

The Impact of 9/11 Events on Regional Airlines

All data sourced during November 2001 by:

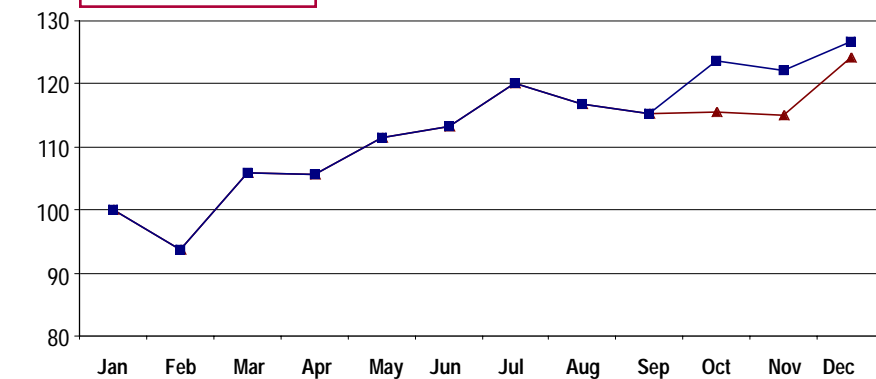


AVIATION DATA / ANALYSIS / CONSULTING / ASSET MANAGEMENT

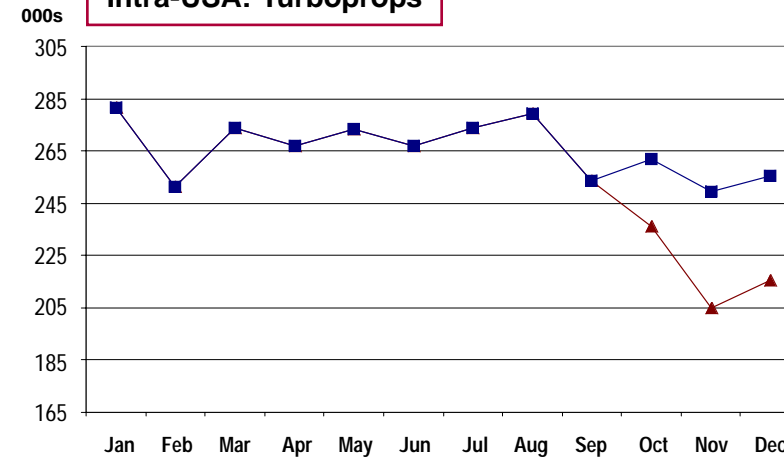
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2001 Scheduled Monthly Departures: Pre & Post 9/11

