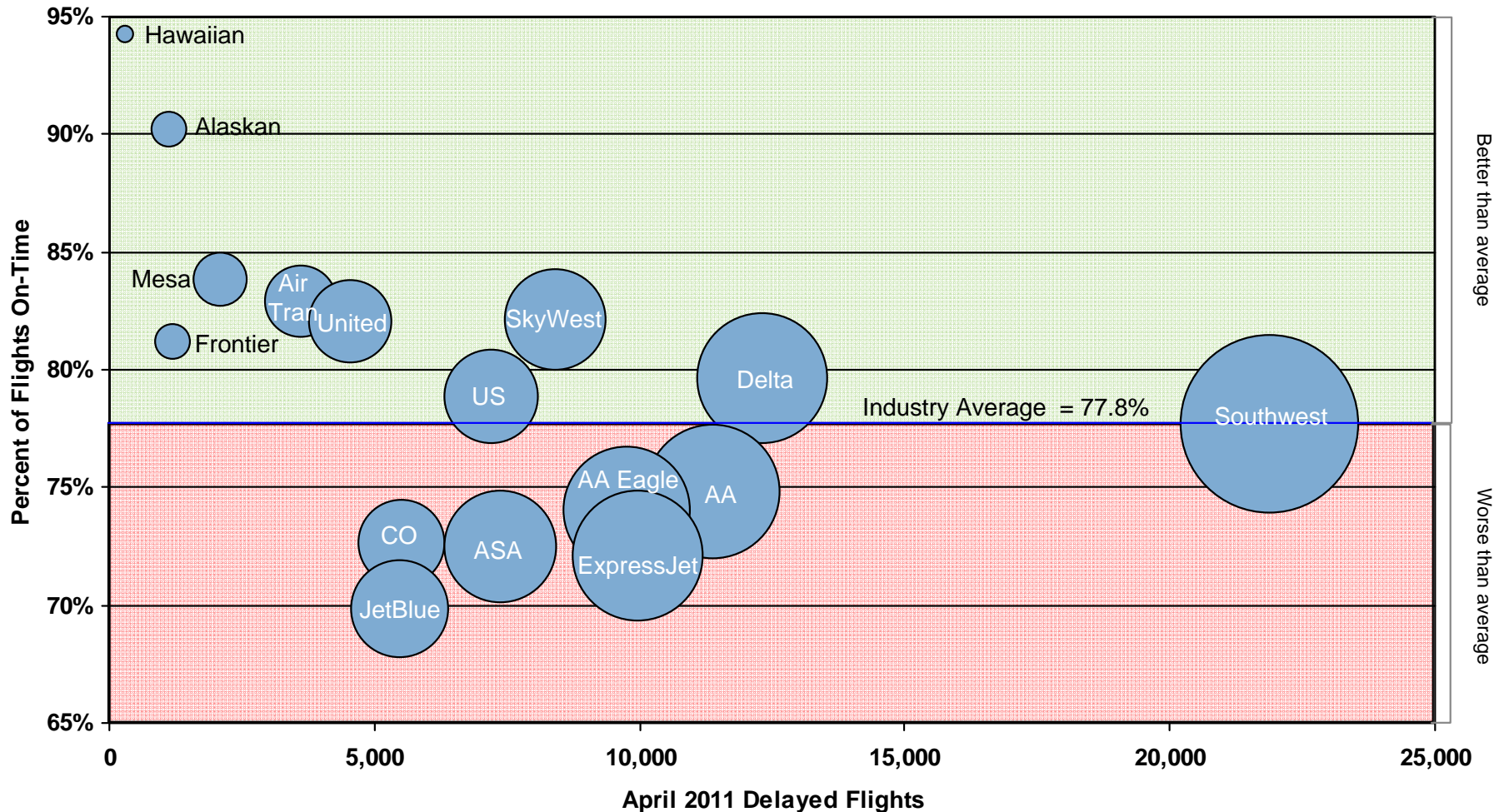
April 2011 On-Time Performance

April 2011 On-Time Performance Ranking

| Carrier | April 2011 | | | | On Time | | Completion | |
|-------------|------------|--------|---------------|-------|-----------------------|----------|------------|-----------|
| | DPTRS | Delays | Delay Minutes | XNLD | OTP Rate ¹ | OTP Rank | Comp Rate | Comp Rank |
| Hawaiian | 5,560 | 320 | 14,126 | 3 | 94.2% | 1 | 99.9% | 1 |
| Alaska | 11,754 | 1,156 | 54,300 | 59 | 90.2% | 2 | 99.5% | 4 |
| Mesa | 13,037 | 2,118 | 122,836 | 336 | 83.8% | 3 | 97.5% | 12 |
| AirTran | 21,173 | 3,613 | 207,811 | 130 | 82.9% | 4 | 99.4% | 5 |
| SkyWest | 47,102 | 8,442 | 397,208 | 847 | 82.1% | 5 | 98.2% | 11 |
| United | 25,243 | 4,545 | 261,508 | 291 | 82.0% | 6 | 98.9% | 9 |
| Frontier | 6,349 | 1,195 | 57,289 | 14 | 81.2% | 7 | 99.8% | 2 |
