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International Aviation Developments Series



U.S. International Air Passenger and Freight Statistics

March 2004



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Introduction

The *U.S. International Air Passenger and Freight Statistics* report has been developed to provide the public with additional access to international aviation data. The report is restricted to nonstop commercial traffic traveling between international points and U.S. airports. Global air travel systems are comprised of complex, ever-changing networks and alliances. The majority of international passengers to and from the U.S. make at least one connection before reaching their final destination. This report represents a limited aspect of international travel - nonstop flows into and out of the U.S. cities that serve as an international gateway will have high numbers in this report, but users should bear in mind that some portion of this traffic continued on a connecting flight to their final destination. Conversely, U.S. carriers serve some international points only through an international connection; therefore it might look as if no U.S. carrier serves a certain international point when in fact U.S. carrier traffic is first flowing through a connecting city. Figures for U.S. nonstop market share do not necessarily correlate to the total service provided to that point by U.S. carriers.

The widespread use of code-share agreements also influences this data. Under a code-share agreement, it is common for a passenger to fly on an aircraft owned and operated by a different airline than the one from which they bought their ticket. The data in this report represents the air carrier that operated the passenger or cargo flight reported. In some cases, such as U.S. to China, regulatory impediments make it difficult for U.S. domestic carriers to operate adequate service using their own equipment. U.S. carriers compensate by marketing and selling tickets under their own code to those destinations, and then arranging for a foreign code-share partner to actually transport the passengers. Therefore low U.S. market share in certain restricted markets is not indicative of the true proportion of passengers purchasing U.S. carrier tickets, but rather represents the type of carrier that transported the passengers reported. Code-sharing and network-flow data issues also apply to cargo shipments.

The data in this report is presented in a top-down format. Table 1 provides gross summaries of U.S.-international passengers, capacity, and freight. The same data is then broken down by world area and by country in Tables 2 through 5. Scheduled passenger data for the largest domestic gateway cities, the largest foreign gateway cities, and the largest U.S.-international airport-pairs can be found in Tables 6, 7, and 8. All data is derived from the T-100 Segment reports submitted to the Department by U.S. and foreign carriers.

The T-100 program was instituted by the Department of Transportation effective January 1, 1990. It covers traffic reports of foreign airlines operating to the United States and traffic reports of the domestic and international operations of U.S. airlines. The airlines submit these reports monthly to the Department's Office of Airline Information (OAI) of the Bureau of Transportation Statistics. The rules governing disclosure of the International T-100 data require that the data be kept confidential for a period of six months beyond the reporting date.

Users of this report should take the following points into consideration:

- The T-100 segment data includes all traffic arriving at U.S. airports and departing from U.S. airports on nonstop commercial international flights.
- Prior to October 1st 2002, air carriers that operated aircraft with 60 seats or less were not required to file T-100 data. Therefore prior to October 1st 2002, passenger volume in particular markets—particularly the Caribbean and certain Canadian markets – is understated in this report due to the large amount of service provided by small aircraft.

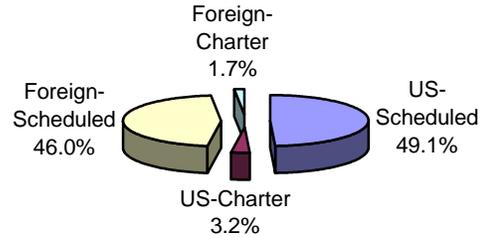
- T-100 data represents only nonstop service. The absence of U.S. nonstop service, or a low U.S. flag market share, does not necessarily correlate to the amount of service provided to that point by U.S. carriers. Many international destinations are served by U.S. carriers via connecting points. Those not heavily served on a nonstop basis are underrepresented in this report.
- Conversely, traffic on U.S.-international routes that serve as connecting gateways will exceed the number of true Origin & Destination passengers on the route because of the high percentage of traffic connecting through the gateway.
- Code-share relationships may cause U.S. carriers to seem under-represented in certain restrictive markets. This data is reported according to the operating carrier. In extensive code-share relationships (particularly to certain Asian countries) U.S. airlines sell a large number of tickets to passengers and then provide transport through the foreign code-share partner.
- Cargo carriers also employ the use of networks and code-share arrangements, therefore cargo data is susceptible to the same reporting shortcomings in this report as passenger data.
- Freight tons do not include mail.
- The T100 dataset is dynamic and subject to edits and updates. The data in this report represent a snapshot of the T100 segment on the day the report tables are generated. This report will contain most recent data for the current month and previous 35 months.

This report is available on the Internet at <http://ostpxweb.dot.gov/aviation/>. More extensive International T-100 data is also posted at this location in a downloadable format. Questions and comments should be directed to the Office of Aviation Analysis, Office of the Secretary, at (202) 366-2220.

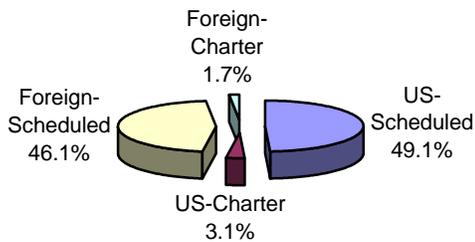
Summary for the Month of March 2004 and Year Ended March 2004

U.S. and foreign air carriers transported 128.5 million passengers between the United States and the rest of the world for the year-ended March 2004, up 1.7% from a year earlier. U.S. flag market share increased from a 51% share to a 52.3% share.

U.S.-International Passengers YE March 2004



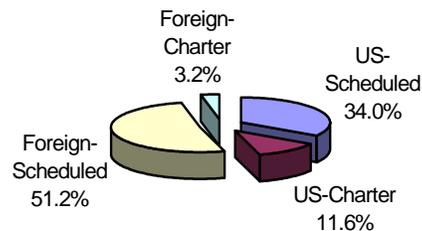
U.S.-International Seats YE March 2004



For the year-ended March 2004, available seats into and out of the United States were relatively unchanged from the previous year to 179.6 million. There were 1.32 million flights into and out of the U.S. during the same period, an increase of 6.1% from a year ago. The U.S. flag carriers market share of seats rose to 52.3% from 50.9%, and U.S. carriers performed 61.6% of all

U.S. and foreign airlines hauled 8.61 million freight tons to and from the United States during the year-ended March 2004, a 1.7% increase from the previous year. U.S. flag share rose from 45.5% to 45.6%.

U.S.-International Freight YE March 2004



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of March 2004 increased 13% from a year ago to 11,672,796 passengers. U.S. airlines carried 54.8% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 3.7% of international travel.

For the year-ended March 2004, U.S.-world traffic was up 1.7% from a year earlier to 128,501,888 passengers. U.S. airlines carried 52.3% of total passengers, compared to 51.0% the previous year. U.S. and foreign charter passengers accounted for 4.9% of international travel.

World Area Trends

The Middle East experienced the largest increase in nonstop passenger traffic growth to and from the U.S. for the year-ended March 2004, rising 19.5%. The Far East passenger traffic contracted the most, falling 10.3% to 18,177,620 passengers between the year-ended periods March 2004 and 2003. Seven of the nine regions experienced passenger growth between the two periods.

The largest U.S.-international regional gateway was U.S.-Europe, where 44.0 million passengers were transported during the year-ended March 2004 period. Europe is followed by Central America at 21.6 million passengers, and the Far East at 18.2 million passengers.

Country Trends

The top five U.S.-international country passenger gateways for the year-ended March 2004 were Canada, the United Kingdom, Mexico, Japan, and Germany. Of the top 25 country markets, 14 posted a positive passenger growth rate for the year-ended March 2004 vs. 2003, and two posted a loss in passenger traffic greater than 10%. U.S. flag share was up in 14 of the top 25 country markets, was unchanged in two country markets, and decreased in nine country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the year-ended March 2004 were New York, NY (JFK), Los Angeles, CA (LAX), Miami, FL (MIA), Chicago, IL (ORD), and Newark, NJ (EWR). Load factors were 70% or higher in 25 out of the top 40 domestic gateway airports. Load factors were below 60% in five of the top 40 gateway airports. Passenger traffic for the year ended March 2004 compared to year ended March 2003 was up in 18 of the top 40 domestic gateways

The top foreign scheduled passenger gateways for the year-ended March 2004 were London, United Kingdom (LHR), Tokyo, Japan (NRT), Toronto, Canada (YYZ), Frankfurt, Germany (FRA), and Paris, France (CDG). There were eight international gateways, Frankfurt, Germany (FRA); Amsterdam, Netherlands (AMS); Madrid, Spain (MAD); Manchester, United Kingdom (MAN); Munich, Germany (MUC); Rome, Italy (FCO); Dublin, Ireland (DUB) and Tel Aviv, Israel (TLV), with a load factor of 80% or more for the annual period. Toronto, Canada (YYZ) and Montreal, Canada (YUL) were the only international gateways with a load factor under 60%. Of the top 40 foreign gateways, 15 reported traffic losses compared to the year-ended March 2003.

The top U.S.-international gateway segments were 1) New York, NY (JFK)- London, United Kingdom (LHR); 2) Honolulu, HI (HNL)- Tokyo, Japan (NRT); 3) Chicago, IL (ORD)- London,

United Kingdom (LHR); 4) Los Angeles, CA (LAX)- Tokyo, Japan (NRT); and 5) Los Angeles, CA (LAX)- London, United Kingdom (LHR).

Departures and Seat Capacity

Departures between the U.S. and the rest of the world for the month of March 2004 were virtually unchanged compared to March 2003. Available seats increased by 2.3% over the same period. U.S. airlines provided 54.2% of international seats and 62.3% of departures. Charter service for all airlines accounted for 4.8% of international seats and 6.4% of international departures.

For the year-ended March 2004, U.S.-world seats were relatively unchanged from the previous year to 179.6 million. Departures increased by 6.1%. U.S. airlines provided 52.3% of seats, compared to 50.9% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 6.2% of international departures.

World Area Trends

Between the year-ended periods March 2004 and 2003, the Middle East reported the largest increase in available seats to and from the U.S., rising 15.1% to 1.7 million, while the far East-U.S. capacity had the largest decline, down 11.5% to 24.3 million seats. Five of the nine world area regions recorded an increase in annual seat capacity between the two periods.

Over 54.9 million seats were available between the U.S. and Europe for the year-ended March 2004, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 31.3 million seats, Canada with 27.9 million seats, and the Far East with 24.3 million seats..

Country Trends

The top five U.S.-international country gateways for seat capacity in the year-ended March 2004 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, 13 posted negative growth rates. U.S. flag share was down in seven of the 25 country markets, **was unchanged in three country markets**, and increased in 15 country markets.

Freight Traffic

Airfreight between the U.S. and the rest of the world in the month of March 2004 increased 7.2% from March 2003 to 818,581 tons. U.S. airlines carried 46.8% of total freight to and from international destinations. Charter service accounted for 16.5% of international freight traffic.

For the year-ended March 2004, U.S.-world airfreight increased 1.7% over the previous year, to 8.61 million tons. U.S. airlines carried 45.6% of total freight, compared to 45.5% the previous year.

World Area Trends

The Middle East experienced the greatest relative increase in nonstop freight shipments to and from the U.S. between the year-ended March 2004 and 2003, rising 8.3%. South America posted the second largest increase, up 7.4%. Five of the nine regions recorded a gain of freight traffic between the two periods. On an absolute basis, the Far East posted the largest increase, up 120 thousand tons to 3.22 million tons.

Between the U.S. and the Far East, 3.22 million tons of freight were transported for the year-ended March 2004, making the Far East the largest U.S. international regional freight gateway, followed by Europe with 3.07 million tons of freight.

Country Trends

The top five U.S.-international country gateways for freight in the year-ended March 2004 were Japan, the United Kingdom, South Korea, Taiwan, and Germany. Of the top 25 country markets, ten posted positive freight growth rates for the year-ended March 2004 versus the year-ended March 2003. There was one country that posted a loss rate higher than 10%. France had the highest loss rate at 12%. U.S. flag share was down in ten of the 25 country markets, was unchanged in one country markets, and increased in the remaining 14 country markets.

Table 1 : Nonstop Travel Between the U.S. and the World
Passengers, Available Seats, Departures and Freight Totals By Month

Passengers

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2002	4	9,791,409	-17.0%	52.0%	48.0%	9,397,143	-16.8%	51.4%	48.6%	394,266	-21.5%	64.9%	35.1%
2002	5	10,342,240	-11.5%	51.0%	49.0%	9,977,257	-11.2%	50.8%	49.2%	364,983	-18.2%	56.2%	43.8%
2002	6	11,485,761	-11.2%	51.4%	48.6%	10,944,151	-11.6%	50.9%	49.1%	541,610	-2.6%	61.7%	38.3%
2002	7	12,335,799	-11.6%	51.4%	48.6%	11,793,412	-11.5%	51.0%	49.0%	542,387	-13.8%	60.5%	39.5%
2002	8	12,530,301	-10.3%	50.5%	49.5%	12,103,591	-9.8%	50.3%	49.7%	426,710	-22.4%	53.8%	46.2%
2002	9	9,924,195	19.3%	49.6%	50.4%	9,692,147	20.8%	49.6%	50.4%	232,048	-21.1%	50.9%	49.1%
2002	10	10,074,068	32.5%	49.4%	50.6%	9,751,185	33.2%	49.3%	50.7%	322,883	14.9%	52.3%	47.7%
2002	11	9,463,670	22.9%	50.6%	49.4%	9,150,629	22.7%	50.0%	50.0%	313,041	28.6%	68.1%	31.9%
2002	12	10,652,674	16.9%	50.4%	49.6%	10,204,606	15.9%	49.5%	50.5%	448,068	46.2%	70.9%	29.1%
2003	1	10,433,254	11.7%	50.3%	49.7%	9,906,995	10.5%	49.4%	50.6%	526,259	40.2%	66.8%	33.2%
2003	2	8,943,924	4.1%	51.8%	48.2%	8,456,193	3.4%	50.4%	49.6%	487,731	18.1%	76.0%	24.0%
2003	3	10,325,668	-5.4%	53.4%	46.6%	9,710,233	-6.0%	51.8%	48.2%	615,435	4.7%	78.0%	22.0%
2003	4	8,927,517	-8.8%	52.5%	47.5%	8,460,550	-10.0%	51.7%	48.3%	466,967	18.4%	67.7%	32.3%
2003	5	9,374,930	-9.4%	52.1%	47.9%	8,925,554	-10.5%	51.8%	48.2%	449,376	23.1%	57.9%	42.1%
2003	6	11,117,888	-3.2%	52.0%	48.0%	10,572,944	-3.4%	51.3%	48.7%	544,944	0.6%	64.3%	35.7%
2003	7	12,571,896	1.9%	52.6%	47.4%	11,898,649	0.9%	52.2%	47.8%	673,247	24.1%	60.6%	39.4%
2003	8	12,777,317	2.0%	52.3%	47.7%	11,973,921	-1.1%	52.7%	47.3%	803,396	88.3%	46.3%	53.7%
2003	9	10,039,083	1.2%	50.0%	50.0%	9,597,420	-1.0%	50.5%	49.5%	441,663	90.3%	40.0%	60.0%
2003	10	10,192,794	1.2%	50.5%	49.5%	9,732,302	-0.2%	50.8%	49.2%	460,492	42.6%	43.7%	56.3%
2003	11	9,978,601	5.4%	51.5%	48.5%	9,623,248	5.2%	50.8%	49.2%	355,353	13.5%	72.2%	27.8%
2003	12	11,062,624	3.8%	51.8%	48.2%	10,653,375	4.4%	50.7%	49.3%	409,249	-8.7%	80.4%	19.6%
2004	1	10,824,988	3.8%	52.9%	47.1%	10,314,949	4.1%	51.2%	48.8%	510,039	-3.1%	87.0%	13.0%
2004	2	9,961,454	11.4%	54.7%	45.3%	9,424,094	11.4%	52.8%	47.2%	537,360	10.2%	87.9%	12.1%
2004	3	11,672,796	13.0%	54.8%	45.2%	11,071,672	14.0%	52.8%	47.2%	601,124	-2.3%	90.6%	9.4%
YE	20023	125,928,844	-12.8%	50.2%	49.8%	120,744,677	-12.2%	49.7%	50.3%	5,184,167	-25.2%	60.4%	39.6%
YE	20033	126,302,963	0.3%	51.0%	49.0%	121,087,542	0.3%	50.4%	49.6%	5,215,421	0.6%	64.7%	35.3%
YE	20043	128,501,888	1.7%	52.3%	47.7%	122,248,678	1.0%	51.6%	48.4%	6,253,210	19.9%	66.1%	33.9%

Source : U.S. Department of Transportation T-100 Segment Data.

