## Charleston, South Carolina

1997 Quick Facts
Local O\&D Passengers: 1.4 million
Average One/Way Fare: \$191
Average Trip Distance: 841 miles

## Charleston (CHS) Traffic and Fare History

| Year | Number of <br> Markets | CHS <br> O\&D <br> Passengers | CHS <br> Avg Fare <br> (One-Way) | Industry <br> Avg Fare <br> (One-Way) | CHS Avg Yield <br> (\$/mile) | Industry <br> Avg Yield <br> (\$/mile) | CHS Avg <br> Trip <br> Length | Industry <br> Avg Trip <br> Length |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1994 | 207 | $1,566,250$ | $\$ 146$ | $\$ 163$ | 0.19 | 0.17 | 787 | 954 |
| 1995 | 197 | $1,200,580$ | $\$ 197$ | $\$ 168$ | 0.23 | 0.17 | 853 | 960 |
| 1996 | 185 | $1,214,750$ | $\$ 182$ | $\$ 160$ | 0.22 | 0.16 | 830 | 972 |
| 1997 | 209 | $1,417,340$ | $\$ 191$ | $\$ 169$ | 0.23 | 0.17 | 841 | 985 |

157 of 209 O\&D markets in 1997 were traveled by fewer than 20 passengers each day. Eighty-nine out of 209 O\&D markets were airline monopolies. Delta and USAir provide the vast majority of service out ouf Charleston.

In 1994, fares in Charleston dropped when Continental entered a number of markets with low fares (probably Continental Lite service, though I haven't been able to verify that). When Continental Lite withdrew service in 1995 , average fares jumped by $35 \%$. Since that time, average fares have stayed relatively level. Charleston has received low-fare service since Continental Lite...Air South started service from Charleston to Savannah, Greensboro, Norfolk, Chicago (Midway), New York, and Atlanta in 1996. Air South added further service to Columbia, SC, Jacksonville, FL, and Miami in 1997. All Air South service was dicontinued in mid-1997 when the airline went out of business. The only additional low-fare competition in Charleston was AirTran service to Orlando between the first and third quarters of 1997.

Air South's and AirTran's market share in the Charleston market was too small to influence overall Charleston market fares (only $4 \%$ combined market share in 1997). However, fares were affected in the individual city-pairs served:

| Date (Year/Quarter) | Average Fares (One-Way) |  |  | O\&D Passengers |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Pre-low-fare entry | during service | after low-fare exit | pre-low-fare entry | during service | after low-fare exit |
|  | 95/4 | 96/4 | 97/4 | 95/4 | 96/4 | 97/4 |
| Charleston-Chicago | \$209 | \$143 | \$172 | 8,188 | 16,836 | 16,464 |
| Charleston-New York | \$169 | \$112 | \$156 | 29,624 | 44,620 | 45,080 |
|  | 96/1 | 97/1 | 98/1 | 96/1 | 97/1 | 98/1 |
| Charleston-Atlanta | \$159 | \$145 | \$199 | 14,310 | 25,470 | 19,800 |

Below are some 1997 fare and traffic comparisons between Charleston and other cities in the Southeast. Harlingen, TX, and Newport News, VA have the lowest fares as well as the greatest low-fare carrier marekt presence. Like many other mid-size southern cities, Charleston has an average fare and yield above the industry average, as well as relatively little low-fare service. (Market defined as city-pair with one or more passengers per day. Low-fare competition defined as low-fare carrier holding at least $10 \%$ of market share).