| Delta | 60,437 | 12,336 | 653,822 | 634 | 79.6% | 8 | 99.0% | 7 |
| US Airways | 33,942 | 7,211 | 341,054 | 382 | 78.8% | 9 | 98.9% | 8 |
| Southwest | 97,984 | 21,887 | 1,181,501 | 1,722 | 77.7% | 10 | 98.3% | 10 |
| American | 45,130 | 11,384 | 696,567 | 1,189 | 74.8% | 11 | 97.4% | 13 |
| AA Eagle | 37,599 | 9,761 | 593,650 | 1,906 | 74.0% | 12 | 95.2% | 16 |
| Continental | 20,203 | 5,527 | 282,943 | 91 | 72.6% | 13 | 99.6% | 3 |
| ASA | 26,833 | 7,389 | 481,668 | 992 | 72.5% | 14 | 96.4% | 14 |
| ExpressJet | 35,833 | 9,992 | 638,588 | 1,361 | 72.1% | 15 | 96.3% | 15 |
| JetBlue | 18,212 | 5,495 | 363,091 | 186 | 69.8% | 16 | 99.0% | 6 |

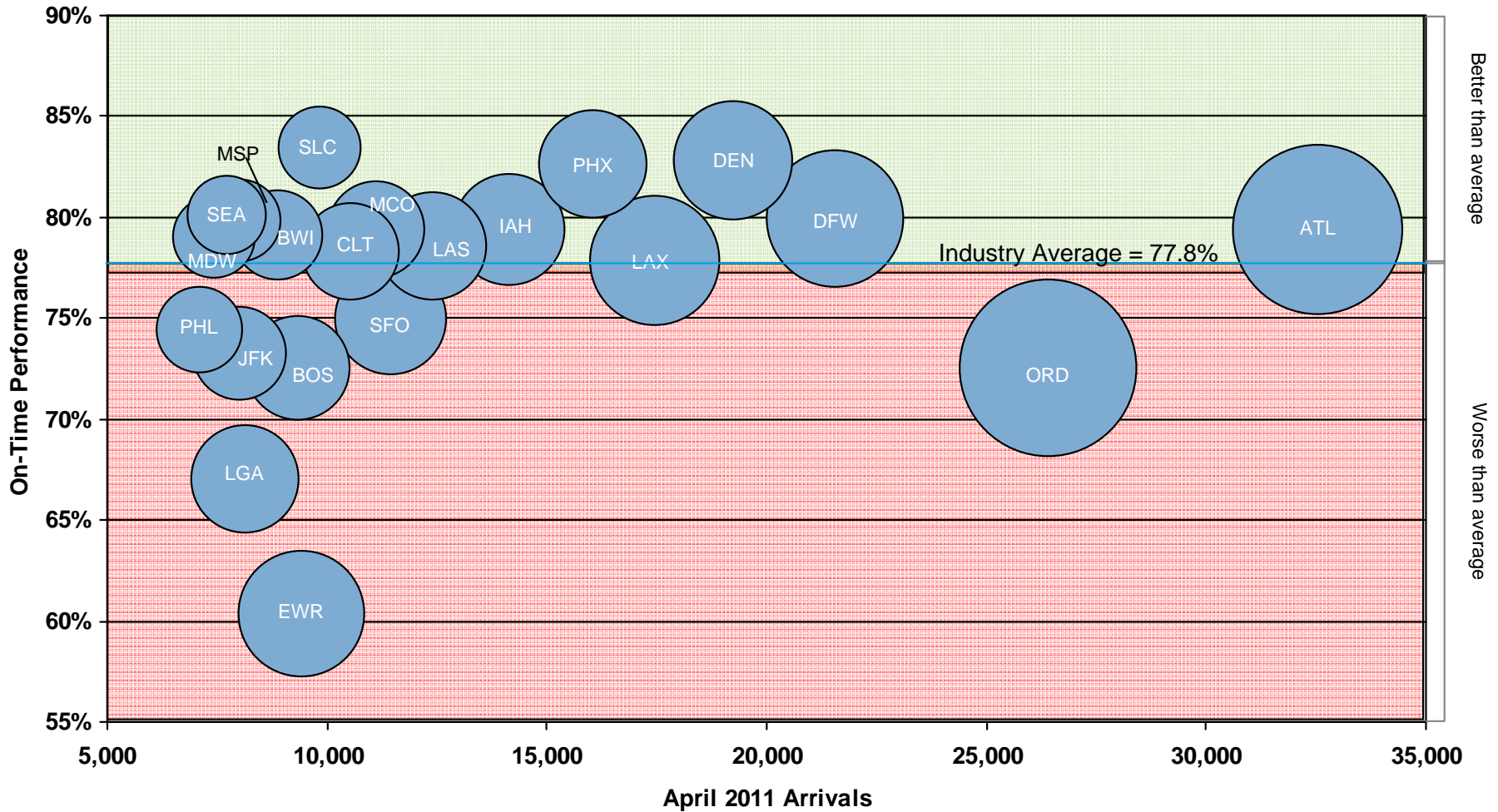
Source: PlaneStats.com Operations & Productivity > On-time Segment. Comair and Pinnacle stopped voluntary reporting in January 2011. OTP Rate does not include Cancelled or Diverted flights