**Table 1 : Nonstop Travel Between the U.S. and the World
Passengers, Available Seats, Departures and Freight Totals By Month**

Seats

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2002	4	14,015,551	-15.3%	51.3%	48.7%	13,487,261	-15.0%	50.7%	49.3%	528,290	-22.5%	66.6%	33.4%
2002	5	14,689,467	-12.9%	50.7%	49.3%	14,203,021	-12.8%	50.5%	49.5%	486,446	-15.9%	57.9%	42.1%
2002	6	15,026,033	-10.4%	51.4%	48.6%	14,356,718	-10.8%	50.9%	49.1%	669,315	-0.5%	61.5%	38.5%
2002	7	16,035,042	-11.8%	51.0%	49.0%	15,366,583	-10.7%	50.6%	49.4%	668,459	-31.4%	61.1%	38.9%
2002	8	16,068,837	-10.7%	50.3%	49.7%	15,549,763	-10.2%	50.1%	49.9%	519,074	-22.5%	55.2%	44.8%
2002	9	14,380,682	7.0%	50.3%	49.7%	14,062,686	8.2%	50.2%	49.8%	317,996	-28.2%	55.3%	44.7%
2002	10	14,880,708	9.1%	50.3%	49.7%	14,409,163	8.8%	50.2%	49.8%	471,545	17.6%	53.6%	46.4%
2002	11	14,391,519	14.8%	50.7%	49.3%	13,925,346	14.2%	50.2%	49.8%	466,173	34.5%	66.9%	33.1%
2002	12	15,458,726	14.4%	50.6%	49.4%	14,773,722	13.0%	49.8%	50.2%	685,004	56.8%	69.0%	31.0%
2003	1	15,581,629	14.0%	50.7%	49.3%	14,795,481	12.4%	50.0%	50.0%	786,148	56.6%	63.1%	36.9%
2003	2	13,584,797	9.2%	51.6%	48.4%	12,894,056	8.3%	50.4%	49.6%	690,741	28.8%	73.8%	26.2%
2003	3	15,457,004	7.4%	52.3%	47.7%	14,617,916	7.1%	50.9%	49.1%	839,088	13.1%	75.7%	24.3%
2003	4	13,821,731	-1.4%	52.5%	47.5%	13,119,014	-2.7%	51.7%	48.3%	702,717	33.0%	67.6%	32.4%
2003	5	13,774,128	-6.2%	51.9%	48.1%	13,131,345	-7.5%	51.8%	48.2%	642,783	32.1%	55.6%	44.4%
2003	6	14,848,528	-1.2%	52.2%	47.8%	14,102,962	-1.8%	51.6%	48.4%	745,566	11.4%	63.9%	36.1%
2003	7	16,143,283	0.7%	52.4%	47.6%	15,257,826	-0.7%	51.9%	48.1%	885,457	32.5%	60.6%	39.4%
2003	8	16,280,980	1.3%	52.3%	47.7%	15,225,731	-2.1%	52.7%	47.3%	1,055,249	103.3%	46.6%	53.4%
2003	9	14,631,314	1.7%	50.3%	49.7%	13,952,689	-0.8%	50.8%	49.2%	678,625	113.4%	40.1%	59.9%
2003	10	14,752,544	-0.9%	50.3%	49.7%	14,071,120	-2.3%	50.7%	49.3%	681,424	44.5%	42.8%	57.2%
2003	11	14,299,464	-0.6%	51.4%	48.6%	13,786,350	-1.0%	50.7%	49.3%	513,114	10.1%	70.3%	29.7%
2003	12	15,326,356	-0.9%	51.8%	48.2%	14,723,407	-0.3%	50.7%	49.3%	602,949	-12.0%	79.3%	20.7%
2004	1	15,415,700	-1.1%	53.2%	46.8%	14,729,421	-0.4%	51.6%	48.4%	686,279	-12.7%	87.2%	12.8%
2004	2	14,513,162	6.8%	54.2%	45.8%	13,816,061	7.2%	52.5%	47.5%	697,101	0.9%	88.6%	11.4%
2004	3	15,809,587	2.3%	54.2%	45.8%	15,053,661	3.0%	52.4%	47.6%	755,926	-9.9%	91.2%	8.8%
YE	20023	179,988,512	-9.8%	50.0%	50.0%	173,002,953	-9.1%	49.5%	50.5%	6,985,559	-24.3%	62.8%	37.2%
YE	20033	179,569,995	-0.2%	50.9%	49.1%	172,441,716	-0.3%	50.4%	49.6%	7,128,279	2.0%	64.5%	35.5%
YE	20043	179,616,777	0.0%	52.3%	47.7%	170,969,587	-0.9%	51.6%	48.4%	8,647,190	21.3%	65.3%	34.7%

Source : U.S. Department of Transportation T-100 Segment Data.

**Table 1 : Nonstop Travel Between the U.S. and the World
Passengers, Available Seats, Departures and Freight Totals By Month**

Departures

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2002	4	93,373	-8.4%	59.0%	41.0%	88,911	-8.7%	58.2%	41.8%	4,462	-2.1%	76.4%	23.6%
2002	5	96,765	-7.2%	58.9%	41.1%	92,672	-7.6%	58.3%	41.7%	4,093	3.6%	72.3%	27.7%
2002	6	98,166	-5.8%	59.2%	40.8%	92,880	-6.5%	58.4%	41.6%	5,286	8.4%	73.1%	26.9%
2002	7	104,408	-7.9%	58.8%	41.2%	99,276	-8.7%	58.1%	41.9%	5,132	10.6%	71.8%	28.2%
2002	8	103,825	-9.0%	58.3%	41.7%	99,649	-9.3%	57.7%	42.3%	4,176	-0.9%	71.1%	28.9%
2002	9	92,982	10.1%	57.8%	42.2%	90,104	10.6%	57.5%	42.5%	2,878	-3.7%	69.0%	31.0%
2002	10	107,568	20.0%	58.8%	41.2%	102,685	18.6%	58.1%	41.9%	4,883	60.0%	73.7%	26.3%
2002	11	105,155	23.7%	59.2%	40.8%	100,121	22.1%	58.4%	41.6%	5,034	67.7%	76.7%	23.3%
2002	12	111,539	23.6%	60.1%	39.9%	105,315	21.7%	59.1%	40.9%	6,224	67.3%	76.7%	23.3%
2003	1	112,674	23.9%	59.8%	40.2%	106,287	22.4%	59.0%	41.0%	6,387	56.4%	72.9%	27.1%
2003	2	100,039	19.7%	61.0%	39.0%	94,243	19.0%	59.9%	40.1%	5,796	32.3%	78.4%	21.6%
2003	3	113,591	18.2%	61.1%	38.9%	106,446	18.0%	60.0%	40.0%	7,145	22.2%	78.1%	21.9%
2003	4	104,316	11.7%	62.2%	37.8%	97,796	10.0%	61.4%	38.6%	6,520	46.1%	74.4%	25.6%
2003	5	102,271	5.7%	63.4%	36.6%	96,267	3.9%	63.0%	37.0%	6,004	46.7%	70.3%	29.7%
2003	6	109,922	12.0%	61.8%	38.2%	103,372	11.3%	61.0%	39.0%	6,550	23.9%	73.6%	26.4%
2003	7	118,612	13.6%	62.1%	37.9%	111,266	12.1%	61.4%	38.6%	7,346	43.1%	72.0%	28.0%
2003	8	119,149	14.8%	62.4%	37.6%	110,218	10.6%	62.6%	37.4%	8,931	113.9%	59.1%	40.9%
2003	9	105,693	13.7%	59.5%	40.5%	98,969	9.8%	59.8%	40.2%	6,724	133.6%	55.3%	44.7%
2003	10	108,290	0.7%	59.0%	41.0%	101,202	-1.4%	59.0%	41.0%	7,088	45.2%	59.4%	40.6%
2003	11	105,369	0.2%	60.1%	39.9%	99,670	-0.5%	59.1%	40.9%	5,699	13.2%	77.5%	22.5%
2003	12	111,536	0.0%	60.7%	39.3%	105,392	0.1%	59.5%	40.5%	6,144	-1.3%	82.1%	17.9%
2004	1	108,156	-4.0%	63.5%	36.5%	101,550	-4.5%	62.0%	38.0%	6,606	3.4%	86.2%	13.8%
2004	2	106,319	6.3%	62.4%	37.6%	99,534	5.6%	60.8%	39.2%	6,785	17.1%	86.6%	13.4%
2004	3	116,240	2.3%	62.3%	37.7%	108,769	2.2%	60.6%	39.4%	7,471	4.6%	86.4%	13.6%
YE	20023	1,157,799	-4.9%	58.5%	41.5%	1,108,482	-4.1%	57.8%	42.2%	49,317	-19.3%	74.0%	26.0%
YE	20033	1,240,085	7.1%	59.4%	40.6%	1,178,589	6.3%	58.6%	41.4%	61,496	24.7%	74.6%	25.4%
YE	20043	1,315,873	6.1%	61.6%	38.4%	1,234,005	4.7%	60.9%	39.1%	81,868	33.1%	73.1%	26.9%

Source : U.S. Department of Transportation T-100 Segment Data.

Table 1 : Nonstop Travel Between the U.S. and the World
Passengers, Available Seats, Departures and Freight Totals By Month

Freight (Tons)

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2002	4	662,641	0.4%	45.5%	54.5%	606,633	0.1%	42.4%	57.6%	56,008	4.3%	78.8%	21.2%
2002	5	679,902	1.7%	44.9%	55.1%	627,490	1.7%	42.5%	57.5%	52,412	1.9%	72.7%	27.3%
2002	6	704,174	3.6%	44.0%	56.0%	645,703	3.5%	41.5%	58.5%	58,470	5.1%	71.7%	28.3%
2002	7	706,753	9.8%	44.7%	55.3%	643,936	8.0%	42.1%	57.9%	62,817	32.6%	71.2%	28.8%
2002	8	677,878	5.4%	44.2%	55.8%	621,741	3.9%	41.7%	58.3%	56,137	26.0%	71.7%	28.3%
2002	9	691,009	16.7%	44.2%	55.8%	630,386	15.7%	41.5%	58.5%	60,622	29.0%	72.0%	28.0%
2002	10	847,002	23.4%	46.8%	53.2%	741,484	16.9%	42.7%	57.3%	105,518	101.8%	76.2%	23.8%
2002	11	771,000	17.3%	46.7%	53.3%	664,774	9.8%	42.1%	57.9%	106,226	103.3%	75.7%	24.3%
2002	12	679,014	4.8%	47.2%	52.8%	591,763	1.6%	42.8%	57.2%	87,251	33.3%	77.0%	23.0%
2003	1	634,907	12.8%	46.7%	53.3%	555,313	6.6%	42.3%	57.7%	79,593	88.0%	77.3%	22.7%
2003	2	649,109	10.7%	46.5%	53.5%	574,938	7.7%	42.5%	57.5%	74,171	41.1%	77.9%	22.1%
2003	3	763,619	5.9%	44.2%	55.8%	665,872	3.2%	40.1%	59.9%	97,747	29.3%	72.4%	27.6%
2003	4	678,190	2.3%	45.8%	54.2%	582,032	-4.1%	40.6%	59.4%	96,158	71.7%	77.1%	22.9%
2003	5	684,375	0.7%	45.2%	54.8%	593,312	-5.4%	40.3%	59.7%	91,064	73.7%	76.9%	23.1%
2003	6	694,299	-1.4%	44.1%	55.9%	605,462	-6.2%	39.3%	60.7%	88,837	51.9%	76.8%	23.2%
2003	7	690,812	-2.3%	45.6%	54.4%	600,972	-6.7%	41.0%	59.0%	89,841	43.0%	76.3%	23.7%
2003	8	680,062	0.3%	46.4%	53.6%	580,066	-6.7%	41.2%	58.8%	99,996	78.1%	76.7%	23.3%
2003	9	709,474	2.7%	44.4%	55.6%	606,569	-3.8%	40.2%	59.8%	102,905	69.7%	69.5%	30.5%
2003	10	788,963	-6.9%	44.7%	55.3%	664,938	-10.3%	38.6%	61.4%	124,025	17.5%	77.2%	22.8%
2003	11	780,266	1.2%	45.5%	54.5%	657,140	-1.1%	39.0%	61.0%	123,126	15.9%	80.0%	20.0%
2003	12	712,924	5.0%	45.7%	54.3%	603,247	1.9%	39.3%	60.7%	109,677	25.7%	80.5%	19.5%
2004	1	652,643	2.8%	45.6%	54.4%	555,857	0.1%	39.1%	60.9%	96,786	21.6%	82.8%	17.2%
2004	2	723,201	11.4%	46.9%	53.1%	604,994	5.2%	39.8%	60.2%	118,207	59.4%	83.2%	16.8%
2004	3	818,581	7.2%	46.8%	53.2%	683,785	2.7%	40.5%	59.5%	134,796	37.9%	78.9%	21.1%
YE	20023	7,749,199	-8.1%	44.9%	55.1%	7,109,059	-9.2%	42.0%	58.0%	640,139	6.5%	77.4%	22.6%
YE	20033	8,467,008	9.3%	45.5%	54.5%	7,570,035	6.5%	42.0%	58.0%	896,972	40.1%	74.8%	25.2%
YE	20043	8,613,791	1.7%	45.6%	54.4%	7,338,374	-3.1%	39.9%	60.1%	1,275,417	42.2%	78.1%	21.9%

Source : U.S. Department of Transportation T-100 Segment Data.

