

FAA ADS-B Industry Day

August 28, 2006

Washington, D.C.

today's Regional Airlines:

taking flight everywhere you want to go

R E G I O N A L A I R L I N E A S S O C I A T I O N

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Regional Airline Association

REGIONAL AIRLINE ASSOCIATION

Who We Are

- RAA is the voice of the regional airline industry
 - Enabling the industry to work collaboratively and to ensure our interests are represented on Capital Hill, within the Administration, by the media, and other interest groups.
- Trade Association
 - Representing 43 member airlines providing passenger and cargo services
 - Members transport 97% of regional airline passengers
 - 275 associate members
- Our Goal
 - Promote a healthy business climate to foster regional airline safety, efficiency and growth

2005 Regional Airline Statistics & Trends

● Passengers

- Estimated 152 million passenger enplanements
- 1 in 5 domestic U.S. passengers

● Airline Fleet

- More than 2,800 aircraft
- Approximately one third of the U.S. commercial airline fleet

● Employees

- Regional airline employment totals more than 65,000

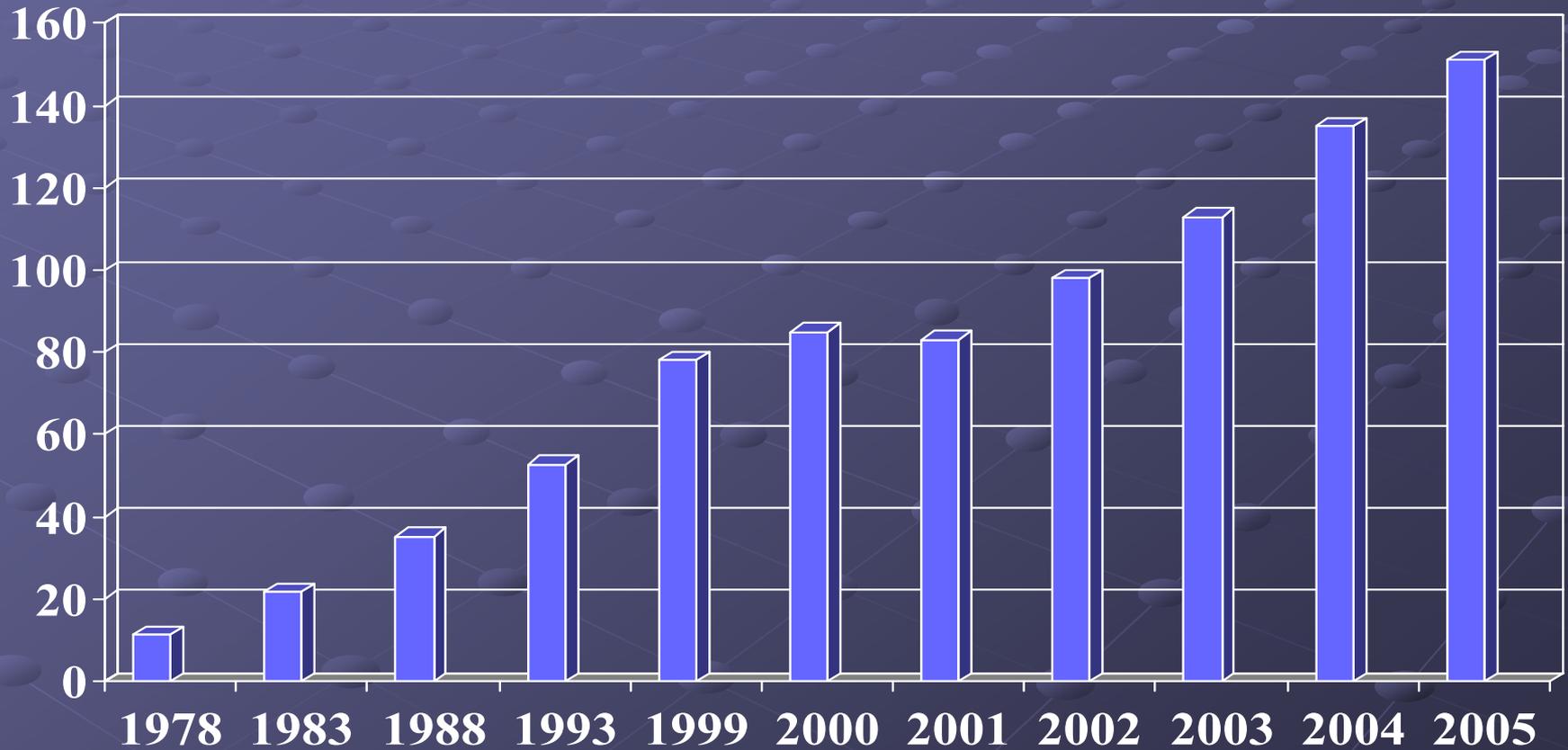
● Flight Operations

- More than 15,000 daily flights

PASSENGER GROWTH

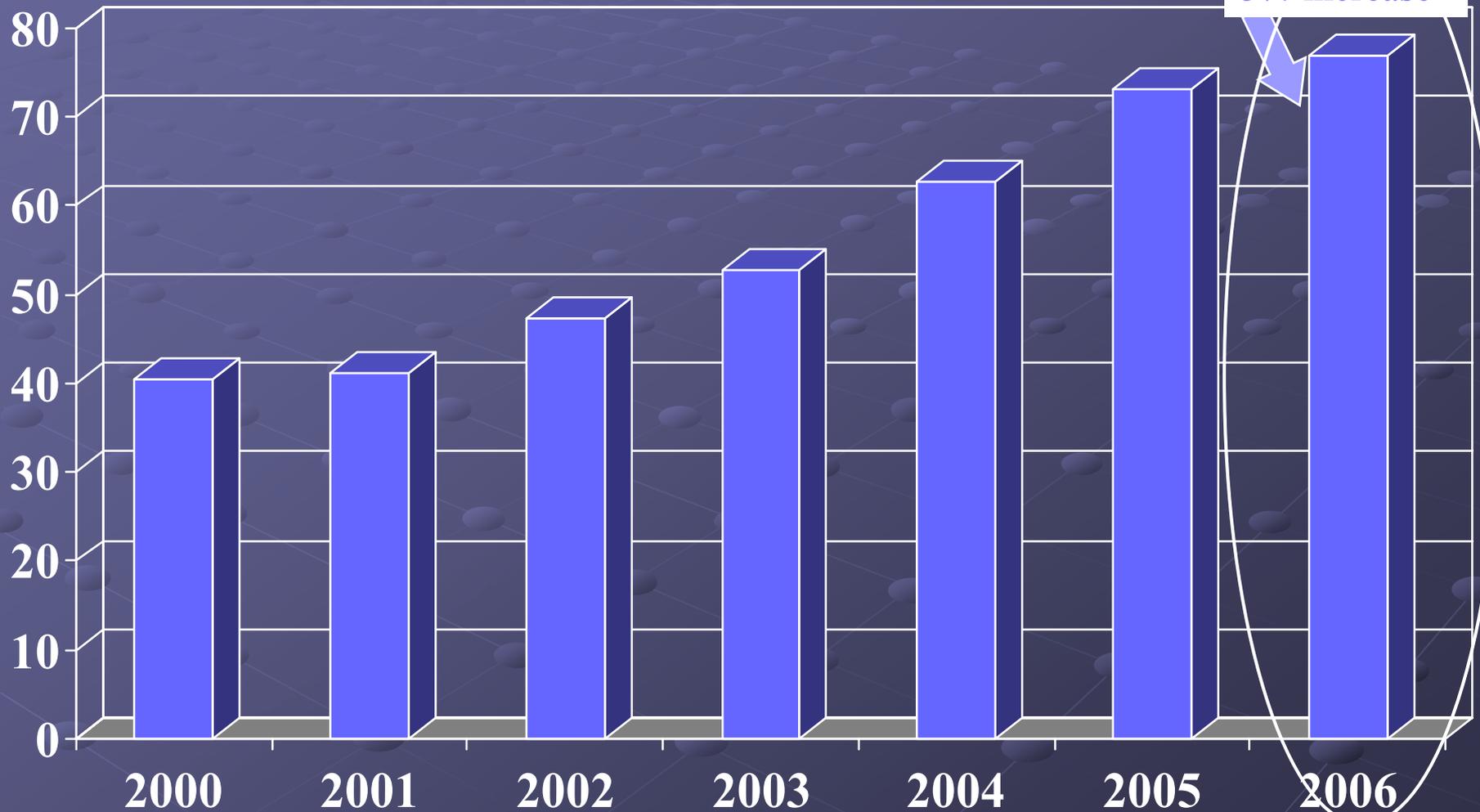
1978 – 2005

11 million to 151 million



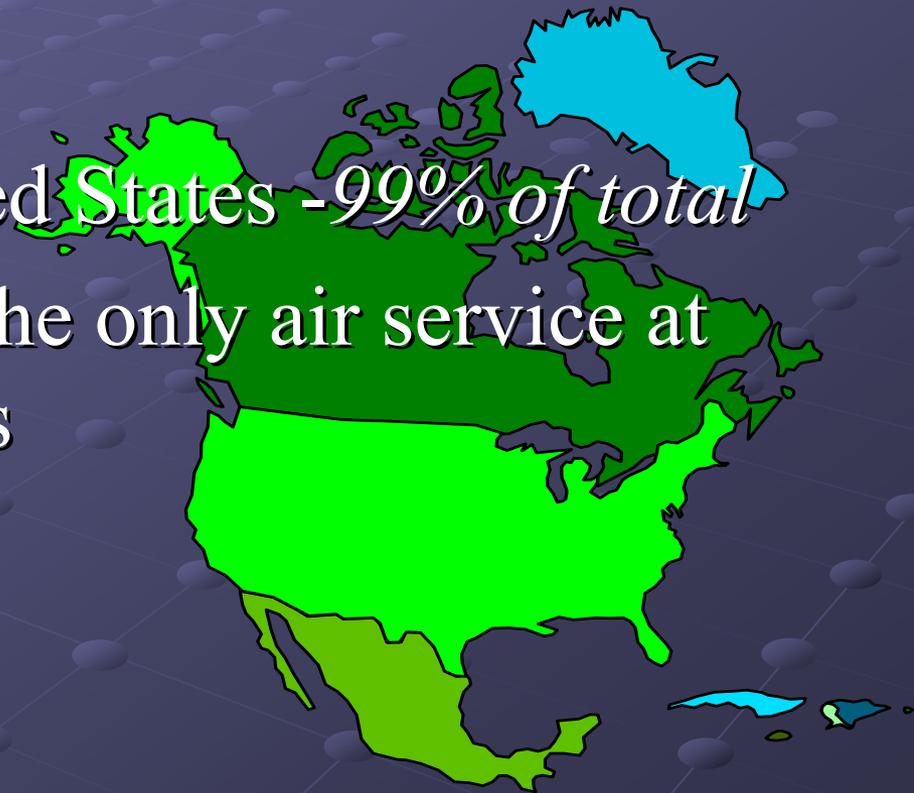
REGIONAL AIRLINE ENPLANEMENTS

January – June (in millions)