Southwest, the largest airline in terms of domestic departures, also reported the largest number of delayed flights, with an OTP rate at the Industry Average
 In total, 22% of April's flights experienced an arrival delay of more than 15 minutes.



Source: PlaneStats.com Operations & Productivity > On-time Segment. Comair (OH) and Pinnacle (9E) stopped voluntary reporting in January 2011.
 Area of the circle represents total delay minutes.
 On-Time flight percentage does not include Cancelled or Diverted flights

21 large airports had more than 1,500 delayed arrivals in April, accounting for more than 55% of April's total delays

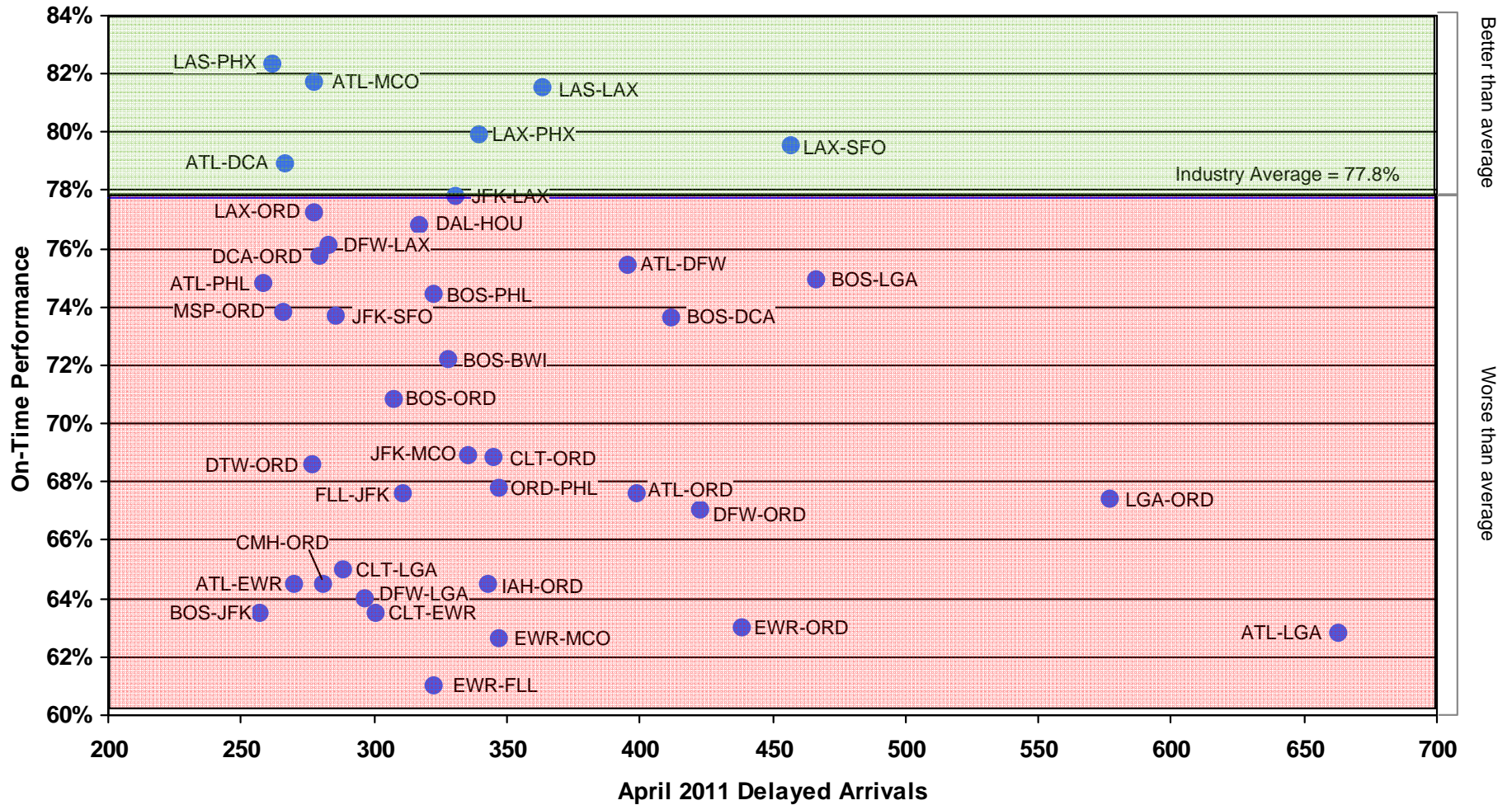


Source: PlaneStats.com Operations & Productivity > On-time Segment. Comair (OH) and Pinnacle (9E) stopped voluntary reporting in January 2011.

Area of the circle represents total delays

On-Time flight percentage does not include Cancelled or Diverted flights

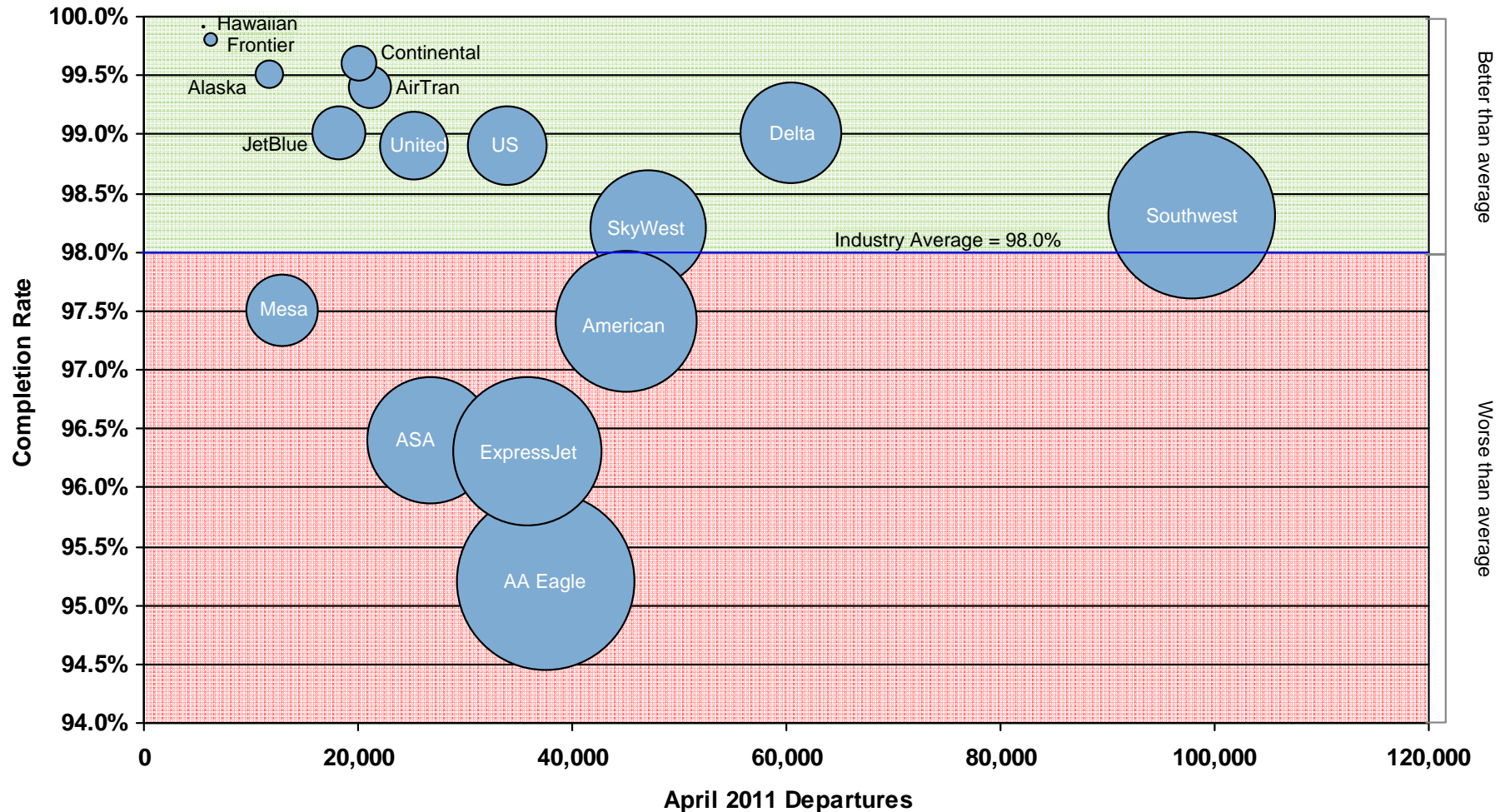
39 city pairs had at least 250 delayed flights accounting for 13,327 total delays, or 11.9% of all April 2011 delays