**Table 2 : U.S.-International Nonstop Data By World Area 1/
Passengers, Available Seats, Departures and Freight Totals By Month**

Passengers

Region	Period		Total Passengers				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2003	3	40,793	-10.2%	3.0%	97.0%	-	-100.0%	0.0%	39,556	-11.1%	100.0%	1,237	35.6%	100.0%	-	0.0%	0.0%
	2004	3	49,480	21.3%	2.7%	97.3%	-	0.0%	0.0%	48,122	21.7%	100.0%	1,358	9.8%	100.0%	-	0.0%	0.0%
	YE	2002	690,960	-10.1%	9.2%	90.8%	50,306	-34.7%	7.4%	627,263	-9.0%	92.6%	13,391	580.4%	100.0%	-	0.0%	0.0%
	YE	2003	583,601	-15.5%	4.3%	95.7%	17	-100.0%	0.0%	547,009	-12.8%	100.0%	25,107	87.5%	68.6%	11,468	0.0%	31.4%
	YE	2004	644,952	10.5%	7.6%	92.4%	65	282.4%	0.0%	583,132	6.6%	100.0%	49,253	96.2%	79.8%	12,502	9.0%	20.2%
Australia/Oceania	2003	3	259,484	-6.2%	23.7%	76.3%	59,138	-14.8%	23.4%	193,502	-2.9%	76.6%	2,273	-11.2%	33.2%	4,571	-15.9%	66.8%
	2004	3	276,789	6.7%	19.3%	80.7%	51,532	-12.9%	18.7%	223,317	15.4%	81.3%	1,940	-14.7%	100.0%	-	-100.0%	0.0%
	YE	2002	2,973,376	-13.5%	28.2%	71.8%	782,541	-20.1%	27.3%	2,084,032	-8.0%	72.7%	56,377	-48.9%	52.8%	50,426	-37.8%	47.2%
	YE	2003	2,946,370	-0.9%	26.0%	74.0%	754,620	-3.6%	26.2%	2,120,342	1.7%	73.8%	12,724	-77.4%	17.8%	58,684	16.4%	82.2%
	YE	2004	3,086,587	4.8%	21.0%	79.0%	615,892	-18.4%	20.2%	2,439,372	15.0%	79.8%	31,038	143.9%	99.1%	285	-99.5%	0.9%
Canada	2003	3	1,496,034	2.3%	50.9%	49.1%	756,432	6.2%	50.8%	731,587	0.2%	49.2%	5,664	427.4%	70.7%	2,351	-87.2%	29.3%
	2004	3	1,630,407	9.0%	54.8%	45.2%	887,787	17.4%	54.8%	733,590	0.3%	45.2%	6,055	6.9%	67.1%	2,975	26.5%	32.9%
	YE	2002	16,416,081	-10.5%	52.0%	48.0%	8,401,072	-10.9%	51.9%	7,800,796	-11.0%	48.1%	129,100	16.0%	60.3%	85,113	60.5%	39.7%
	YE	2003	17,331,228	5.6%	53.7%	46.3%	9,255,915	10.2%	53.9%	7,918,269	1.5%	46.1%	59,288	-54.1%	37.8%	97,756	14.9%	62.2%
	YE	2004	17,123,978	-1.2%	59.0%	41.0%	10,026,063	8.3%	59.0%	6,956,420	-12.1%	41.0%	74,399	25.5%	52.6%	67,096	-31.4%	47.4%
Central America	2003	3	1,970,995	-0.7%	70.2%	29.8%	1,086,928	0.7%	67.5%	524,042	-5.1%	32.5%	296,694	4.3%	82.4%	63,331	-8.3%	17.6%
	2004	3	2,225,538	12.9%	73.4%	26.6%	1,301,974	19.8%	68.9%	588,779	12.4%	31.1%	330,904	11.5%	98.8%	3,881	-93.9%	1.2%
	YE	2002	19,366,147	-10.0%	62.1%	37.9%	10,383,472	-7.0%	60.8%	6,683,286	-8.9%	39.2%	1,641,373	-26.0%	71.4%	658,016	-18.0%	28.6%
	YE	2003	19,964,706	3.1%	63.5%	36.5%	10,885,710	4.8%	62.1%	6,636,121	-0.7%	37.9%	1,793,682	9.3%	73.4%	649,193	-1.3%	26.6%
	YE	2004	21,630,300	8.3%	66.2%	33.8%	12,251,178	12.5%	65.1%	6,561,674	-1.1%	34.9%	2,066,719	15.2%	73.4%	750,729	15.6%	26.6%
Europe	2003	3	3,138,076	-9.8%	40.1%	59.9%	1,256,662	-15.7%	40.4%	1,852,654	-4.7%	59.6%	2,047	42.6%	7.1%	26,713	-40.5%	92.9%
	2004	3	3,679,952	17.3%	40.3%	59.7%	1,477,904	17.6%	40.5%	2,171,887	17.2%	59.5%	3,303	61.4%	11.0%	26,858	0.5%	89.0%
	YE	2002	44,352,721	-14.7%	40.8%	59.2%	17,972,614	-12.6%	41.7%	25,137,657	-15.8%	58.3%	129,037	-24.6%	10.4%	1,113,413	-21.6%	89.6%
	YE	2003	43,139,035	-2.7%	42.2%	57.8%	18,165,918	1.1%	42.9%	24,157,536	-3.9%	57.1%	47,324	-63.3%	5.8%	768,257	-31.0%	94.2%
	YE	2004	44,035,502	2.1%	39.9%	60.1%	17,513,278	-3.6%	40.6%	25,597,875	6.0%	59.4%	71,285	50.6%	7.7%	853,064	11.0%	92.3%

Source : U.S. Department of Transportation T-100 Segment Data.

1- Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.

Please see the report's introduction for further details.

Table 2 : U.S.-International Nonstop Data By World Area 1/ (con.)

Passengers, Available Seats, Departures and Freight Totals By Month

Passengers

Region	Period	Total Passengers				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2003	3	1,445,860	-15.2%	40.4%	59.6%	583,203	-13.8%	40.4%	859,757	-16.0%	59.6%	485	-76.5%	16.7%	2,415	-3.6%	83.3%
	2004	3	1,712,852	18.5%	42.1%	57.9%	721,550	23.7%	42.2%	987,584	14.9%	57.8%	320	-34.0%	8.6%	3,398	40.7%	91.4%
	YE	2002	19,800,480	-14.6%	40.9%	59.1%	8,088,568	-13.9%	40.9%	11,666,303	-15.0%	59.1%	13,977	-2.6%	30.6%	31,632	-35.8%	69.4%
	YE	2003	20,256,769	2.3%	38.8%	61.2%	7,842,064	-3.0%	38.8%	12,361,275	6.0%	61.2%	19,869	42.2%	37.2%	33,561	6.1%	62.8%
	YE	2004	18,177,620	-10.3%	41.0%	59.0%	7,439,813	-5.1%	41.1%	10,657,931	-13.8%	58.9%	10,589	-46.7%	13.3%	69,287	106.5%	86.7%
Middle East	2003	3	60,339	-27.4%	18.7%	81.3%	11,277	-37.4%	18.7%	49,062	-24.7%	81.3%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	94,354	56.4%	21.5%	78.5%	20,332	80.3%	21.5%	74,022	50.9%	78.5%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	1,150,913	-25.1%	23.9%	76.1%	269,606	-42.0%	23.5%	875,338	-16.6%	76.5%	5,969	-72.8%	100.0%	-	-100.0%	0.0%
	YE	2003	1,080,740	-6.1%	21.5%	78.5%	232,081	-13.9%	21.5%	848,483	-3.1%	78.5%	161	-97.3%	91.5%	15	0.0%	8.5%
	YE	2004	1,291,404	19.5%	18.6%	81.4%	240,629	3.7%	18.6%	1,050,752	23.8%	81.4%	-	-100.0%	0.0%	23	53.3%	100.0%
South America	2003	3	551,799	-8.7%	63.4%	36.6%	337,685	-12.8%	63.0%	198,076	-8.1%	37.0%	11,945	821.7%	74.5%	4,093	5285.5%	25.5%
	2004	3	590,704	7.1%	67.8%	32.2%	391,757	16.0%	67.4%	189,850	-4.2%	32.6%	8,859	-25.8%	97.4%	238	-94.2%	2.6%
	YE	2002	7,659,549	-13.4%	63.7%	36.3%	4,868,573	-7.2%	63.7%	2,778,467	-19.6%	36.3%	8,332	-93.2%	66.6%	4,177	-75.5%	33.4%
	YE	2003	6,989,075	-8.8%	63.7%	36.3%	4,354,836	-10.6%	63.4%	2,515,712	-9.5%	36.6%	94,690	1036.5%	79.9%	23,837	470.7%	20.1%
	YE	2004	7,159,501	2.4%	64.7%	35.3%	4,454,661	2.3%	64.4%	2,461,353	-2.2%	35.6%	181,017	91.2%	74.3%	62,470	162.1%	25.7%
The Caribbean	2003	3	1,362,288	6.9%	80.6%	19.4%	938,393	6.5%	80.2%	232,279	-3.3%	19.8%	159,807	11.0%	83.4%	31,809	234.2%	16.6%
	2004	3	1,412,720	3.7%	84.3%	15.7%	998,241	6.4%	83.1%	203,444	-12.4%	16.9%	192,146	20.2%	91.0%	18,889	-40.6%	9.0%
	YE	2002	13,518,617	-8.3%	76.7%	23.3%	9,238,925	-4.0%	75.3%	3,035,858	-10.0%	24.7%	1,132,127	-21.2%	91.0%	111,707	-62.8%	9.0%
	YE	2003	14,011,439	3.6%	77.4%	22.6%	9,521,924	3.1%	76.2%	2,969,710	-2.2%	23.8%	1,320,109	16.6%	86.9%	199,696	78.8%	13.1%
	YE	2004	15,352,044	9.6%	79.6%	20.4%	10,571,582	11.0%	78.9%	2,827,008	-4.8%	21.1%	1,646,825	24.7%	84.3%	306,629	53.5%	15.7%

Source : U.S. Department of Transportation T-100 Segment Data.

1- Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.

Please see the report's introduction for further details.

**Table 2 : U.S.-International Nonstop Data By World Area 1/
Passengers, Available Seats, Departures and Freight Totals By Month**

Available Seats

Region	Period	Total Seats				Scheduled Service						Nonscheduled Service							
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag				
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Foreign Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share		
Africa	2003	3	76,782	13.5%	6.2%	93.8%	-	-100.0%	0.0%	72,017	12.6%	100.0%	4,765	29.5%	100.0%	-	0.0%	0.0%	
	2004	3	75,977	-1.0%	7.3%	92.7%	-	0.0%	0.0%	70,397	-2.2%	100.0%	5,580	17.1%	100.0%	-	0.0%	0.0%	
	YE	2002		1,068,412	-13.4%	12.0%	88.0%	72,309	-40.4%	7.1%	940,703	-13.9%	92.9%	55,400	169.2%	100.0%	-	0.0%	0.0%
	YE	2003		901,426	-15.6%	6.7%	93.3%	60	-99.9%	0.0%	818,255	-13.0%	100.0%	60,075	8.4%	72.3%	23,036	0.0%	27.7%
	YE	2004		971,337	7.8%	12.5%	87.5%	576	860.0%	0.1%	830,023	1.4%	99.9%	120,983	101.4%	86.0%	19,755	-14.2%	14.0%
Australia/Oceania	2003	3	367,498	4.7%	25.6%	74.4%	91,009	-0.4%	25.4%	267,603	7.0%	74.6%	3,086	-1.0%	34.7%	5,800	-6.8%	65.3%	
	2004	3	384,464	4.6%	20.6%	79.4%	76,629	-15.8%	20.1%	305,170	14.0%	79.9%	2,665	-13.6%	100.0%	-	-100.0%	0.0%	
	YE	2002		4,195,595	-31.5%	28.5%	71.5%	1,122,143	-23.2%	27.6%	2,936,597	-7.8%	72.4%	74,143	-47.3%	54.2%	62,712	-42.6%	45.8%
	YE	2003		4,001,683	-4.6%	27.4%	72.6%	1,074,262	-4.3%	27.5%	2,833,477	-3.5%	72.5%	20,278	-72.7%	21.6%	73,666	17.5%	78.4%
	YE	2004		4,251,117	6.2%	22.4%	77.6%	907,734	-15.5%	21.6%	3,300,616	16.5%	78.4%	42,431	109.2%	99.2%	336	-99.5%	0.8%
Canada	2003	3	2,517,240	12.7%	52.1%	47.9%	1,299,401	20.4%	51.9%	1,203,346	6.6%	48.1%	11,233	128.7%	77.5%	3,260	-84.7%	22.5%	
	2004	3	2,538,248	0.8%	53.8%	46.2%	1,356,376	4.4%	53.7%	1,167,993	-2.9%	46.3%	10,026	-10.7%	72.2%	3,853	18.2%	27.8%	
	YE	2002		27,237,732	-21.9%	52.7%	47.3%	14,176,676	-6.5%	52.6%	12,792,006	-3.9%	47.4%	167,673	-17.5%	62.3%	101,377	54.0%	37.7%
	YE	2003		28,331,169	4.0%	53.5%	46.5%	15,047,822	6.1%	53.6%	13,024,801	1.8%	46.4%	122,213	-27.1%	47.3%	136,333	34.5%	52.7%
	YE	2004		27,859,263	-1.7%	57.8%	42.2%	15,960,434	6.1%	57.8%	11,660,077	-10.5%	42.2%	142,086	16.3%	59.5%	96,666	-29.1%	40.5%
Central America	2003	3	2,930,233	8.9%	65.3%	34.7%	1,527,160	9.8%	62.4%	920,823	6.9%	37.6%	385,721	9.6%	80.0%	96,529	11.8%	20.0%	
	2004	3	3,089,896	5.4%	69.9%	30.1%	1,758,442	15.1%	65.6%	922,526	0.2%	34.4%	402,468	4.3%	98.4%	6,460	-93.3%	1.6%	
	YE	2002		28,178,505	-57.2%	59.6%	40.4%	14,486,321	-7.1%	57.9%	10,529,155	-7.9%	42.1%	2,299,765	-17.7%	72.7%	863,264	-20.8%	27.3%
	YE	2003		29,987,710	6.4%	60.7%	39.3%	15,826,819	9.3%	59.3%	10,862,152	3.2%	40.7%	2,366,267	2.9%	71.7%	932,472	8.0%	28.3%
	YE	2004		31,349,949	4.5%	63.3%	36.7%	17,173,013	8.5%	62.5%	10,316,740	-5.0%	37.5%	2,661,317	12.5%	68.9%	1,198,879	28.6%	31.1%
Europe	2003	3	4,259,003	3.5%	40.7%	59.3%	1,729,189	-1.2%	40.9%	2,497,269	8.5%	59.1%	2,936	-14.9%	9.0%	29,609	-50.2%	91.0%	
	2004	3	4,411,344	3.6%	40.1%	59.9%	1,763,518	2.0%	40.3%	2,612,671	4.6%	59.7%	5,741	95.5%	16.3%	29,414	-0.7%	83.7%	
	YE	2002		58,412,699	-55.9%	40.8%	59.2%	23,644,389	-9.5%	41.6%	33,205,905	-13.4%	58.4%	185,028	-49.4%	11.8%	1,377,377	-19.7%	88.2%
	YE	2003		55,091,394	-5.7%	42.4%	57.6%	23,280,488	-1.5%	43.0%	30,838,456	-7.1%	57.0%	81,072	-56.2%	8.3%	891,378	-35.3%	91.7%
	YE	2004		54,882,931	-0.4%	39.9%	60.1%	21,766,994	-6.5%	40.5%	32,029,952	3.9%	59.5%	118,236	45.8%	10.9%	967,749	8.6%	89.1%

Source : U.S. Department of Transportation T-100 Segment Data.

1- Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.

Please see the report's introduction for further details.

Table 2 : U.S.-International Nonstop Data By World Area 1/ (con.)

Passengers, Available Seats, Departures and Freight Totals By Month

Available Seats

Region	Period	Total Seats				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2003	3	2,251,395	7.6%	37.5%	62.5%	842,871	10.3%	37.5%	1,404,829	6.4%	62.5%	674	-87.9%	18.2%	3,021	13.9%	81.8%
	2004	3	2,176,465	-3.3%	38.2%	61.8%	830,750	-1.4%	38.3%	1,340,233	-4.6%	61.7%	948	40.7%	17.3%	4,534	50.1%	82.7%
	YE	2002	27,424,596	-83.1%	39.4%	60.6%	10,766,056	-10.3%	39.4%	16,587,287	-8.8%	60.6%	29,855	11.4%	41.9%	41,398	-29.2%	58.1%
	YE	2003	27,437,483	0.0%	37.0%	63.0%	10,124,331	-6.0%	37.0%	17,232,767	3.9%	63.0%	37,502	25.6%	46.7%	42,883	3.6%	53.3%
	YE	2004	24,290,821	-11.5%	38.5%	61.5%	9,332,349	-7.8%	38.6%	14,830,708	-13.9%	61.4%	21,454	-42.8%	16.8%	106,310	147.9%	83.2%
Middle East	2003	3	106,702	-1.5%	21.0%	79.0%	22,420	-0.4%	21.0%	84,282	-1.8%	79.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	123,068	15.3%	19.9%	80.1%	24,476	9.2%	19.9%	98,592	17.0%	80.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	1,568,781	-99.0%	23.3%	76.7%	358,610	-39.4%	23.0%	1,203,333	-17.7%	77.0%	6,838	-73.3%	100.0%	-	-100.0%	0.0%
	YE	2003	1,462,538	-6.8%	20.9%	79.1%	304,148	-15.2%	20.8%	1,157,064	-3.8%	79.2%	1,298	-81.0%	97.9%	28	0.0%	2.1%
	YE	2004	1,683,494	15.1%	16.9%	83.1%	284,612	-6.4%	16.9%	1,398,834	20.9%	83.1%	-	-100.0%	0.0%	48	71.4%	100.0%
South America	2003	3	858,753	-12.4%	61.9%	38.1%	513,904	-17.4%	61.5%	321,203	-9.9%	38.5%	17,820	892.8%	75.4%	5,826	2400.4%	24.6%
	2004	3	888,782	3.5%	68.1%	31.9%	586,602	14.1%	67.4%	283,507	-11.7%	32.6%	18,432	3.4%	98.7%	241	-95.9%	1.3%
	YE	2002	11,834,712	-93.3%	63.5%	36.5%	7,499,339	-2.1%	63.5%	4,313,060	-14.9%	36.5%	13,811	-92.7%	61.9%	8,502	-66.2%	38.1%
	YE	2003	10,913,736	-7.8%	63.3%	36.7%	6,727,291	-10.3%	62.9%	3,972,649	-7.9%	37.1%	179,961	1203.0%	84.2%	33,835	298.0%	15.8%
	YE	2004	10,421,358	-4.5%	63.8%	36.2%	6,350,063	-5.6%	63.6%	3,642,051	-8.3%	36.4%	303,859	68.8%	70.8%	125,385	270.6%	29.2%
The Caribbean	2003	3	2,089,398	19.2%	77.9%	22.1%	1,418,676	19.8%	77.9%	401,914	6.3%	22.1%	209,240	16.0%	77.8%	59,568	451.8%	22.2%
	2004	3	2,121,343	1.5%	81.6%	18.4%	1,487,939	4.9%	80.2%	367,840	-8.5%	19.8%	243,196	16.2%	91.6%	22,368	-62.4%	8.4%
	YE	2002	20,067,480	-89.9%	75.3%	24.7%	13,550,915	-4.8%	73.8%	4,818,149	-6.8%	26.2%	1,554,546	-20.6%	91.5%	143,870	-67.2%	8.5%
	YE	2003	21,442,856	6.9%	75.5%	24.5%	14,473,559	6.8%	74.9%	4,843,315	0.5%	25.1%	1,726,036	11.0%	81.2%	399,946	178.0%	18.8%
	YE	2004	23,906,507	11.5%	78.1%	21.9%	16,431,300	13.5%	77.6%	4,753,511	-1.9%	22.4%	2,234,121	29.4%	82.1%	487,575	21.9%	17.9%

Source : U.S. Department of Transportation T-100 Segment Data.

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Please see the report's introduction for further details.

**Table 2 : U.S.-International Nonstop Data By World Area 1/
Passengers, Available Seats, Departures and Freight Totals By Month**

Departures

Region	Period	Total Departures				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2003	3	264	23.9%	12.9%	87.1%	-	-100.0%	0.0%	229	19.3%	100.0%	34	112.5%	97.1%	1	0.0%	2.9%
	2004	3	258	-2.3%	10.5%	89.5%	-	0.0%	0.0%	231	0.9%	100.0%	27	-20.6%	100.0%	-	-100.0%	0.0%
	YE	2002	3,331	-13.6%	16.9%	83.1%	327	-39.7%	10.6%	2,767	-14.0%	89.4%	237	146.9%	100.0%	-	-100.0%	0.0%
	YE	2003	3,167	-4.9%	16.2%	83.8%	10	-96.9%	0.4%	2,597	-6.1%	99.6%	503	112.2%	89.8%	57	0.0%	10.2%
	YE	2004	3,259	2.9%	15.5%	84.5%	8	-20.0%	0.3%	2,669	2.8%	99.7%	497	-1.2%	85.4%	85	49.1%	14.6%
Australia/Oceania	2003	3	1,974	54.8%	39.8%	60.2%	671	68.6%	36.3%	1,179	51.2%	63.7%	114	32.6%	91.9%	10	-9.1%	8.1%
	2004	3	1,969	-0.3%	25.0%	75.0%	388	-42.2%	20.8%	1,474	25.0%	79.2%	105	-7.9%	98.1%	2	-80.0%	1.9%
	YE	2002	15,523	-28.1%	38.6%	61.4%	4,927	-18.8%	34.4%	9,402	-7.7%	65.6%	1,067	-11.1%	89.4%	127	-53.1%	10.6%
	YE	2003	19,215	23.8%	40.8%	59.2%	6,847	39.0%	37.9%	11,233	19.5%	62.1%	996	-6.7%	87.8%	139	9.4%	12.2%
	YE	2004	22,005	14.5%	31.5%	68.5%	5,620	-17.9%	27.2%	15,065	34.1%	72.8%	1,311	31.6%	99.3%	9	-93.5%	0.7%
Canada	2003	3	31,152	29.8%	60.4%	39.6%	18,356	35.9%	60.0%	12,252	20.9%	40.0%	449	95.2%	82.5%	95	-31.7%	17.5%
	2004	3	32,078	3.0%	60.0%	40.0%	18,748	2.1%	59.6%	12,699	3.6%	40.4%	511	13.8%	81.0%	120	26.3%	19.0%
	YE	2002	291,065	-2.5%	60.1%	39.9%	172,122	-0.4%	59.8%	115,498	14.9%	40.2%	2,723	-2.6%	79.0%	722	-20.1%	21.0%
	YE	2003	333,799	14.7%	60.1%	39.9%	196,583	14.2%	59.9%	131,831	14.1%	40.1%	4,015	47.4%	74.6%	1,370	89.8%	25.4%
	YE	2004	363,781	9.0%	64.3%	35.7%	227,787	15.9%	63.9%	128,421	-2.6%	36.1%	6,103	52.0%	80.6%	1,470	7.3%	19.4%
Central America	2003	3	22,481	8.5%	65.5%	34.5%	12,170	8.4%	62.9%	7,171	7.6%	37.1%	2,554	10.4%	81.3%	586	15.4%	18.7%
	2004	3	23,781	5.8%	69.5%	30.5%	13,776	13.2%	65.8%	7,167	-0.1%	34.2%	2,758	8.0%	97.2%	80	-86.3%	2.8%
	YE	2002	221,900	-59.2%	61.2%	38.8%	120,686	-7.3%	59.8%	81,023	-8.0%	40.2%	15,186	-24.3%	75.2%	5,005	-20.2%	24.8%
	YE	2003	238,467	7.5%	62.3%	37.7%	131,060	8.6%	60.9%	84,225	4.0%	39.1%	17,404	14.6%	75.1%	5,778	15.4%	24.9%
	YE	2004	250,935	5.2%	64.4%	35.6%	141,141	7.7%	63.6%	80,768	-4.1%	36.4%	20,376	17.1%	70.2%	8,650	49.7%	29.8%
Europe	2003	3	18,897	4.5%	45.5%	54.5%	8,281	1.2%	44.9%	10,154	7.3%	55.1%	315	55.2%	68.2%	147	-35.0%	31.8%
	2004	3	18,904	0.0%	46.1%	53.9%	8,225	-0.7%	44.9%	10,075	-0.8%	55.1%	484	53.7%	80.1%	120	-18.4%	19.9%
	YE	2002	245,722	-69.8%	45.7%	54.3%	109,538	-7.8%	46.0%	128,801	-9.0%	54.0%	2,812	-8.8%	38.1%	4,571	-18.9%	61.9%
	YE	2003	236,669	-3.7%	46.8%	53.2%	107,787	-1.6%	46.7%	122,875	-4.6%	53.3%	2,867	2.0%	47.7%	3,140	-31.3%	52.3%
	YE	2004	234,419	-1.0%	45.3%	54.7%	101,446	-5.9%	44.8%	124,956	1.7%	55.2%	4,634	61.6%	57.8%	3,383	7.7%	42.2%

Source : U.S. Department of Transportation T-100 Segment Data.

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Table 2 : U.S.-International Nonstop Data By World Area 1/ (con.)

Passengers, Available Seats, Departures and Freight Totals By Month

Departures

Region	Period	Total Departures				Scheduled Service						Nonscheduled Service							
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag				
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share		
Far East	2003	3	10,641	11.7%	38.8%	61.2%	3,904	10.7%	37.9%	6,401	13.0%	62.1%	222	0.5%	66.1%	114	4.6%	33.9%	
	2004	3	10,642	0.0%	41.5%	58.5%	4,029	3.2%	39.9%	6,073	-5.1%	60.1%	384	73.0%	71.1%	156	36.8%	28.9%	
	YE	2002		117,350	-87.5%	42.0%	58.0%	48,065	-6.8%	41.8%	66,862	-5.7%	58.2%	1,192	-45.3%	49.2%	1,231	-3.0%	50.8%
	YE	2003		124,806	6.4%	39.9%	60.1%	46,388	-3.5%	38.5%	73,959	10.6%	61.5%	3,405	185.7%	76.4%	1,054	-14.4%	23.6%
	YE	2004		117,676	-5.7%	41.7%	58.3%	45,337	-2.3%	40.4%	66,976	-9.4%	59.6%	3,771	10.7%	70.3%	1,592	51.0%	29.7%
Middle East	2003	3	434	22.6%	35.5%	64.5%	148	66.3%	34.7%	278	4.9%	65.3%	6	0.0%	75.0%	2	0.0%	25.0%	
	2004	3	460	6.0%	35.7%	64.3%	164	10.8%	35.7%	296	6.5%	64.3%	-	-100.0%	0.0%	-	-100.0%	0.0%	
	YE	2002		5,180	-99.5%	29.0%	71.0%	1,468	-42.0%	28.6%	3,673	-17.4%	71.4%	36	-50.7%	92.3%	3	-72.7%	7.7%
	YE	2003		5,390	4.1%	31.3%	68.7%	1,619	10.3%	30.4%	3,698	0.7%	69.6%	67	86.1%	91.8%	6	100.0%	8.2%
	YE	2004		6,490	20.4%	30.5%	69.5%	1,904	17.6%	29.7%	4,499	21.7%	70.3%	75	11.9%	86.2%	12	100.0%	13.8%
South America	2003	3	5,926	-10.4%	60.3%	39.7%	3,160	-15.5%	59.4%	2,158	-6.5%	40.6%	411	-17.5%	67.6%	197	181.4%	32.4%	
	2004	3	6,319	6.6%	61.9%	38.1%	3,362	6.4%	60.9%	2,158	0.0%	39.1%	548	33.3%	68.6%	251	27.4%	31.4%	
	YE	2002		78,177	-92.4%	63.1%	36.9%	45,846	-0.4%	61.5%	28,654	-5.8%	38.5%	3,445	-2.2%	93.7%	232	-51.2%	6.3%
	YE	2003		73,769	-5.6%	62.8%	37.2%	41,824	-8.8%	61.8%	25,826	-9.9%	38.2%	4,467	29.7%	73.0%	1,652	612.1%	27.0%
	YE	2004		73,213	-0.8%	60.4%	39.6%	37,622	-10.0%	58.8%	26,338	2.0%	41.2%	6,625	48.3%	71.6%	2,628	59.1%	28.4%
The Caribbean	2003	3	21,822	42.8%	85.4%	14.6%	17,167	47.0%	86.1%	2,767	15.7%	13.9%	1,476	28.6%	78.2%	412	497.1%	21.8%	
	2004	3	21,829	0.0%	86.6%	13.4%	17,270	0.6%	86.8%	2,634	-4.8%	13.2%	1,641	11.2%	85.2%	284	-31.1%	14.8%	
	YE	2002		179,551	-85.2%	82.2%	17.8%	137,761	-4.3%	81.6%	31,062	-9.1%	18.4%	9,814	-8.4%	91.5%	914	-64.6%	8.5%
	YE	2003		204,804	14.1%	83.2%	16.8%	158,201	14.8%	83.2%	32,026	3.1%	16.8%	12,159	23.9%	83.4%	2,418	164.6%	16.6%
	YE	2004		244,095	19.2%	84.7%	15.3%	190,139	20.2%	85.1%	33,309	4.0%	14.9%	16,488	35.6%	79.9%	4,159	72.0%	20.1%

Source : U.S. Department of Transportation T-100 Segment Data.

1- Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.

Please see the report's introduction for further details.