|  | Low-Fare <br> Mkts | Total <br> Mkts | Total Pax | Average <br> Fare | Avg Yield | Avg <br> Distance | Low-Fare <br> Mkt Share |
| :--- | :--- | ---: | ---: | ---: | ---: | ---: | ---: |
|  | Harlingen, TX | 40 | 115 | 887,720 | 105 | 0.16 | 646 |
| Newport News, VA | 17 | 111 | 285,290 | 153 | 0.19 | 814 | $38 \%$ |
| Savannah, GA | 10 | 181 | $1,113,140$ | 168 | 0.20 | 834 | $6 \%$ |
| Norfolk, VA | 3 | 265 | $2,566,320$ | 189 | 0.19 | 979 | $3 \%$ |
| Mobile, AL | 10 | 158 | 739,760 | 190 | 0.22 | 858 | $7 \%$ |
| Charleston, SC | $\mathbf{9}$ | $\mathbf{2 0 9}$ | $\mathbf{1 , 4 1 7 , 3 4 0}$ | $\mathbf{1 9 1}$ | $\mathbf{0 . 2 3}$ | $\mathbf{8 4 1}$ | $\mathbf{4 \%}$ |
| Raleigh-Durham | 5 | 279 | $5,050,590$ | 197 | 0.23 | 847 | $0.2 \%$ |
| Columbia, SC | 8 | 186 | 970,360 | 212 | 0.26 | 823 | $8 \%$ |
| Richmond | 1 | 238 | $2,081,620$ | 234 | 0.27 | 853 | $0.2 \%$ |
| Industry Averages |  | 22,798 |  | 169 | 0.17 | 985 |  |

Fare Premiums for Charleston and other cities of similar size compared to the industry as a whole. The data below is for 1997, markets with greater than 20 passenger per day:

|  | Passengers | Number of <br> Markets | Avg One <br> Way Fare | \$ Premium <br> (Discount) | \% Premium <br> (Discount) |
| :--- | ---: | ---: | ---: | ---: | :---: |
| Harlingen, TX | 71,600 | 16 | $\$ 88$ | $(\$ 26.09)$ | $-23 \%$ |
| Newport News, VA | 14,417 | 10 | $\$ 116$ | $(\$ 29.01)$ | $-20 \%$ |
| Savannah, GA | 87,646 | 35 | $\$ 151$ | $(\$ 2.00)$ | $-1 \%$ |
| Columbia, SC | 75,944 | 38 | $\$ 191$ | $\$ 13.80$ | $8 \%$ |
| Norfolk, VA | 223,115 | 68 | $\$ 174$ | $\$ 21.90$ | $14 \%$ |
| Charleston, SC | $\mathbf{1 1 1 , 3 8 1}$ | $\mathbf{4 3}$ | $\mathbf{\$ 1 7 5}$ | $\mathbf{\$ 2 3 . 3 4}$ | $\mathbf{1 5 \%}$ |
| Mobile, AL | 50,835 | 26 | $\$ 166$ | $\$ 23.07$ | $16 \%$ |
| Raleigh-Durham | 467,299 | 82 | $\$ 183$ | $\$ 41.26$ | $29 \%$ |
| Richmond | 176,449 | 56 | $\$ 216$ | $\$ 68.89$ | $47 \%$ |

Second Quarter 1998, Top Charleston City-Pairs Compared to Others of Similar Distance

| Origin | Destination |  | Distance |  | Psgrs/Day |  |
| :--- | :--- | ---: | ---: | ---: | ---: | ---: |
|  | CHARLOTTE, NC | Avg One-Way Fare |  |  |  |  |
| NEW YORK, NY | RICHMOND, VA | 256 | 181 | $\$$ | 243 |  |
| BUFFALO, NY | RICHMOND, VA | 292 | 568 | $\$$ | 223 |  |
| CHICAGO, IL | PHILADELPHIA, PA | 279 | 213 | $\$$ | 214 |  |
| PHILADELPHIA, PA | ROCHOINES, IA | 299 | 326 | $\$$ | 212 |  |
| ATLANTA, GA | CHARLESTON, SC | 257 | 195 | $\$$ | 201 |  |
| CLEVELAND, OH | INDIANAPOLIS, IN | 259 | 260 | $\$$ | 190 |  |
| ROCHESTER, NY | WASHINGTON, DC | 261 | 203 | $\$$ | 186 |  |
| SYRACUSE, NY | WASHINGTON, DC | 296 | 214 | $\$$ | 182 |  |
| NEW YORK, NY | NORFOLK, VA | 298 | 190 | $\$$ | 181 |  |
| NEW YORK, NY | PORTLAND, ME | 296 | 588 | $\$$ | 177 |  |