Source: PlaneStats.com Operations & Productivity > On-time Segment. Comair (OH) and Pinnacle (9E) stopped voluntary reporting in January 2011
 On-Time flight percentage does not include Cancelled or Diverted flights

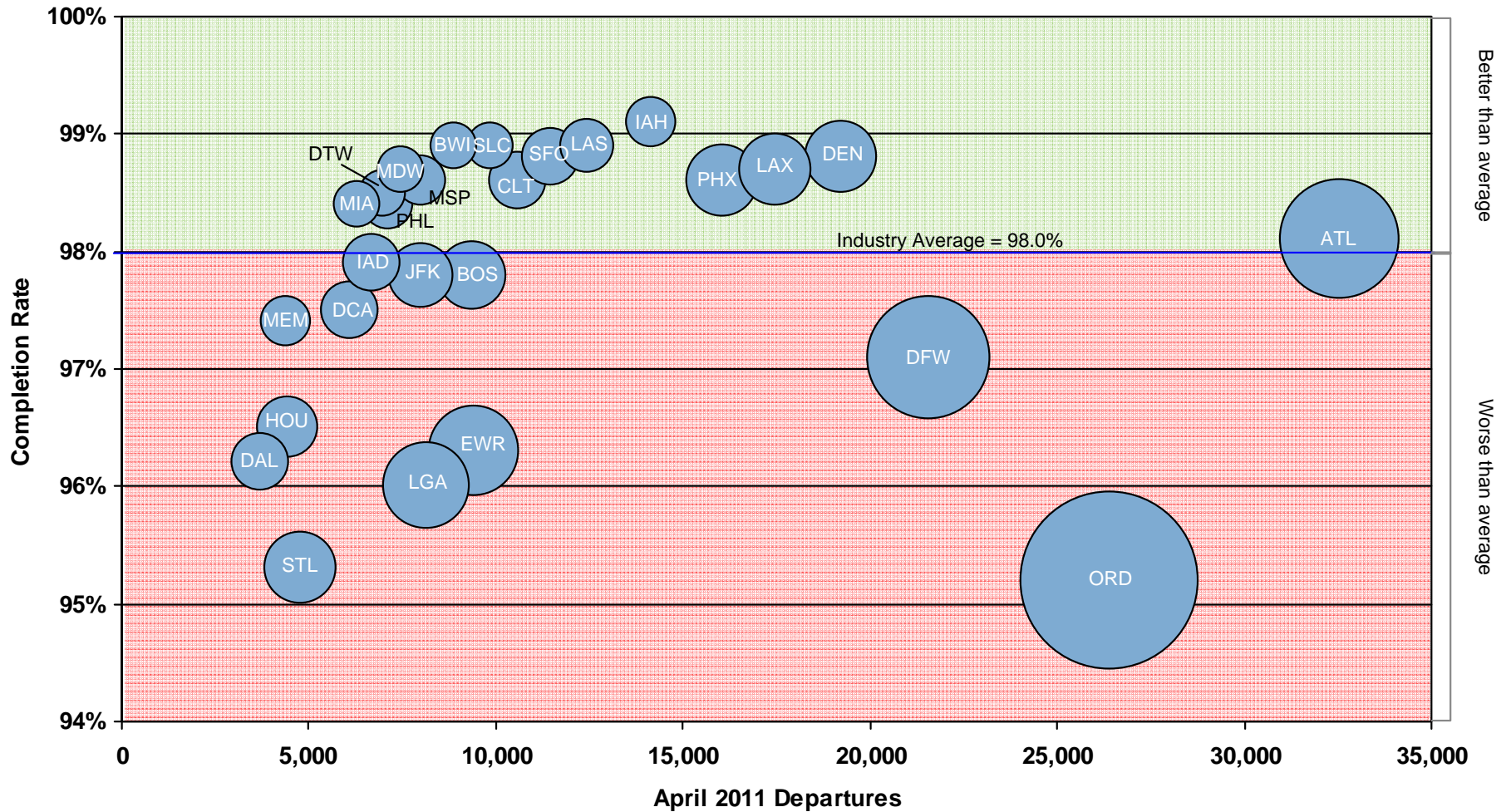
A total of 10,143 flights (2.0%) were cancelled in April 2011