**Table 2 : U.S.-International Nonstop Data By World Area 1/
Passengers, Available Seats, Departures and Freight Totals By Month**

Freight (Tons)

Region	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2003	3	1,560	23.4%	3.2%	96.8%	-	-100.0%	0.0%	1,418	12.2%	100.0%	50	0.0%	35.0%	92	0.0%	65.0%
	2004	3	1,165	-25.3%	0.0%	100.0%	-	0.0%	0.0%	1,165	-17.8%	100.0%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE	2002	15,032	-23.4%	9.9%	90.1%	892	-31.6%	6.2%	13,544	-25.2%	93.8%	596	289.6%	100.0%	-	-100.0%	0.0%
	YE	2003	13,799	-8.2%	0.8%	99.2%	0	-100.0%	0.0%	13,136	-3.0%	100.0%	113	-81.0%	17.1%	550	0.0%	82.9%
	YE	2004	14,209	3.0%	7.6%	92.4%	-	-100.0%	0.0%	13,024	-0.8%	100.0%	1,086	859.7%	91.7%	98	-82.1%	8.3%
Australia/Oceania	2003	3	13,052	3.3%	47.2%	52.8%	4,907	8.5%	41.7%	6,857	-2.6%	58.3%	1,247	20.4%	96.8%	41	56.3%	3.2%
	2004	3	13,571	4.0%	39.1%	60.9%	3,986	-18.8%	32.7%	8,194	19.5%	67.3%	1,323	6.1%	95.1%	68	64.5%	4.9%
	YE	2002	141,203	-26.6%	41.6%	58.4%	50,941	-31.2%	38.3%	81,952	-8.3%	61.7%	7,782	-12.0%	93.7%	528	-18.6%	6.3%
	YE	2003	151,500	7.3%	46.0%	54.0%	59,853	17.5%	42.5%	81,062	-1.1%	57.5%	9,795	25.9%	92.5%	789	49.6%	7.5%
	YE	2004	141,489	-6.6%	44.6%	55.4%	48,958	-18.2%	38.5%	78,100	-3.7%	61.5%	14,178	44.8%	98.2%	253	-67.9%	1.8%
Canada	2003	3	31,057	14.9%	64.4%	35.6%	14,792	1.4%	64.4%	8,166	-18.5%	35.6%	5,199	146.4%	64.2%	2,900	774.9%	35.8%
	2004	3	30,392	-2.1%	72.3%	27.7%	17,227	16.5%	72.0%	6,688	-18.1%	28.0%	4,750	-8.6%	73.3%	1,727	-40.5%	26.7%
	YE	2002	284,487	-32.1%	65.6%	34.4%	161,355	52.2%	63.3%	93,690	-2.9%	36.7%	25,247	89.4%	85.8%	4,195	-61.4%	14.2%
	YE	2003	335,997	18.1%	63.8%	36.2%	179,747	11.4%	63.4%	103,847	10.8%	36.6%	34,569	36.9%	66.0%	17,834	325.1%	34.0%
	YE	2004	329,721	-1.9%	72.2%	27.8%	189,229	5.3%	71.5%	75,365	-27.4%	28.5%	48,716	40.9%	74.8%	16,411	-8.0%	25.2%
Central America	2003	3	42,799	-17.5%	66.9%	33.1%	20,495	-20.3%	60.0%	13,656	-24.6%	40.0%	8,126	0.5%	94.0%	521	7937.4%	6.0%
	2004	3	50,525	18.1%	75.6%	24.4%	25,270	23.3%	68.2%	11,762	-13.9%	31.8%	12,902	58.8%	95.6%	590	13.3%	4.4%
	YE	2002	546,443	-46.4%	63.9%	36.1%	273,577	-13.4%	58.2%	196,669	2.1%	41.8%	75,330	-15.4%	98.9%	867	-62.8%	1.1%
	YE	2003	561,891	2.8%	68.7%	31.3%	294,147	7.5%	63.4%	170,112	-13.5%	36.6%	92,096	22.3%	94.3%	5,536	538.6%	5.7%
	YE	2004	528,219	-6.0%	72.0%	28.0%	255,817	-13.0%	64.8%	138,918	-18.3%	35.2%	124,474	35.2%	93.2%	9,010	62.8%	6.8%
Europe	2003	3	288,313	8.1%	41.6%	58.4%	99,176	3.4%	37.8%	163,068	4.9%	62.2%	20,670	97.6%	79.3%	5,399	9.2%	20.7%
	2004	3	280,937	-2.6%	46.6%	53.4%	99,893	0.7%	40.3%	148,013	-9.2%	59.7%	31,045	50.2%	94.0%	1,987	-63.2%	6.0%
	YE	2002	2,935,367	-32.5%	39.5%	60.5%	1,036,378	-12.3%	37.5%	1,728,992	-14.3%	62.5%	123,073	51.5%	72.4%	46,924	-4.9%	27.6%
	YE	2003	3,077,406	4.8%	41.8%	58.2%	1,122,330	8.3%	39.3%	1,736,053	0.4%	60.7%	165,092	34.1%	75.4%	53,932	14.9%	24.6%
	YE	2004	3,068,191	-0.3%	42.1%	57.9%	1,042,013	-7.2%	37.5%	1,733,019	-0.2%	62.5%	248,249	50.4%	84.7%	44,910	-16.7%	15.3%

Source : U.S. Department of Transportation T-100 Segment Data.

1- Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.

Please see the report's introduction for further details.

Table 2 : U.S.-International Nonstop Data By World Area 1/ (con.)

Passengers, Available Seats, Departures and Freight Totals By Month

Freight (Tons)

Region	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2003	3	277,608	14.8%	37.1%	62.9%	85,689	11.4%	33.9%	166,962	10.1%	66.1%	17,415	203.8%	69.8%	7,543	2.0%	30.2%
	2004	3	319,088	14.9%	38.7%	61.3%	93,302	8.9%	33.5%	185,355	11.0%	66.5%	30,249	73.7%	74.8%	10,181	35.0%	25.2%
	YE	2002	2,573,439	255.4%	36.8%	63.2%	901,409	-11.9%	36.9%	1,542,684	-7.5%	63.1%	45,819	-59.7%	35.4%	83,527	-3.5%	64.6%
	YE	2003	3,099,188	20.4%	37.8%	62.2%	983,254	9.1%	34.6%	1,859,326	20.5%	65.4%	187,646	309.5%	73.1%	68,962	-17.4%	26.9%
	YE	2004	3,218,742	3.9%	39.1%	60.9%	982,909	0.0%	34.4%	1,873,497	0.8%	65.6%	276,929	47.6%	76.4%	85,406	23.8%	23.6%
Middle East	2003	3	4,057	25.8%	26.7%	73.3%	945	16.4%	25.1%	2,818	16.7%	74.9%	139	0.0%	47.3%	155	0.0%	52.7%
	2004	3	3,320	-18.2%	29.6%	70.4%	982	3.9%	29.6%	2,338	-17.0%	70.4%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE	2002	34,824	-95.2%	28.6%	71.4%	9,595	-36.0%	27.9%	24,815	-14.0%	72.1%	349	99.3%	84.1%	66	-48.6%	15.9%
	YE	2003	38,800	11.4%	29.8%	70.2%	9,740	1.5%	26.6%	26,921	8.5%	73.4%	1,815	420.7%	84.9%	323	391.9%	15.1%
	YE	2004	42,036	8.3%	31.3%	68.7%	10,512	7.9%	27.0%	28,366	5.4%	73.0%	2,624	44.6%	83.1%	533	64.9%	16.9%
South America	2003	3	90,374	-11.4%	52.5%	47.5%	32,736	-11.5%	48.9%	34,215	9.8%	51.1%	14,675	-53.4%	62.7%	8,748	270.6%	37.3%
	2004	3	103,670	14.7%	48.0%	52.0%	25,891	-20.9%	38.5%	41,278	20.6%	61.5%	23,819	62.3%	65.3%	12,682	45.0%	34.7%
	YE	2002	1,058,431	28.2%	60.7%	39.3%	435,720	4.0%	51.5%	409,595	-3.5%	48.5%	206,453	85.2%	96.9%	6,663	-61.8%	3.1%
	YE	2003	1,025,062	-3.2%	57.0%	43.0%	424,158	-2.7%	53.1%	374,405	-8.6%	46.9%	159,910	-22.5%	70.6%	66,589	899.4%	29.4%
	YE	2004	1,100,890	7.4%	49.7%	50.3%	298,484	-29.6%	40.0%	447,592	19.5%	60.0%	248,434	55.4%	70.0%	106,380	59.8%	30.0%
The Carribean	2003	3	14,799	3.7%	76.7%	23.3%	8,090	-22.1%	81.1%	1,882	-17.4%	18.9%	3,260	128.5%	67.5%	1,567	795.2%	32.5%
	2004	3	15,912	7.5%	79.3%	20.7%	10,394	28.5%	83.6%	2,046	8.7%	16.4%	2,231	-31.6%	64.3%	1,241	-20.8%	35.7%
	YE	2002	159,972	-81.0%	79.4%	20.6%	116,401	-2.7%	79.0%	30,852	-24.5%	21.0%	10,573	-25.6%	83.1%	2,146	64.4%	16.9%
	YE	2003	163,364	2.1%	76.7%	23.3%	105,488	-9.4%	79.9%	26,455	-14.3%	20.1%	19,862	87.9%	63.2%	11,559	438.5%	36.8%
	YE	2004	170,294	4.2%	78.0%	22.0%	100,946	-4.3%	82.4%	21,623	-18.3%	17.6%	31,827	60.2%	66.7%	15,898	37.5%	33.3%

Source : U.S. Department of Transportation T-100 Segment Data.

1- Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.

Please see the report's introduction for further details.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers																		
Country 2/	Period	Total Traffic				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Canada	2003	3	1,496,034	2.3%	50.9%	49.1%	756,432	6.2%	50.8%	731,587	0.2%	49.2%	5,664	427.4%	70.7%	2,351	-87.2%	29.3%
	2004	3	1,630,407	9.0%	54.8%	45.2%	887,787	17.4%	54.8%	733,590	0.3%	45.2%	6,055	6.9%	67.1%	2,975	26.5%	32.9%
	YE	2002	16,416,081	-10.5%	52.0%	48.0%	8,401,072	-10.9%	51.9%	7,800,796	-11.0%	48.1%	129,100	16.0%	60.3%	85,113	60.5%	39.7%
	YE	2003	17,331,204	5.6%	53.7%	46.3%	9,255,915	10.2%	53.9%	7,918,269	1.5%	46.1%	59,264	-54.1%	37.7%	97,756	14.9%	62.3%
	YE	2004	17,123,978	-1.2%	59.0%	41.0%	10,026,063	8.3%	59.0%	6,956,420	-12.1%	41.0%	74,399	25.5%	52.6%	67,096	-31.4%	47.4%
United Kingdom	2003	3	1,215,900	-11.1%	40.8%	59.2%	496,326	-12.4%	41.6%	697,257	-8.5%	58.4%	-	0.0%	0.0%	22,317	-42.1%	100.0%
	2004	3	1,406,930	15.7%	39.6%	60.4%	556,558	12.1%	40.3%	823,575	18.1%	59.7%	-	0.0%	0.0%	26,797	20.1%	100.0%
	YE	2002	16,450,655	-13.5%	40.4%	59.6%	6,635,792	-8.5%	42.9%	8,841,767	-16.4%	57.1%	8,012	-63.3%	0.8%	965,084	-16.4%	99.2%
	YE	2003	16,484,741	0.2%	41.6%	58.4%	6,860,521	3.4%	43.4%	8,939,872	1.1%	56.6%	1,805	-77.5%	0.3%	682,543	-29.3%	99.7%
	YE	2004	16,764,914	1.7%	39.0%	61.0%	6,542,771	-4.6%	41.0%	9,427,229	5.5%	59.0%	1,120	-38.0%	0.1%	793,794	16.3%	99.9%
Mexico	2003	3	1,496,653	-1.1%	72.6%	27.4%	796,450	2.5%	69.6%	347,256	-10.2%	30.4%	289,734	3.1%	82.1%	63,213	-8.4%	17.9%
	2004	3	1,671,767	11.7%	75.9%	24.1%	945,070	18.7%	70.3%	399,771	15.1%	29.7%	323,045	11.5%	98.8%	3,881	-93.9%	1.2%
	YE	2002	14,419,519	-12.4%	62.1%	37.9%	7,343,406	-8.7%	60.4%	4,818,914	-12.2%	39.6%	1,605,308	-25.0%	71.1%	651,891	-17.2%	28.9%
	YE	2003	14,720,091	2.1%	64.5%	35.5%	7,774,814	5.9%	63.0%	4,571,630	-5.1%	37.0%	1,725,098	7.5%	72.7%	648,549	-0.5%	27.3%
	YE	2004	15,891,758	8.0%	68.2%	31.8%	8,882,040	14.2%	67.4%	4,304,325	-5.8%	32.6%	1,957,764	13.5%	72.4%	747,629	15.3%	27.6%
Japan	2003	3	923,509	-14.1%	53.4%	46.6%	492,230	-12.6%	53.5%	428,399	-16.0%	46.5%	465	50.0%	16.1%	2,415	-3.6%	83.9%
	2004	3	1,088,588	17.9%	55.9%	44.1%	608,457	23.6%	56.0%	477,315	11.4%	44.0%	310	-33.3%	11.0%	2,506	3.8%	89.0%
	YE	2002	12,299,048	-19.8%	52.2%	47.8%	6,413,945	-17.1%	52.3%	5,850,512	-22.5%	47.7%	7,828	-42.1%	22.6%	26,763	-41.7%	77.4%
	YE	2003	12,654,950	2.9%	52.3%	47.7%	6,610,081	3.1%	52.3%	6,022,014	2.9%	47.7%	7,231	-7.6%	31.6%	15,624	-41.6%	68.4%
	YE	2004	11,528,140	-8.9%	56.1%	43.9%	6,455,172	-2.3%	56.2%	5,024,136	-16.6%	43.8%	9,083	25.6%	18.6%	39,749	154.4%	81.4%
Germany	2003	3	489,599	-3.5%	38.5%	61.5%	187,101	-20.0%	38.3%	300,872	10.0%	61.7%	1,626	798.3%	100.0%	-	0.0%	0.0%
	2004	3	597,481	22.0%	39.7%	60.3%	235,681	26.0%	39.5%	360,251	19.7%	60.5%	1,549	-4.7%	100.0%	-	0.0%	0.0%
	YE	2002	6,542,342	-16.2%	41.4%	58.6%	2,707,624	-15.7%	41.4%	3,832,982	-16.5%	58.6%	1,109	-17.5%	63.9%	627	-60.2%	36.1%
	YE	2003	6,715,175	2.6%	39.4%	60.6%	2,640,851	-2.5%	39.3%	4,071,228	6.2%	60.7%	2,666	140.4%	86.1%	430	-31.4%	13.9%
	YE	2004	7,168,598	6.8%	37.4%	62.6%	2,655,685	0.6%	37.4%	4,451,295	9.3%	62.6%	24,771	829.1%	40.2%	36,847	8469.1%	59.8%

Source : U.S. Department of Transportation T-100 Segment Data.

1/ Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.

Please see the report's introduction for further details.