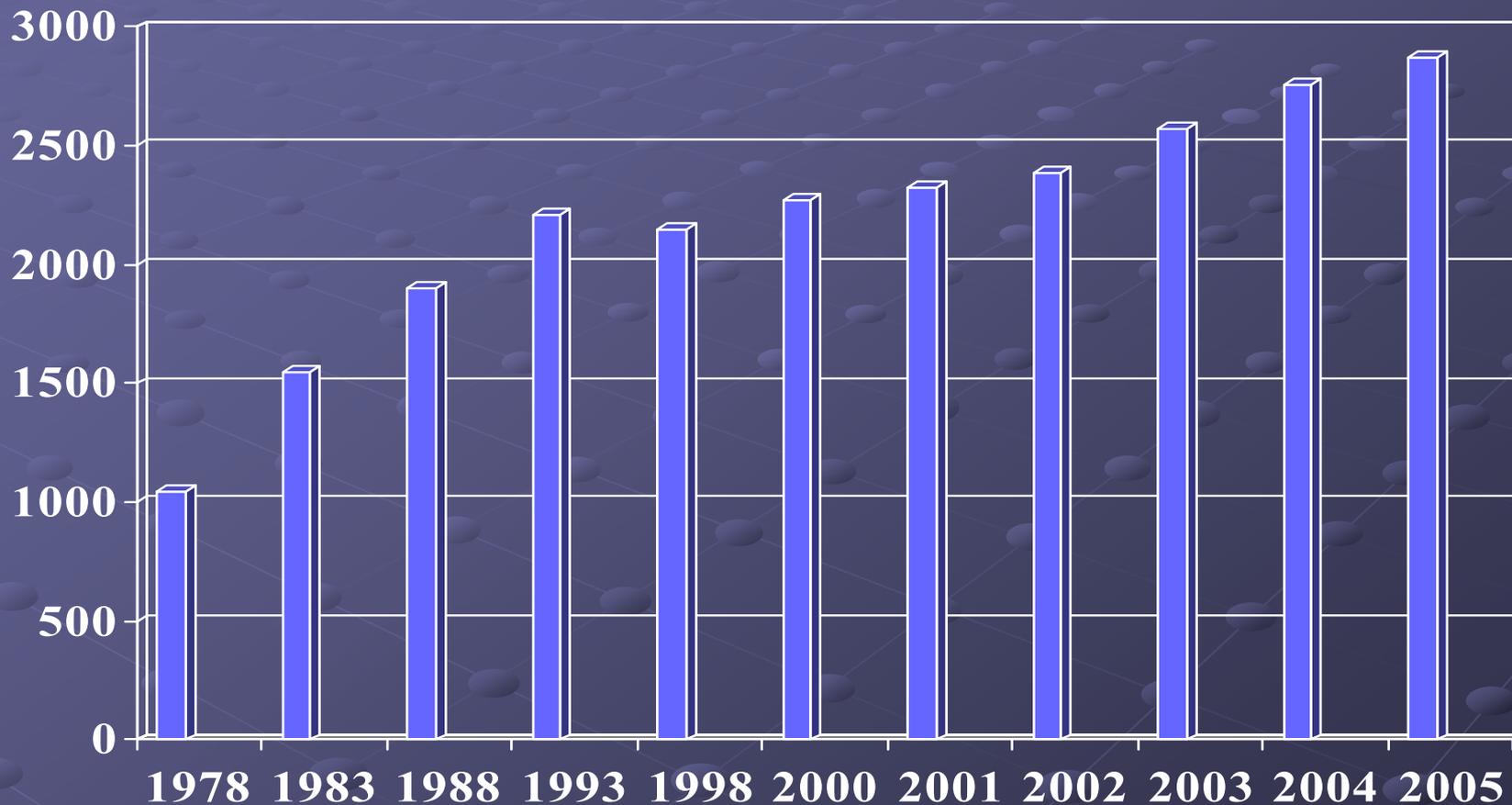


REGIONAL AIRLINE SERVICE

- Serve 664 airports in United States - *99% of total*
- Regional airlines provide the only air service at 73 percent of these airports