Because of its large size, Southwest reported the largest number of cancellations. Southwest's completion rate, however, was slightly better than the industry average



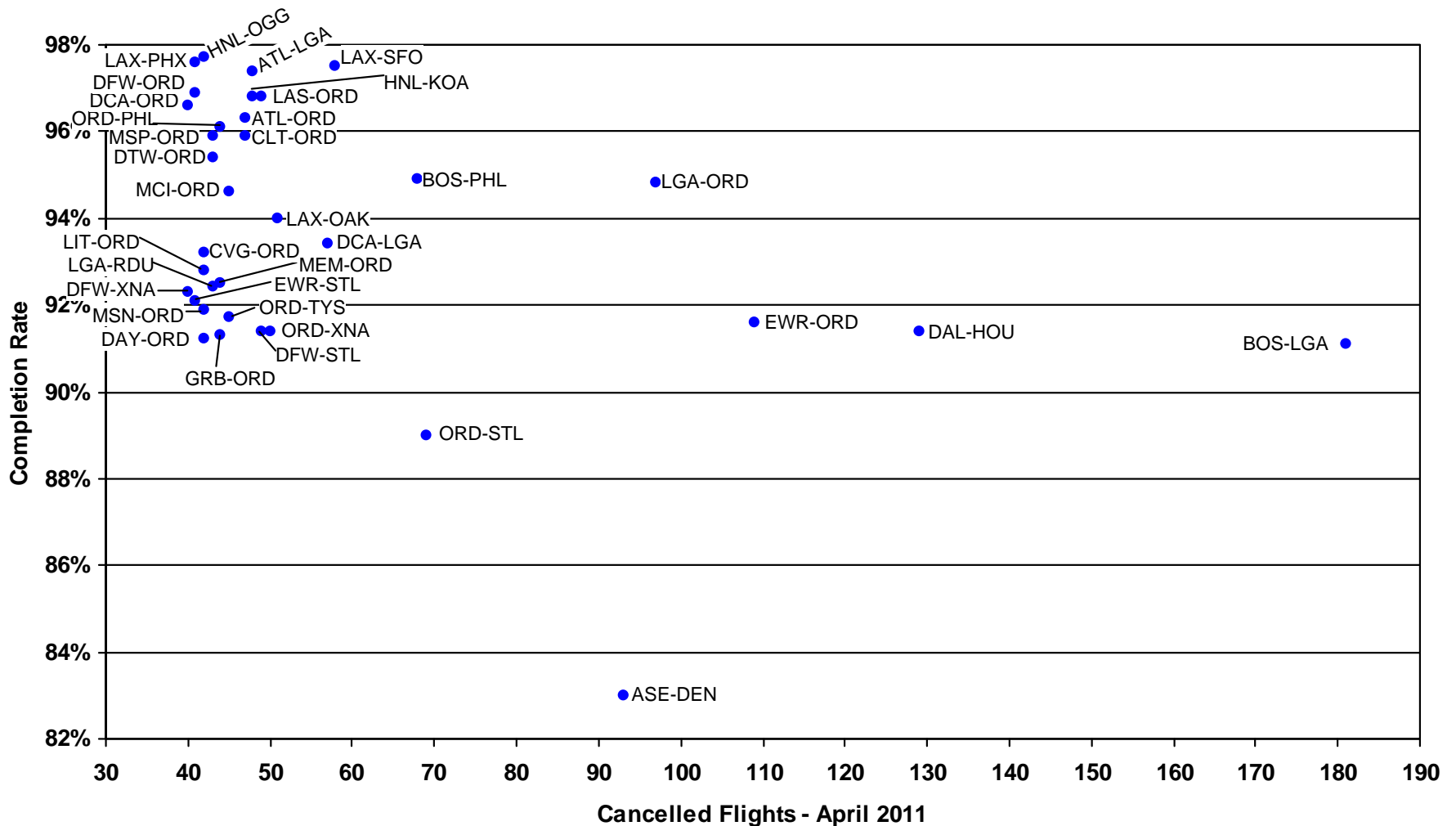
Source: PlaneStats.com Operations & Productivity > On-time Segment. Comair (OH) and Pinnacle (9E) stopped voluntary reporting in January 2011
On-Time flight percentage does not include Cancelled or Diverted flights