2/ Ranking based on latest monthly data.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers																		
Country 2/	Period	Total Traffic				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
France	2003	3	401,822	-11.2%	43.7%	56.3%	175,559	-25.4%	44.2%	221,867	4.7%	55.8%	-	-100.0%	0.0%	4,396	-15.0%	100.0%
	2004	3	467,068	16.2%	43.1%	56.9%	201,320	14.7%	43.1%	265,736	19.8%	56.9%	-	0.0%	0.0%	12	-99.7%	100.0%
	YE	2002	5,767,750	-11.6%	50.3%	49.7%	2,900,436	-12.1%	51.0%	2,787,731	-9.8%	49.0%	959	-25.3%	1.2%	78,624	-40.9%	98.8%
	YE	2003	5,648,977	-2.1%	48.2%	51.8%	2,723,521	-6.1%	48.8%	2,856,734	2.5%	51.2%	490	-48.9%	0.7%	68,232	-13.2%	99.3%
	YE	2004	5,539,140	-1.9%	42.6%	57.4%	2,359,212	-13.4%	42.6%	3,178,758	11.3%	57.4%	179	-63.5%	15.3%	991	-98.5%	84.7%
Netherlands	2003	3	319,310	-5.9%	52.9%	47.1%	169,057	-13.9%	52.9%	150,253	5.1%	47.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	358,861	12.4%	57.1%	42.9%	204,952	21.2%	57.1%	153,909	2.4%	42.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	4,199,136	-11.8%	56.9%	43.1%	2,386,518	3.5%	56.8%	1,811,483	-26.3%	43.2%	1,103	0.0%	97.2%	32	0.0%	2.8%
	YE	2003	4,244,655	1.1%	60.3%	39.7%	2,557,977	7.2%	60.3%	1,686,678	-6.9%	39.7%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE	2004	4,153,702	-2.1%	60.2%	39.8%	2,500,318	-2.3%	60.2%	1,653,226	-2.0%	39.8%	158	0.0%	100.0%	-	0.0%	0.0%
Bahamas	2003	3	296,084	24.8%	83.1%	16.9%	233,879	26.0%	82.3%	50,151	24.4%	17.7%	12,054	19.4%	100.0%	-	-100.0%	0.0%
	2004	3	311,779	5.3%	89.4%	10.6%	249,178	6.5%	88.3%	32,938	-34.3%	11.7%	29,663	146.1%	100.0%	-	0.0%	0.0%
	YE	2002	2,368,184	-9.2%	75.8%	24.2%	1,673,167	-4.9%	74.6%	568,238	-14.4%	25.4%	122,489	-10.4%	96.6%	4,290	-91.2%	3.4%
	YE	2003	2,584,014	9.1%	77.1%	22.9%	1,925,333	15.1%	76.5%	590,690	4.0%	23.5%	67,991	-44.5%	100.0%	-	-100.0%	0.0%
	YE	2004	2,973,440	15.1%	81.6%	18.4%	2,289,670	18.9%	80.7%	546,311	-7.5%	19.3%	136,781	101.2%	99.5%	678	0.0%	0.5%
Dominican Republic	2003	3	274,455	2.4%	88.6%	11.4%	193,179	-4.4%	96.5%	7,075	-37.9%	3.5%	49,877	0.9%	67.2%	24,324	392.7%	32.8%
	2004	3	307,523	12.0%	93.6%	6.4%	218,273	13.0%	96.8%	7,199	1.8%	3.2%	69,666	39.7%	84.9%	12,385	-49.1%	15.1%
	YE	2002	2,878,062	-9.2%	94.3%	5.7%	2,424,223	-7.6%	95.0%	126,660	-45.7%	5.0%	289,094	48.6%	88.4%	38,085	-67.5%	11.6%
	YE	2003	2,945,391	2.3%	90.0%	10.0%	2,221,126	-8.4%	94.2%	137,969	8.9%	5.8%	430,772	49.0%	73.5%	155,524	308.4%	26.5%
	YE	2004	3,465,572	17.7%	91.5%	8.5%	2,535,204	14.1%	96.2%	98,992	-28.3%	3.8%	634,776	47.4%	76.4%	196,600	26.4%	23.6%
Jamaica	2003	3	228,971	0.2%	51.2%	48.8%	89,465	26.4%	44.7%	110,738	-13.7%	55.3%	27,681	-5.9%	96.2%	1,087	0.0%	3.8%
	2004	3	240,751	5.1%	53.5%	46.5%	100,490	12.3%	48.4%	107,263	-3.1%	51.6%	28,420	2.7%	86.1%	4,578	321.2%	13.9%
	YE	2002	2,438,733	-6.5%	37.1%	62.9%	760,813	-10.7%	33.4%	1,520,160	3.2%	66.6%	144,780	-47.3%	91.8%	12,980	37.1%	8.2%
	YE	2003	2,481,923	1.8%	40.5%	59.5%	857,418	12.7%	36.9%	1,464,474	-3.7%	63.1%	148,792	2.8%	93.0%	11,239	-13.4%	7.0%
	YE	2004	2,565,028	3.3%	45.4%	54.6%	1,008,703	17.6%	42.4%	1,373,075	-6.2%	57.6%	154,694	4.0%	84.4%	28,556	154.1%	15.6%

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Table 3 : Top 25 Foreign Country Gateways 1/

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
South Korea	2003	3	160,090	-18.1%	0.0%	100.0%	-	0.0%	0.0%	160,090	-18.1%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	197,599	23.4%	7.0%	93.0%	13,835	0.0%	7.0%	182,872	14.2%	93.0%	-	0.0%	0.0%	892	0.0%	100.0%
	YE	2002	2,436,971	-2.0%	3.6%	96.4%	88,727	-44.4%	3.6%	2,343,671	0.9%	96.4%	-	0.0%	0.0%	4,573	71.4%	100.0%
	YE	2003	2,456,850	0.8%	0.0%	100.0%	-	-100.0%	0.0%	2,439,070	4.1%	100.0%	-	0.0%	0.0%	17,780	288.8%	100.0%
	YE	2004	2,479,630	0.9%	5.6%	94.4%	138,191	0.0%	5.6%	2,312,156	-5.2%	94.4%	-	0.0%	0.0%	29,283	64.7%	100.0%
Italy	2003	3	138,592	-12.9%	47.9%	52.1%	66,233	-13.4%	47.9%	72,155	-12.7%	52.1%	204	0.0%	100.0%	-	0.0%	0.0%
	2004	3	175,561	26.7%	48.4%	51.6%	84,790	28.0%	48.3%	90,619	25.6%	51.7%	152	-25.5%	100.0%	-	0.0%	0.0%
	YE	2002	2,304,770	-24.9%	47.4%	52.6%	1,071,353	-37.2%	46.9%	1,211,433	-10.5%	53.1%	21,729	103.0%	98.8%	255	-8.9%	1.2%
	YE	2003	2,058,096	-10.7%	56.4%	43.6%	1,159,765	8.3%	56.4%	895,052	-26.1%	43.6%	1,638	-92.5%	50.0%	1,641	543.5%	50.0%
	YE	2004	1,992,000	-3.2%	49.9%	50.1%	991,328	-14.5%	49.9%	997,095	11.4%	50.1%	3,572	118.1%	99.9%	5	-99.7%	0.1%
Brazil	2003	3	164,770	-4.2%	62.1%	37.9%	102,346	0.6%	62.1%	62,424	-10.8%	37.9%	-	-100.0%	0.0%	-	-100.0%	0.0%
	2004	3	160,558	-2.6%	70.1%	29.9%	112,220	9.6%	70.1%	47,814	-23.4%	29.9%	286	0.0%	54.6%	238	0.0%	45.4%
	YE	2002	2,114,576	-21.1%	57.9%	42.1%	1,220,449	-17.9%	57.8%	890,445	-24.7%	42.2%	3,290	-15.1%	89.4%	392	-94.8%	10.6%
	YE	2003	1,961,030	-7.3%	60.0%	40.0%	1,176,524	-3.6%	60.0%	783,301	-12.0%	40.0%	485	-85.3%	40.2%	720	83.7%	59.8%
	YE	2004	1,916,765	-2.3%	64.8%	35.2%	1,241,032	5.5%	64.8%	674,061	-13.9%	35.2%	381	-21.4%	22.8%	1,291	79.3%	77.2%
Taiwan	2003	3	150,870	-21.5%	8.2%	91.8%	12,335	-36.4%	8.2%	138,535	-19.8%	91.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	166,086	10.1%	1.3%	98.7%	2,198	-82.2%	1.3%	163,888	18.3%	98.7%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	2,108,650	-8.1%	13.9%	86.1%	293,324	14.7%	13.9%	1,815,326	-10.9%	86.1%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	2003	2,148,109	1.9%	8.8%	91.2%	188,058	-35.9%	8.8%	1,960,047	8.0%	91.2%	4	0.0%	100.0%	-	0.0%	0.0%
	YE	2004	1,775,290	-17.4%	1.5%	98.5%	25,900	-86.2%	1.5%	1,749,390	-10.7%	98.5%	-	-100.0%	0.0%	-	0.0%	0.0%
Spain	2003	3	113,760	-11.2%	42.4%	57.6%	48,259	-8.0%	42.4%	65,501	-13.5%	57.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	139,068	22.2%	41.5%	58.5%	57,708	19.6%	41.5%	81,360	24.2%	58.5%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	1,607,821	-14.7%	40.5%	59.5%	638,194	-12.0%	40.6%	933,593	-14.8%	59.4%	13,418	-54.2%	37.2%	22,616	-35.4%	62.8%
	YE	2003	1,570,879	-2.3%	43.9%	56.1%	690,045	8.1%	44.0%	879,972	-5.7%	56.0%	-	-100.0%	0.0%	862	-96.2%	100.0%
	YE	2004	1,624,211	3.4%	43.9%	56.1%	712,953	3.3%	44.0%	908,557	3.2%	56.0%	176	0.0%	6.5%	2,525	192.9%	93.5%

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Ireland	2003	3	107,141	-6.0%	23.3%	76.7%	24,968	1.1%	23.3%	82,173	-7.9%	76.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	121,268	13.2%	17.8%	82.2%	20,991	-15.9%	17.4%	99,648	21.3%	82.6%	629	0.0%	100.0%	-	0.0%	0.0%
	YE	2002	1,577,620	-5.0%	23.9%	76.1%	354,074	-15.3%	23.0%	1,186,220	0.0%	77.0%	22,403	0.1%	60.0%	14,923	-55.9%	40.0%
	YE	2003	1,388,214	-12.0%	25.0%	75.0%	344,307	-2.8%	24.9%	1,039,963	-12.3%	75.1%	2,419	-89.2%	61.3%	1,525	-89.8%	38.7%
	YE	2004	1,619,601	16.7%	27.6%	72.4%	437,221	27.0%	27.4%	1,161,325	11.7%	72.6%	9,704	301.2%	46.1%	11,351	644.3%	53.9%
Costa Rica	2003	3	134,288	9.5%	69.6%	30.4%	91,787	3.9%	69.2%	40,875	29.2%	30.8%	1,626	-38.5%	100.0%	-	0.0%	0.0%
	2004	3	183,656	36.8%	73.8%	26.2%	133,454	45.4%	73.5%	48,201	17.9%	26.5%	2,001	23.1%	100.0%	-	0.0%	0.0%
	YE	2002	1,161,786	-8.2%	71.4%	28.6%	801,433	-3.8%	71.1%	326,448	-13.0%	28.9%	27,961	-40.1%	82.5%	5,944	-46.3%	17.5%
	YE	2003	1,279,151	10.1%	67.8%	32.2%	842,022	5.1%	67.2%	411,701	26.1%	32.8%	25,152	-10.0%	98.9%	276	-95.4%	1.1%
	YE	2004	1,527,429	19.4%	66.5%	33.5%	990,385	17.6%	66.1%	508,883	23.6%	33.9%	25,061	-0.4%	89.0%	3,100	1023.2%	11.0%
Switzerland	2003	3	110,856	-12.3%	29.7%	70.3%	32,910	-11.7%	29.7%	77,946	-12.5%	70.3%	-	0.0%	0.0%	-	-100.0%	0.0%
	2004	3	116,266	4.9%	37.0%	63.0%	43,000	30.7%	37.0%	73,221	-6.1%	63.0%	-	0.0%	0.0%	45	0.0%	100.0%
	YE	2002	1,711,995	-19.9%	24.2%	75.8%	410,339	-13.1%	24.2%	1,286,013	-22.0%	75.8%	3,327	0.0%	21.3%	12,316	-24.8%	78.7%
	YE	2003	1,428,583	-16.6%	28.5%	71.5%	406,464	-0.9%	28.7%	1,009,644	-21.5%	71.3%	128	-96.2%	1.0%	12,347	0.3%	99.0%
	YE	2004	1,393,297	-2.5%	34.3%	65.7%	478,116	17.6%	34.4%	910,507	-9.8%	65.6%	-	-100.0%	0.0%	4,674	-62.1%	100.0%
Australia	2003	3	103,971	-14.7%	28.9%	71.1%	30,070	-14.7%	28.9%	73,887	-14.4%	71.1%	14	0.0%	100.0%	-	-100.0%	0.0%
	2004	3	107,569	3.5%	32.6%	67.4%	35,065	16.6%	32.6%	72,504	-1.9%	67.4%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	2002	1,346,108	-18.2%	28.3%	71.7%	380,587	-32.1%	28.3%	964,867	-10.5%	71.7%	-	-100.0%	0.0%	654	-86.6%	100.0%
	YE	2003	1,334,834	-0.8%	30.6%	69.4%	408,090	7.2%	30.6%	926,726	-4.0%	69.4%	18	0.0%	100.0%	-	-100.0%	0.0%
	YE	2004	1,285,273	-3.7%	31.8%	68.2%	408,232	0.0%	31.8%	876,814	-5.4%	68.2%	161	794.4%	70.9%	66	0.0%	29.1%
Colombia	2003	3	75,753	-13.7%	45.4%	54.6%	34,372	-15.5%	45.4%	41,381	-12.0%	54.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	2004	3	86,982	14.8%	46.8%	53.2%	40,700	18.4%	46.8%	46,282	11.8%	53.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	1,267,776	-5.1%	45.6%	54.4%	577,578	-5.5%	45.6%	690,108	-4.7%	54.4%	90	-86.0%	100.0%	-	0.0%	0.0%
	YE	2003	1,155,932	-8.8%	47.9%	52.1%	553,430	-4.2%	47.9%	602,378	-12.7%	52.1%	124	37.8%	100.0%	-	0.0%	0.0%
	YE	2004	1,232,433	6.6%	49.1%	50.9%	576,125	4.1%	48.2%	618,836	2.7%	51.8%	28,620	22980.6%	76.4%	8,852	0.0%	23.6%