REGIONAL AIRLINE PASSENGER AIRCRAFT FLEET



2005 data is estimated

REGIONAL JETS CHANGED DOMESTIC AVIATION



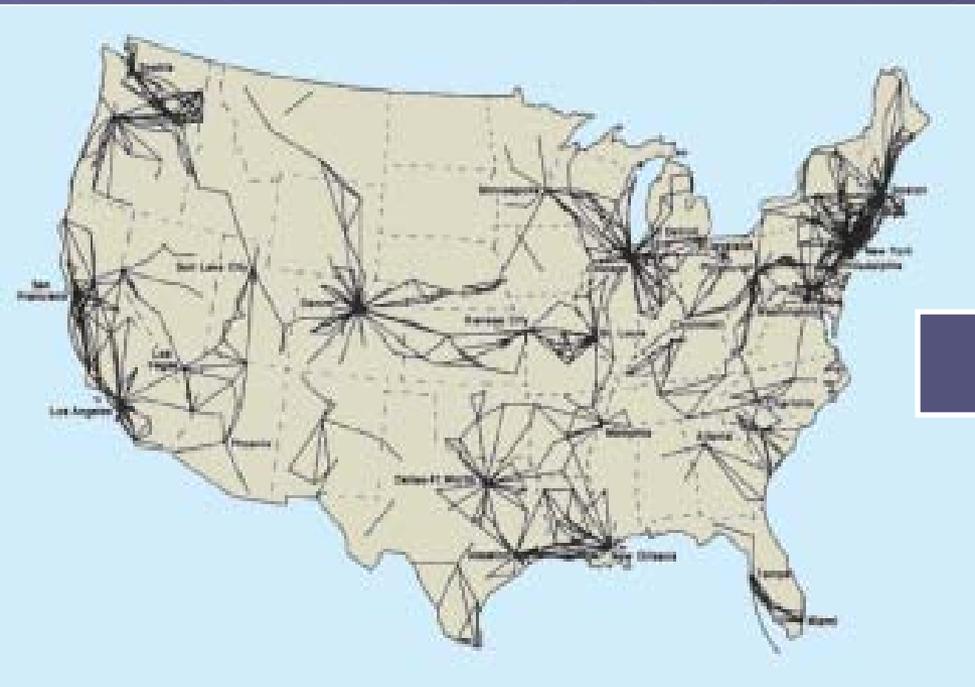
1995



2005

TURBOPROP NETWORK EXPANSION

**US Commuter Prop Routes
In 1978**



**US Regional Turboprop Routes
In 2005**



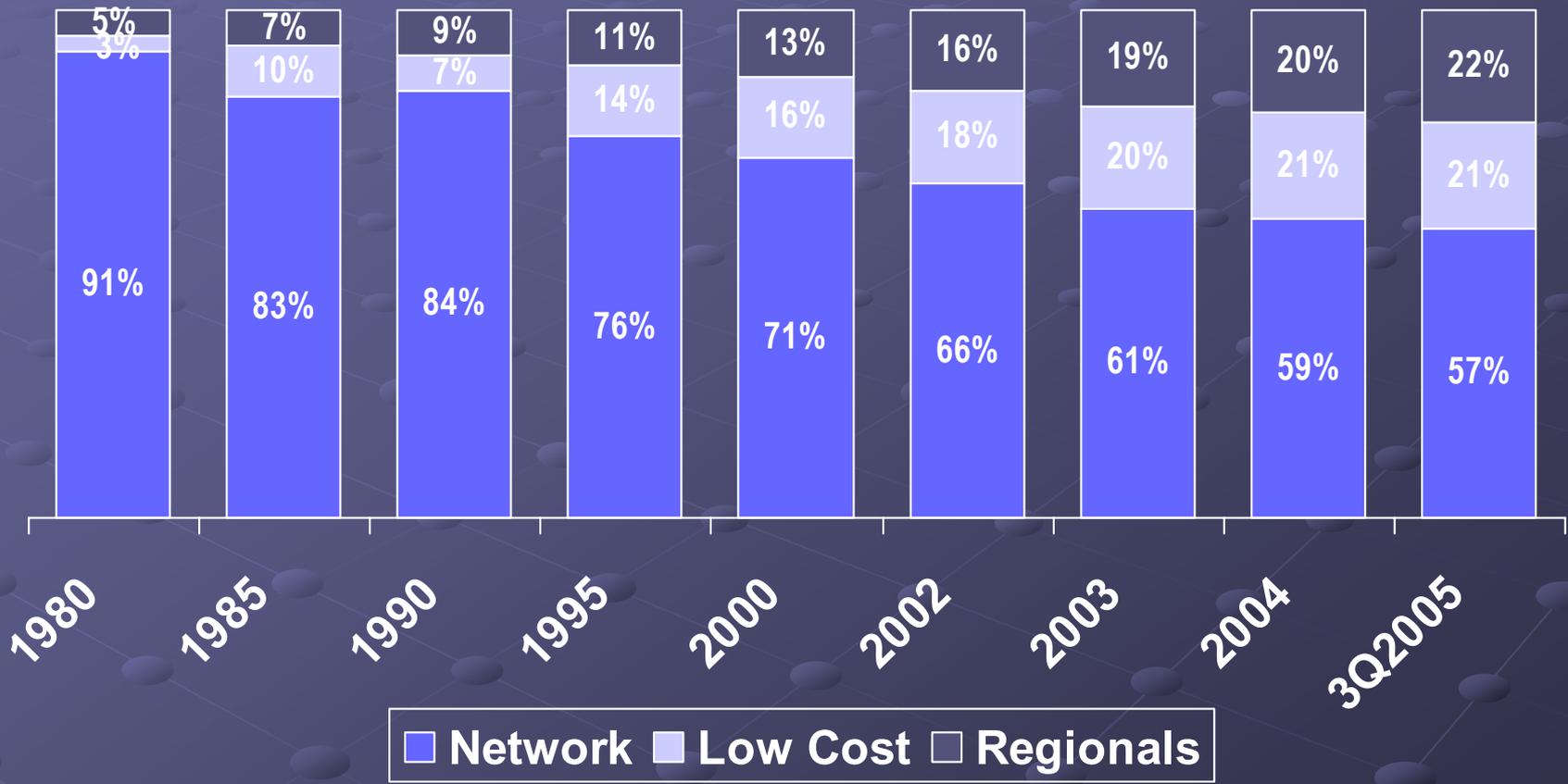
REGIONAL AIRLINES IMPORTANT AT THE HUB AIRPORTS

(regional flights as a percentage of nonstop daily flights in January 2006)

● ORD	51.3%	● IAD	68.2%
● ATL	35.1%	● LGA	48.3%
● HOU	56.6%	● SLC	59.3%
● CVG	81.5%	● MSP	40.0%
● DFW	35.8%	● LAX	33.1%
● PHL	52.6%	● CLE	73.6%
● DEN	40.2%	● STL	58.7 %
● DTW	45.6%	● PIT	67.7%

CARRIERS WITH THE LOWEST COSTS HAVE BEEN ABLE TO GROW

Historical Distribution of U.S. Domestic Passenger Enplanements



Source: Bombardier slide using Velocity Group and RAA data

Need for Air Traffic Services

● Consistent regional airline role

- Hub feed
- Replacing and supplementing majors
- Route development

● Need for ATS and NAS capacity

- At hubs and small and medium communities
- Flexibility to meet needs of public for air transportation

RAA NAS Modernization Issues

● Making a business case to equip

- Operators will find it very difficult to invest in equipage without making a business case;
- Understanding the costs and benefits are critical to the process.

● Critical Issues

- Operators must be assured that they will have a return on their investments in equipment, planning, training, etc.
- Assurance that FAA will not shift direction, undermining ROI (as with MLS and CPDLC)
- Operators must understand what equipment may be removed
- What happens to operators that won't or can't equip?
- Plan document: documents must be transparent and provide sufficient details for operators to plan their forward and retrofit strategies
- Approval and certification process must be integrated with air traffic modernization

Infrastructure Divestment & Modernization

- RAA supports FAA's efforts to meet the public's need for air transportation. The regional airlines' operating requirements in general includes:
 - enabling airlines to depart when the demand exists,
 - without delays,
 - flying trajectories specified by the operator, and
 - With flexibility to enable tactical changes to accommodate constrains such as most severe weather without causing delays.
- Regional airlines would like to see sufficient benefits to offset the costs along with operational or financial incentives from the government.



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(www.raa.org)