27 airports had at least 100 cancelled flights accounting for 6,622 cancellations, or 65.3% of all cancelled flights in April 2011



Source: PlaneStats.com Operations & Productivity > On-time Segment. Comair (OH) and Pinnacle (9E) stopped voluntary reporting in January 2011
 On-Time flight percentage does not include Cancelled or Diverted flights

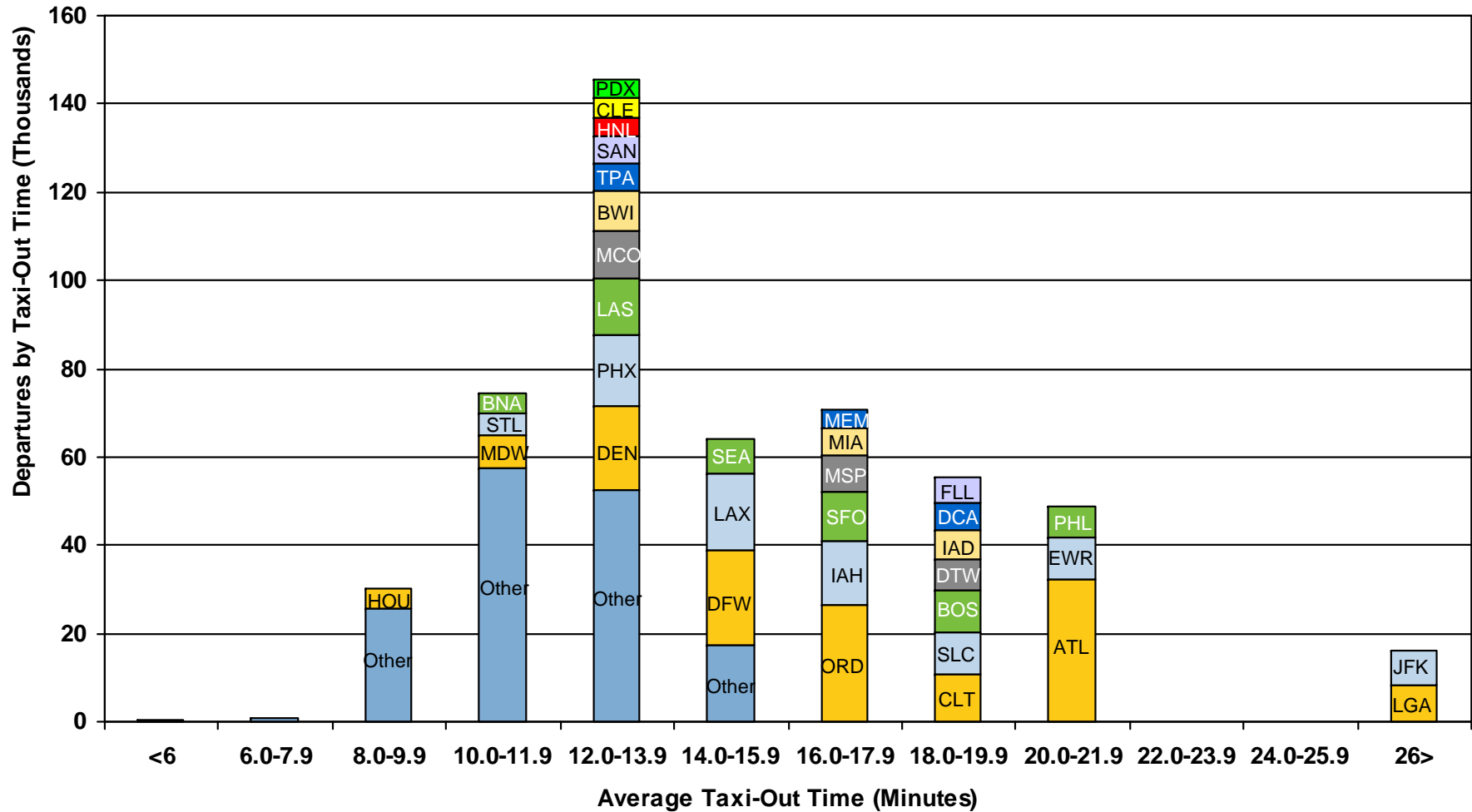
There were 35 city pairs with 40 or more cancelled flights, representing 19.9% of all April 2011 flight cancellations