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El Salvador	2003	3	82,660	-7.3%	37.1%	62.9%	30,647	-24.3%	37.1%	52,013	7.3%	62.9%	-	-100.0%	0.0%	-	0.0%	0.0%	
	2004	3	91,869	11.1%	38.4%	61.6%	35,321	15.3%	38.4%	56,548	8.7%	61.6%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	2002		982,979	-1.6%	46.7%	53.3%	458,309	-2.5%	46.6%	524,252	2.5%	53.4%	418	-97.6%	100.0%	-	0.0%	0.0%
	YE	2003		1,050,821	6.9%	40.4%	59.6%	424,613	-7.4%	40.4%	625,902	19.4%	59.6%	306	-26.8%	100.0%	-	0.0%	0.0%
	YE	2004		1,107,612	5.4%	39.7%	60.3%	433,087	2.0%	39.3%	668,122	6.7%	60.7%	6,403	1992.5%	100.0%	-	0.0%	0.0%
Hong Kong-China	2003	3	102,831	-3.6%	38.1%	61.9%	39,216	-18.5%	38.1%	63,615	8.6%	61.9%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	3	119,551	16.3%	41.4%	58.6%	49,436	26.1%	41.4%	70,115	10.2%	58.6%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	2002		1,386,334	-5.8%	47.8%	52.2%	662,914	-1.6%	47.8%	723,358	-9.4%	52.2%	62	0.0%	100.0%	-	0.0%	0.0%
	YE	2003		1,437,078	3.7%	38.4%	61.6%	551,350	-16.8%	38.4%	885,728	22.4%	61.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	2004		1,046,532	-27.2%	37.2%	62.8%	388,896	-29.5%	37.2%	657,636	-25.8%	62.8%	-	0.0%	0.0%	-	0.0%	0.0%
Peru	2003	3	83,895	6.9%	60.0%	40.0%	50,352	-3.4%	60.0%	33,543	27.2%	40.0%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	3	89,650	6.9%	60.9%	39.1%	54,580	8.4%	60.9%	35,070	4.6%	39.1%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	2002		866,138	-4.1%	69.5%	30.5%	601,889	-7.8%	69.5%	264,116	6.6%	30.5%	-	-100.0%	0.0%	133	-94.2%	100.0%
	YE	2003		961,726	11.0%	61.5%	38.5%	591,082	-1.8%	61.5%	370,074	40.1%	38.5%	570	0.0%	100.0%	-	-100.0%	0.0%
	YE	2004		1,001,255	4.1%	59.3%	40.7%	593,109	0.3%	59.3%	407,707	10.2%	40.7%	187	-67.2%	42.6%	252	0.0%	57.4%
Guatemala	2003	3	75,198	-11.0%	68.6%	31.4%	51,583	-7.5%	68.7%	23,497	-17.2%	31.3%	-	-100.0%	0.0%	118	0.0%	100.0%	
	2004	3	81,037	7.8%	72.6%	27.4%	58,227	12.9%	72.4%	22,214	-5.5%	27.6%	596	0.0%	100.0%	-	-100.0%	0.0%	
	YE	2002		907,692	2.5%	64.8%	35.2%	583,943	-3.6%	64.7%	319,149	18.7%	35.3%	4,419	-36.7%	96.1%	181	-96.0%	3.9%
	YE	2003		932,643	2.7%	68.9%	31.1%	634,246	8.6%	68.6%	289,644	-9.2%	31.4%	8,385	89.7%	95.8%	368	103.3%	4.2%
	YE	2004		951,800	2.1%	69.2%	30.8%	649,790	2.5%	68.9%	293,509	1.3%	31.1%	8,501	1.4%	100.0%	-	-100.0%	0.0%
Aruba	2003	3	84,270	-1.2%	98.5%	1.5%	69,583	-0.6%	100.0%	-	-100.0%	0.0%	13,451	5.3%	91.6%	1,236	17.8%	8.4%	
	2004	3	96,104	14.0%	100.0%	0.0%	80,471	15.6%	100.0%	-	0.0%	0.0%	15,633	16.2%	100.0%	-	-100.0%	0.0%	
	YE	2002		893,658	-22.1%	94.0%	6.0%	727,323	13.1%	96.2%	28,612	-67.7%	3.8%	112,874	-68.0%	82.0%	24,849	-60.7%	18.0%
	YE	2003		903,340	1.1%	97.7%	2.3%	781,546	7.5%	97.7%	18,361	-35.8%	2.3%	100,706	-10.8%	97.4%	2,727	-89.0%	2.6%
	YE	2004		966,307	7.0%	99.9%	0.1%	861,194	10.2%	100.0%	-	-100.0%	0.0%	103,916	3.2%	98.9%	1,197	-56.1%	1.1%

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Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period	Total Seats				Scheduled Service						Nonscheduled Service						
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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Canada	2003	3	2,517,240	12.7%	52.1%	47.9%	1,299,401	20.4%	51.9%	1,203,346	6.6%	48.1%	11,233	192.1%	77.5%	3,260	-84.7%	22.5%
	2004	3	2,538,248	0.8%	53.8%	46.2%	1,356,376	4.4%	53.7%	1,167,993	-2.9%	46.3%	10,026	-10.7%	72.2%	3,853	18.2%	27.8%
	YE	2002	27,236,666	-5.2%	52.7%	47.3%	14,176,676	-6.5%	52.6%	12,792,006	-3.9%	47.4%	166,607	-18.0%	62.2%	101,377	54.0%	37.8%
	YE	2003	28,331,137	4.0%	53.5%	46.5%	15,047,822	6.1%	53.6%	13,024,801	1.8%	46.4%	122,181	-26.7%	47.3%	136,333	34.5%	52.7%
	YE	2004	27,859,263	-1.7%	57.8%	42.2%	15,960,434	6.1%	57.8%	11,660,077	-10.5%	42.2%	142,086	16.3%	59.5%	96,666	-29.1%	40.5%
Mexico	2003	3	2,254,190	8.2%	66.6%	33.4%	1,130,730	10.8%	63.2%	657,093	4.6%	36.8%	370,013	6.4%	79.3%	96,354	11.6%	20.7%
	2004	3	2,338,302	3.7%	71.6%	28.4%	1,287,211	13.8%	66.2%	658,006	0.1%	33.8%	386,625	4.5%	98.4%	6,460	-93.3%	1.6%
	YE	2002	21,286,944	-11.0%	59.3%	40.7%	10,384,724	-8.8%	57.1%	7,798,052	-11.3%	42.9%	2,249,040	-16.1%	72.5%	855,128	-19.9%	27.5%
	YE	2003	22,225,073	4.4%	61.2%	38.8%	11,363,173	9.4%	59.6%	7,696,118	-1.3%	40.4%	2,234,335	-0.7%	70.6%	931,447	8.9%	29.4%
	YE	2004	23,152,015	4.2%	64.4%	35.6%	12,456,266	9.6%	63.9%	7,036,049	-8.6%	36.1%	2,464,665	10.3%	67.3%	1,195,035	28.3%	32.7%
United Kingdom	2003	3	1,673,268	1.6%	40.7%	59.3%	681,013	1.3%	41.3%	968,406	4.9%	58.7%	-	-100.0%	0.0%	23,849	-53.9%	100.0%
	2004	3	1,720,916	2.8%	38.9%	61.1%	670,010	-1.6%	39.6%	1,021,638	5.5%	60.4%	-	0.0%	0.0%	29,268	22.7%	100.0%
	YE	2002	22,075,129	-9.3%	40.6%	59.4%	8,946,435	-3.1%	42.8%	11,941,193	-12.9%	57.2%	21,935	-53.5%	1.8%	1,165,566	-14.3%	98.2%
	YE	2003	21,506,131	-2.6%	41.7%	58.3%	8,970,692	0.3%	43.3%	11,746,041	-1.6%	56.7%	4,651	-78.8%	0.6%	784,747	-32.7%	99.4%
	YE	2004	21,306,277	-0.9%	38.7%	61.3%	8,250,434	-8.0%	40.4%	12,158,447	3.5%	59.6%	2,477	-46.7%	0.3%	894,919	14.0%	99.7%
Japan	2003	3	1,403,667	8.1%	50.4%	49.6%	707,056	12.0%	50.5%	692,970	4.2%	49.5%	620	100.0%	17.0%	3,021	13.9%	83.0%
	2004	3	1,333,934	-5.0%	52.1%	47.9%	693,928	-1.9%	52.2%	636,056	-8.2%	47.8%	620	0.0%	15.7%	3,330	10.2%	84.3%
	YE	2002	17,190,788	-13.3%	49.4%	50.6%	8,483,908	-13.0%	49.5%	8,658,353	-13.4%	50.5%	15,133	-39.2%	31.2%	33,394	-36.5%	68.8%
	YE	2003	16,967,730	-1.3%	50.3%	49.7%	8,515,039	0.4%	50.3%	8,419,529	-2.8%	49.7%	14,289	-5.6%	43.1%	18,873	-43.5%	56.9%
	YE	2004	15,055,702	-11.3%	53.6%	46.4%	8,053,810	-5.4%	53.8%	6,914,811	-17.9%	46.2%	17,918	25.4%	20.6%	69,163	266.5%	79.4%
Germany	2003	3	650,607	9.0%	40.6%	59.4%	262,265	-4.6%	40.4%	386,136	20.3%	59.6%	2,206	182.5%	100.0%	-	0.0%	0.0%
	2004	3	692,835	6.5%	39.9%	60.1%	274,700	4.7%	39.8%	416,065	7.8%	60.2%	2,070	-6.2%	100.0%	-	0.0%	0.0%
	YE	2002	8,534,809	-13.0%	41.2%	58.8%	3,514,586	-14.3%	41.2%	5,017,180	-11.9%	58.8%	1,985	-80.1%	65.2%	1,058	-49.1%	34.8%
	YE	2003	8,347,651	-2.2%	40.2%	59.8%	3,351,642	-4.6%	40.2%	4,989,618	-0.5%	59.8%	5,809	192.6%	90.9%	582	-45.0%	9.1%
	YE	2004	8,648,230	3.6%	38.3%	61.7%	3,271,731	-2.4%	38.2%	5,296,515	6.2%	61.8%	37,028	537.4%	46.3%	42,956	7280.8%	53.7%

Source : U.S. Department of Transportation T-100 Segment Data.

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
France	2003	3	534,226	1.2%	44.6%	55.4%	238,090	-13.3%	45.1%	290,376	17.4%	54.9%	-	-100.0%	0.0%	5,760	0.0%	100.0%
	2004	3	567,072	6.1%	43.0%	57.0%	243,760	2.4%	43.0%	323,280	11.3%	57.0%	-	0.0%	0.0%	32	-99.4%	100.0%
	YE	2002	7,490,721	-11.6%	50.5%	49.5%	3,780,003	-11.7%	51.1%	3,616,195	-10.3%	48.9%	2,458	-22.2%	2.6%	92,065	-40.4%	97.4%
	YE	2003	7,149,200	-4.6%	48.3%	51.7%	3,448,905	-8.8%	48.8%	3,614,994	0.0%	51.2%	1,381	-43.8%	1.6%	83,920	-8.8%	98.4%
	YE	2004	6,986,984	-2.3%	42.9%	57.1%	2,993,666	-13.2%	42.9%	3,991,508	10.4%	57.1%	269	-80.5%	14.9%	1,541	-98.2%	85.1%
Netherlands	2003	3	424,038	10.1%	52.8%	47.2%	223,812	1.4%	52.8%	200,226	21.9%	47.2%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	415,179	-2.1%	57.1%	42.9%	237,136	6.0%	57.1%	178,043	-11.1%	42.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	5,207,987	-10.7%	56.5%	43.5%	2,942,017	5.2%	56.5%	2,264,116	-25.3%	43.5%	1,806	736.1%	97.4%	48	0.0%	2.6%
	YE	2003	5,333,912	2.4%	59.8%	40.2%	3,187,366	8.3%	59.8%	2,146,546	-5.2%	40.2%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE	2004	4,926,391	-7.6%	60.0%	40.0%	2,953,594	-7.3%	60.0%	1,972,624	-8.1%	40.0%	173	0.0%	100.0%	-	0.0%	0.0%
Bahamas	2003	3	444,628	42.0%	80.5%	19.5%	341,012	47.1%	79.7%	86,790	35.9%	20.3%	16,826	5.1%	100.0%	-	-100.0%	0.0%
	2004	3	438,819	-1.3%	87.0%	13.0%	340,840	-0.1%	85.6%	57,260	-34.0%	14.4%	40,719	142.0%	100.0%	-	0.0%	0.0%
	YE	2002	3,663,276	-7.8%	72.1%	27.9%	2,408,386	-6.4%	70.4%	1,014,772	-8.2%	29.6%	234,327	6.2%	97.6%	5,791	-92.3%	2.4%
	YE	2003	4,146,716	13.2%	75.3%	24.7%	3,014,693	25.2%	74.7%	1,022,857	0.8%	25.3%	109,166	-53.4%	100.0%	-	-100.0%	0.0%
	YE	2004	4,829,812	16.5%	79.0%	21.0%	3,589,319	19.1%	78.0%	1,012,999	-1.0%	22.0%	226,024	107.0%	99.4%	1,470	0.0%	0.6%
Dominican Republic	2003	3	459,907	21.4%	86.3%	13.7%	326,287	12.8%	96.1%	13,313	-44.8%	3.9%	70,494	17.7%	58.6%	49,813	791.9%	41.4%
	2004	3	451,390	-1.9%	93.2%	6.8%	326,446	0.0%	95.2%	16,334	22.7%	4.8%	94,310	33.8%	86.8%	14,300	-71.3%	13.2%
	YE	2002	4,165,803	-8.4%	93.9%	6.1%	3,529,742	-6.1%	94.5%	206,438	-40.5%	5.5%	382,944	44.1%	89.1%	46,679	-73.6%	10.9%
	YE	2003	4,642,190	11.4%	87.5%	12.5%	3,475,693	-1.5%	93.5%	241,638	17.1%	6.5%	587,141	53.3%	63.5%	337,718	623.5%	36.5%
	YE	2004	5,390,351	16.1%	90.7%	9.3%	3,971,596	14.3%	95.3%	197,820	-18.1%	4.7%	914,795	55.8%	74.9%	306,140	-9.4%	25.1%
Jamaica	2003	3	348,905	10.3%	46.0%	54.0%	123,634	35.1%	39.8%	187,054	-0.6%	60.2%	36,819	0.1%	96.3%	1,398	0.0%	3.7%
	2004	3	369,525	5.9%	47.1%	52.9%	139,928	13.2%	42.4%	189,930	1.5%	57.6%	33,947	-7.8%	85.6%	5,720	309.2%	14.4%
	YE	2002	3,447,650	-4.8%	35.1%	64.9%	1,025,056	-9.8%	31.5%	2,224,009	5.4%	68.5%	183,428	-49.4%	92.4%	15,157	35.5%	7.6%
	YE	2003	3,657,887	6.1%	38.3%	61.7%	1,200,692	17.1%	34.9%	2,242,275	0.8%	65.1%	199,235	8.6%	92.7%	15,685	3.5%	7.3%
	YE	2004	3,844,794	5.1%	42.5%	57.5%	1,440,351	20.0%	39.9%	2,173,373	-3.1%	60.1%	194,567	-2.3%	84.2%	36,503	132.7%	15.8%