Intra-USA: RJs

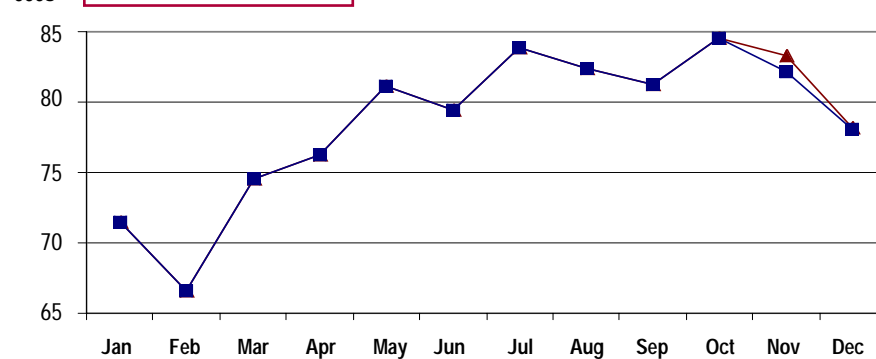


Intra-USA: Turboprops

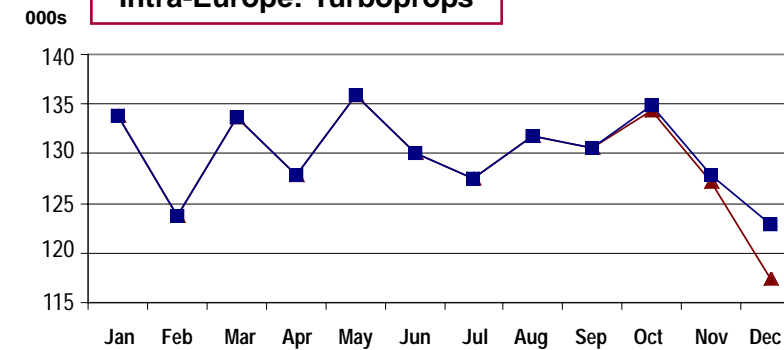


■ Pre 9/11 ▲ Post 9/11

Intra-Europe: RJs

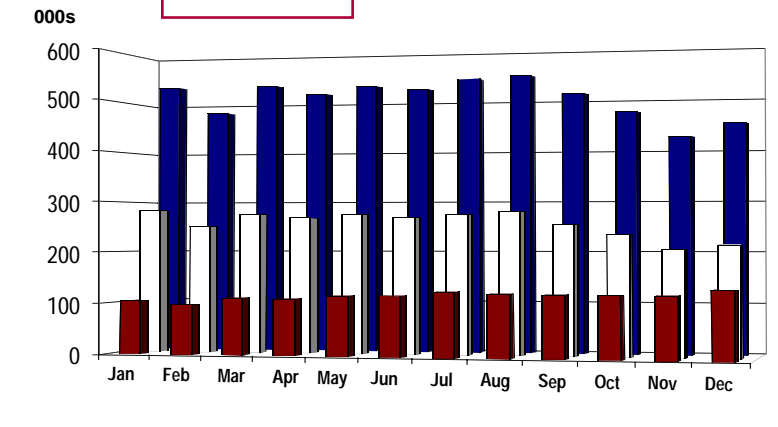


Intra-Europe: Turboprops

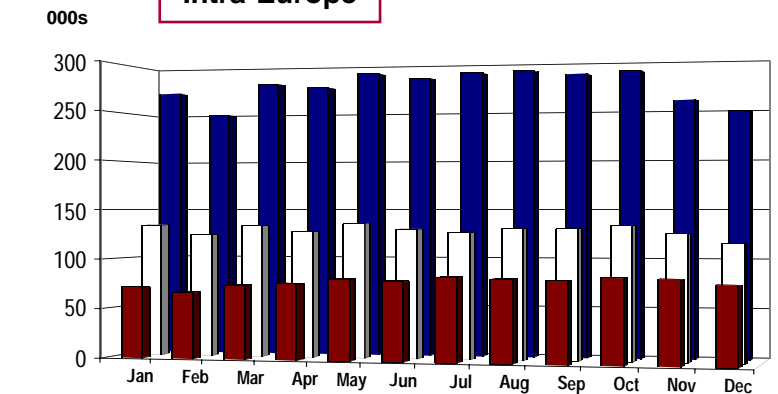


2001 Scheduled Monthly Departures by Aircraft Type: November 2001 Snapshot

Intra-USA



Intra-Europe



■ Jets
□ Turboprops
■ RJs

Intra-Europe Schedule Changes for November 2001

	Pre 9/11	Post 9/11	%↑↓
RJs			
Departures	82,172	83,340	↑ 1%
Seat Capacity	5,436,901	5,500,296	↑ 1%
ASKs	3,318,441,905	3,431,778,776	↑ 3%
Turboprops			
Departures	127,877	127,167	↓ 0.5%
Seat Capacity	5,978,640	5,900,942	↓ 1%
ASKs	2,026,520,443	2,031,619,534	↑ 0.3%

Intra-U.S. Schedule Changes for November 2001

	Pre 9/11	Post 9/11	%↑↓
RJs			
Departures	128,418	120,440	↓ 6%
Seat Capacity	6,510,235	6,076,636	↓ 7%
ASKs	2,675,899,309	2,510,687,929	↓ 6%
Turboprops			
Departures	249,525	205,036	↓ 22%
Seat Capacity	7,133,714	5,716,054	↓ 25%
ASKs	1,360,563,063	1,078,011,672	↓ 26%

Data Context:

- Pre 9/11: September to December schedules as filed by the airlines on September 8, 2001
- Post 9/11: Schedules for the same period as filed in November
- Difference represents the changes in airline schedules as a result of September 11 attacks

Observations:

United States

- RJs cut back on service in October and November, but are expected to return to more normal service in December
- Turboprops seat departures drop by 1/4, with only a slight increase projected in December
- Mainline jet seat departures have dropped off more than regional aircraft departures

Europe

- RJ service has marginally increased
- Dramatic drop off in turboprop service in December
- No impact on mainline jet service in September and October, with only a small decline in November