▶ The industry average completion rate in April was 98.0%. All of these flight segments had completion rates that were below the industry average

Source: PlaneStats.com Operations & Productivity > Ontime Segment. Comair (OH) and Pinnacle (9E) stopped voluntary reporting in January 2011.

The average taxi-out time in April was 15.1 minutes



Source: PlaneStats.com Operations & Productivity > Ontime Segment. Comair (OH) and Pinnacle (9E) stopped voluntary reporting in January 2011. Airports with more than 4,000 departures are identified individually, all others are grouped into "Other".

Airport codes used in this report

| Code | Airport |
|------|------------------------|
| ASE | Aspen, CO |
| ATL | Atlanta, GA |
| BNA | Nashville, TN |
| BOS | Boston, MA |
| BWI | Baltimore, MD |
| CLE | Cleveland, OH |
| CLT | Charlotte, NC |
| CMH | Columbus, OH |
| CVG | Cincinnati, OH |
| DAL | Dallas, Love Field, TX |
| DAY | Dayton, OH |
| DCA | Washington, Reagan, DC |
| DEN | Denver, CO |
| DFW | Dallas/Fort Worth, TX |
| DTW | Detroit, MI |
| EWR | Newark, NJ |
| FLL | Fort Lauderdale, FL |

| Code | Airport |
|------|--------------------------|
| GRB | Green Bay, WI |
| HNL | Honolulu, HI |
| HOU | Houston, Hobby, TX |
| IAD | Washington, Dulles, DC |
| IAH | Houston, Bush, TX |
| JFK | New York, Kennedy, NY |
| KOA | Kona, HI |
| LAS | Las Vegas, NV |
| LAX | Los Angeles, CA |
| LGA | New York, La Guardia, NY |
| LIT | Little Rock, AR |
| MCI | Kansas City, MO |
| MCO | Orlando, FL |
| MDW | Chicago, Midway, IL |
| MEM | Memphis, TN |
| MIA | Miami, FL |
| MSN | Madison, WI |

| Code | Airport |
|------|------------------------------|
| MSP | Minneapolis/St. Paul, MN |
| OAK | Oakland, CA |
| OGG | Maui, HI |
| ORD | Chicago, O'Hare, IL |
| PDX | Portland, OR |
| PHL | Philadelphia, PA |
| PHX | Phoenix, AZ |
| RDU | Raleigh/Durham, NC |
| SAN | San Diego, CA |
| SEA | Seattle, WA |
| SFO | San Francisco, CA |
| SLC | Salt Lake City, UT |
| STL | St. Louis, MO |
| TPA | Tampa, FL |
| TYS | Knoxville, TN |
| XNA | Fayetteville/Springfield, AR |

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PlaneStats.com by Oliver Wyman brings together reliable cross-industry data and a powerful collection of analytical tools that facilitate the development of actionable insights. PlaneStats.com makes it possible to easily access and analyze worldwide airline schedules and fleet composition. For the U.S. market, it is also possible to analyze aircraft-specific operating costs, route-level P&L reporting, the O&D composition of onboard passenger loads, and average fare comparisons across carriers and markets.

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