| Origin | Destination | Distance |  | Psgrs/Day |  |
| :--- | :--- | ---: | ---: | ---: | ---: |
|  |  | Avg One-Way Fare |  |  |  |
| CHARLOTTE, NC | PHILADELPHIA, PA | 447 | 528 | $\$$ | 247 |
| ATLANTA, GA | COLUMBUS, OH | 446 | 528 | $\$$ | 194 |
| CHARLESTON, SC | WASHINGTON, DC | 444 | 196 | $\$$ | 186 |
| NASHVILLE, TN | RALEIGH/DURHAM, NC | 443 | 190 | $\$$ | 183 |
| AUSTIN, TX | NEW ORLEANS, LA | 446 | 193 | $\$$ | 122 |
| HOUSTON, TX | MIDLAND/ODESSA, TX | 440 | 535 | $\$$ | 105 |
| DALLAS, TX | NEW ORLEANS, LA | 437 | 1,419 | $\$$ | 97 |
| DETROIT, MI | ST. LOUIS, MO | 440 | 1,099 | $\$$ | 80 |
| SAN DIEGO, CA | SAN FRANCISCO, CA | 447 | 3,154 | $\$$ | 64 |
| OAKLAND, CA | SAN DIEGO, CA | 446 | 1,891 | $\$$ | 64 |
| PORTLAND, OR | RENO, NV | 444 | 959 | $\$$ | 53 |


| Origin | Destination | Distance |  |  |  |  | Psgrs/Day |  | Avg One-Way Fare |  |
| :--- | :--- | ---: | ---: | ---: | ---: | :---: | :---: | :---: | :---: | :---: |
| CHICAGO, IL | RICHMOND, VA | 642 | 327 | $\$$ | 272 |  |  |  |  |  |
| CHARLOTTE, NC | HARTFORD, CT | 643 | 209 | $\$$ | 262 |  |  |  |  |  |
| BOSTON, MA | COLUMBUS, OH | 640 | 402 | $\$$ | 197 |  |  |  |  |  |
| DENVER, CO | TUCSON, AZ | 639 | 217 | $\$$ | 173 |  |  |  |  |  |
| DALLAS, TX | DENVER, CO | 641 | 1,655 | $\$$ | 171 |  |  |  |  |  |
| CHARLESTON, SC | NEW YORK, NY | 639 | 512 | $\$$ | 169 |  |  |  |  |  |
| JACKSONVILLE, FL | WASHINGTON, DC | 634 | 314 | $\$$ | 154 |  |  |  |  |  |
| KNOXVILLE, TN | NEW YORK, NY | 642 | 254 | $\$$ | 144 |  |  |  |  |  |
| COLUMBUS, OH | KANSAS CITY, MO | 634 | 214 | $\$$ | 119 |  |  |  |  |  |
| DETROIT, MI | MYRTLE BEACH, SC | 636 | 274 | $\$$ | 110 |  |  |  |  |  |
| EL PASO, TX | SAN DIEGO, CA | 636 | 233 | $\$$ | 99 |  |  |  |  |  |


| Origin | Destination | Distance | Psgrs/Day | Avg One-Way Fare |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| NASHVILLE, TN | NEW YORK, NY | 764 | 796 | \$ | 255 |
| DALLAS, TX | INDIANAPOLIS, IN | 762 | 397 | \$ | 244 |
| MEMPHIS, TN | WASHINGTON, DC | 762 | 389 | \$ | 191 |
| ATLANTA, GA | OKLAHOMA CITY, OK | 761 | 233 | \$ | 190 |
| CHARLESTON, SC | CHICAGO, IL | 761 | 193 | \$ | 182 |
| ATLANTA, GA | NEW YORK, NY | 756 | 6,084 | \$ | 171 |
| CINCINNATI, OH | ORLANDO, FL | 756 | 347 | \$ | 159 |
| ALBUQUERQUE, NM | HOUSTON, TX | 758 | 364 | \$ | 134 |
| ORLANDO, FL | WASHINGTON, DC | 758 | 1,565 | \$ | 130 |
| AMARILLO, TX | LAS VEGAS, NV | 759 | 124 | \$ | 104 |
| LAS VEGAS, NV | PORTLAND, OR | 762 | 1,117 | \$ | 90 |