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South Korea	2003	3	262,971	-3.6%	0.0%	100.0%	-	0.0%	0.0%	262,971	-3.6%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	276,925	5.3%	6.1%	93.9%	16,682	0.0%	6.1%	258,884	-1.6%	93.9%	155	0.0%	11.4%	1,204	0.0%	88.6%
	YE	2002	3,411,100	3.6%	3.7%	96.3%	126,732	-47.7%	3.7%	3,276,964	7.6%	96.3%	-	0.0%	0.0%	7,404	76.4%	100.0%
	YE	2003	3,553,002	4.2%	0.0%	100.0%	-	-100.0%	0.0%	3,529,292	7.7%	100.0%	-	0.0%	0.0%	23,710	220.2%	100.0%
	YE	2004	3,443,884	-3.1%	4.9%	95.1%	166,878	0.0%	4.9%	3,240,304	-8.2%	95.1%	155	0.0%	0.4%	36,547	54.1%	99.6%
Brazil	2003	3	245,622	-9.2%	64.6%	35.4%	158,778	-4.5%	64.6%	86,844	-16.3%	35.4%	-	-100.0%	0.0%	-	-100.0%	0.0%
	2004	3	226,571	-7.8%	69.7%	30.3%	157,419	-0.9%	69.7%	68,511	-21.1%	30.3%	400	0.0%	62.4%	241	0.0%	37.6%
	YE	2002	3,352,617	-16.0%	60.0%	40.0%	2,005,413	-12.4%	59.9%	1,341,366	-20.5%	40.1%	4,814	-31.4%	82.5%	1,024	-88.8%	17.5%
	YE	2003	3,097,055	-7.6%	63.4%	36.6%	1,962,975	-2.1%	63.4%	1,131,412	-15.7%	36.6%	1,334	-72.3%	50.0%	1,334	30.3%	50.0%
	YE	2004	2,614,798	-15.6%	64.6%	35.4%	1,688,056	-14.0%	64.6%	924,405	-18.3%	35.4%	573	-57.0%	24.5%	1,764	32.2%	75.5%
Taiwan	2003	3	245,349	5.2%	8.7%	91.3%	21,390	-12.0%	8.7%	223,959	7.2%	91.3%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	215,733	-12.1%	2.0%	98.0%	4,340	-79.7%	2.0%	211,393	-5.6%	98.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	2,787,935	-6.6%	13.7%	86.3%	382,391	20.4%	13.7%	2,405,544	-9.8%	86.3%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	2003	2,865,042	2.8%	8.7%	91.3%	248,604	-35.0%	8.7%	2,616,259	8.8%	91.3%	179	0.0%	100.0%	-	0.0%	0.0%
	YE	2004	2,481,422	-13.4%	1.7%	98.3%	42,980	-82.7%	1.7%	2,438,442	-6.8%	98.3%	-	-100.0%	0.0%	-	0.0%	0.0%
Italy	2003	3	187,073	0.3%	47.1%	52.9%	87,816	1.1%	47.0%	98,901	-0.8%	53.0%	356	0.0%	100.0%	-	0.0%	0.0%
	2004	3	211,005	12.8%	45.9%	54.1%	96,705	10.1%	45.9%	114,100	15.4%	54.1%	200	-43.8%	100.0%	-	0.0%	0.0%
	YE	2002	3,026,409	-22.4%	47.4%	52.6%	1,408,317	-33.9%	46.9%	1,592,277	-9.2%	53.1%	25,555	102.9%	99.0%	260	-50.0%	1.0%
	YE	2003	2,623,178	-13.3%	55.5%	44.5%	1,453,334	3.2%	55.5%	1,165,330	-26.8%	44.5%	2,729	-89.3%	60.5%	1,785	586.5%	39.5%
	YE	2004	2,471,121	-5.8%	48.0%	52.0%	1,180,197	-18.8%	47.9%	1,284,497	10.2%	52.1%	6,395	134.3%	99.5%	32	-98.2%	0.5%
Costa Rica	2003	3	173,883	22.8%	65.8%	34.2%	112,364	13.9%	65.4%	59,476	48.4%	34.6%	2,043	-28.7%	100.0%	-	0.0%	0.0%
	2004	3	233,596	34.3%	73.5%	26.5%	168,543	50.0%	73.1%	61,933	4.1%	26.9%	3,120	52.7%	100.0%	-	0.0%	0.0%
	YE	2002	1,560,376	-8.2%	70.3%	29.7%	1,061,307	-4.3%	69.9%	456,269	-11.6%	30.1%	35,130	-41.8%	82.1%	7,670	-46.4%	17.9%
	YE	2003	1,772,947	13.6%	66.9%	33.1%	1,152,394	8.6%	66.3%	586,434	28.5%	33.7%	33,841	-3.7%	99.2%	278	-96.4%	0.8%
	YE	2004	2,078,285	17.2%	66.6%	33.4%	1,350,011	17.1%	66.1%	691,208	17.9%	33.9%	33,222	-1.8%	89.6%	3,844	1282.7%	10.4%

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Spain	2003	3	142,395	-4.0%	42.6%	57.4%	60,609	1.2%	42.6%	81,786	-7.6%	57.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	164,400	15.5%	40.9%	59.1%	67,218	10.9%	40.9%	97,182	18.8%	59.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	2,179,950	-12.9%	39.4%	60.6%	843,198	-6.1%	39.7%	1,280,425	-14.9%	60.3%	15,750	-60.0%	28.0%	40,577	-32.8%	72.0%
	YE	2003	2,025,311	-7.1%	42.4%	57.6%	857,954	1.8%	42.4%	1,165,581	-9.0%	57.6%	-	-100.0%	0.0%	1,776	-95.6%	100.0%
	YE	2004	2,027,447	0.1%	43.4%	56.6%	879,129	2.5%	43.5%	1,143,283	-1.9%	56.5%	247	0.0%	4.9%	4,788	169.6%	95.1%
Ireland	2003	3	126,105	0.2%	25.4%	74.6%	31,972	15.7%	25.4%	94,133	-3.9%	74.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	2004	3	133,360	5.8%	18.9%	81.1%	23,856	-25.4%	18.1%	108,220	15.0%	81.9%	1,284	0.0%	100.0%	-	0.0%	0.0%
	YE	2002	2,055,748	-4.0%	22.6%	77.4%	433,676	-10.4%	21.8%	1,556,822	2.4%	78.2%	31,924	-55.0%	48.9%	33,326	-49.5%	51.1%
	YE	2003	1,629,724	-20.7%	25.5%	74.5%	408,748	-5.7%	25.2%	1,212,987	-22.1%	74.8%	6,304	-80.3%	78.9%	1,685	-94.9%	21.1%
	YE	2004	1,909,301	17.2%	28.1%	71.9%	513,967	25.7%	27.4%	1,360,190	12.1%	72.6%	22,896	263.2%	65.1%	12,248	626.9%	34.9%
Colombia	2003	3	161,474	1.6%	46.3%	53.7%	74,737	2.4%	46.3%	86,737	1.2%	53.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	2004	3	154,298	-4.4%	50.7%	49.3%	78,241	4.7%	50.7%	76,057	-12.3%	49.3%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	1,924,467	1.1%	46.3%	53.7%	891,119	-2.4%	46.3%	1,033,092	4.4%	53.7%	256	-74.8%	100.0%	-	0.0%	0.0%
	YE	2003	1,932,161	0.4%	45.7%	54.3%	882,192	-1.0%	45.7%	1,049,799	1.6%	54.3%	170	-33.6%	100.0%	-	0.0%	0.0%
	YE	2004	1,914,241	-0.9%	49.6%	50.4%	910,982	3.3%	49.1%	944,486	-10.0%	50.9%	39,430	23094.1%	67.1%	19,343	0.0%	32.9%
Switzerland	2003	3	158,284	6.1%	34.5%	65.5%	54,598	13.2%	34.5%	103,686	2.8%	65.5%	-	0.0%	0.0%	-	-100.0%	0.0%
	2004	3	144,938	-8.4%	39.8%	60.2%	57,670	5.6%	39.8%	87,170	-15.9%	60.2%	-	0.0%	0.0%	98	0.0%	100.0%
	YE	2002	2,231,702	-16.5%	26.2%	73.8%	580,288	-9.8%	26.3%	1,629,310	-18.8%	73.7%	4,990	0.0%	22.6%	17,114	-28.3%	77.4%
	YE	2003	1,799,995	-19.3%	31.0%	69.0%	558,070	-3.8%	31.3%	1,225,984	-24.8%	68.7%	215	-95.7%	1.3%	15,726	-8.1%	98.7%
	YE	2004	1,797,206	-0.2%	36.5%	63.5%	655,871	17.5%	36.6%	1,135,555	-7.4%	63.4%	-	-100.0%	0.0%	5,780	-63.2%	100.0%
Australia	2003	3	154,644	-2.4%	29.6%	70.4%	45,818	0.0%	29.6%	108,808	-3.0%	70.4%	18	0.0%	100.0%	-	-100.0%	0.0%
	2004	3	148,787	-3.8%	31.3%	68.7%	46,556	1.6%	31.3%	102,231	-6.0%	68.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	2002	1,944,522	-18.8%	27.7%	72.3%	538,921	-35.3%	27.8%	1,401,781	-9.6%	72.2%	-	-100.0%	0.0%	3,820	-62.2%	100.0%
	YE	2003	1,800,801	-7.4%	29.8%	70.2%	536,784	-0.4%	29.8%	1,263,814	-9.8%	70.2%	203	0.0%	100.0%	-	-100.0%	0.0%
	YE	2004	1,705,842	-5.3%	31.8%	68.2%	541,445	0.9%	31.7%	1,163,898	-7.9%	68.3%	383	88.7%	76.8%	116	0.0%	23.2%

Source : U.S. Department of Transportation T-100 Segment Data.

1/ Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.

Please see the report's introduction for further details.

2/ Ranked in descending order according to latest year ended data.

Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period	Total Seats				Scheduled Service						Nonscheduled Service							
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag				
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share		
El Salvador	2003	3	119,156	5.1%	42.3%	57.7%	50,456	-4.7%	42.3%	68,700	15.1%	57.7%	-	-100.0%	0.0%	-	0.0%	0.0%	
	2004	3	124,972	4.9%	42.1%	57.9%	52,552	4.2%	42.1%	72,420	5.4%	57.9%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	2002		1,309,865	-1.2%	47.0%	53.0%	614,827	-2.6%	47.0%	693,653	5.0%	53.0%	1,385	-95.9%	100.0%	-	0.0%	0.0%
	YE	2003		1,501,605	14.6%	41.8%	58.2%	626,138	1.8%	41.7%	874,255	26.0%	58.3%	1,212	-12.5%	100.0%	-	0.0%	0.0%
	YE	2004		1,552,580	3.4%	41.0%	59.0%	619,379	-1.1%	40.3%	916,758	4.9%	59.7%	16,443	1256.7%	100.0%	-	0.0%	0.0%
Venezuela	2003	3	102,232	-45.5%	71.5%	28.5%	55,256	-55.2%	65.5%	29,156	-53.8%	34.5%	17,820	1647.1%	100.0%	-	0.0%	0.0%	
	2004	3	154,480	51.1%	79.9%	20.1%	105,412	90.8%	77.3%	31,036	6.4%	22.7%	18,032	1.2%	100.0%	-	0.0%	0.0%	
	YE	2002		2,210,716	-5.7%	65.5%	34.5%	1,442,365	7.5%	65.6%	756,099	-8.3%	34.4%	5,288	-96.9%	43.2%	6,964	31.9%	56.8%
	YE	2003		1,714,827	-22.4%	73.5%	26.5%	1,086,728	-24.7%	70.6%	453,479	-40.0%	29.4%	173,996	3190.4%	99.6%	624	-91.0%	0.4%
	YE	2004		1,603,616	-6.5%	77.5%	22.5%	979,322	-9.9%	73.1%	360,784	-20.4%	26.9%	263,510	51.4%	100.0%	-	-100.0%	0.0%
Hong Kong-China	2003	3	165,641	32.9%	35.5%	64.5%	58,772	5.0%	35.5%	106,869	55.7%	64.5%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	3	150,904	-8.9%	38.6%	61.4%	58,270	-0.9%	38.6%	92,634	-13.3%	61.4%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	2002		1,923,303	-0.3%	48.7%	51.3%	937,110	7.8%	48.7%	985,831	-7.0%	51.3%	362	0.0%	100.0%	-	0.0%	0.0%
	YE	2003		1,939,369	0.8%	36.5%	63.5%	706,624	-24.6%	36.4%	1,232,233	25.0%	63.6%	512	41.4%	100.0%	-	0.0%	0.0%
	YE	2004		1,399,589	-27.8%	34.9%	65.1%	488,383	-30.9%	34.9%	911,206	-26.1%	65.1%	-	-100.0%	0.0%	-	0.0%	0.0%
Peru	2003	3	119,309	21.9%	58.3%	41.7%	69,592	10.9%	58.3%	49,717	41.3%	41.7%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	3	113,493	-4.9%	63.3%	36.7%	71,796	3.2%	63.3%	41,697	-16.1%	36.7%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	2002		1,238,055	-1.0%	66.0%	34.0%	816,904	-6.7%	66.0%	420,685	14.5%	34.0%	-	-100.0%	0.0%	466	-92.9%	100.0%
	YE	2003		1,337,332	8.0%	59.2%	40.8%	790,037	-3.3%	59.1%	546,257	29.8%	40.9%	1,038	0.0%	100.0%	-	-100.0%	0.0%
	YE	2004		1,348,297	0.8%	59.1%	40.9%	795,944	0.7%	59.1%	551,577	1.0%	40.9%	346	-66.7%	44.6%	430	0.0%	55.4%
Guatemala	2003	3	111,789	2.4%	67.4%	32.6%	75,375	9.5%	67.5%	36,239	-9.1%	32.5%	-	-100.0%	0.0%	175	0.0%	100.0%	
	2004	3	114,865	2.8%	69.8%	30.2%	79,444	5.4%	69.6%	34,697	-4.3%	30.4%	724	0.0%	100.0%	-	-100.0%	0.0%	
	YE	2002		1,241,407	5.2%	61.5%	38.5%	757,684	-0.5%	61.4%	477,202	18.2%	38.6%	6,055	-38.4%	92.9%	466	-90.3%	7.1%
	YE	2003		1,315,191	5.9%	66.0%	34.0%	856,769	13.1%	65.7%	446,603	-6.4%	34.3%	11,072	82.9%	93.7%	747	60.3%	6.3%
	YE	2004		1,350,006	2.6%	67.1%	32.9%	895,606	4.5%	66.9%	443,815	-0.6%	33.1%	10,585	-4.4%	100.0%	-	-100.0%	0.0%

Source : U.S. Department of Transportation T-100 Segment Data.

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Please see the report's introduction for further details.

2/ Ranked in descending order according to latest year ended data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Japan	2003	3	103,004	4.7%	53.7%	46.3%	52,998	3.8%	52.6%	47,670	5.2%	47.4%	2,335	19.3%	100.0%	-	-100.0%	0.0%
	2004	3	110,606	7.4%	56.8%	43.2%	56,491	6.6%	54.2%	47,675	0.0%	45.8%	6,301	169.8%	97.8%	139	0.0%	2.2%
	YE	2002	1,070,875	-21.8%	55.1%	44.9%	569,645	-23.3%	54.3%	479,530	-17.3%	45.7%	20,630	-55.3%	95.1%	1,070	87.4%	4.9%
	YE	2003	1,217,777	13.7%	55.9%	44.1%	622,238	9.2%	53.7%	535,715	11.7%	46.3%	58,789	185.0%	98.3%	1,035	-3.3%	1.7%
	YE	2004	1,147,794	-5.7%	57.4%	42.6%	602,582	-3.2%	55.3%	487,384	-9.0%	44.7%	56,554	-3.8%	97.8%	1,274	23.1%	2.2%
United Kingdom	2003	3	81,035	1.4%	49.2%	50.8%	37,477	-2.4%	48.0%	40,673	5.7%	52.0%	2,404	4.9%	83.3%	481	-38.3%	16.7%
	2004	3	85,530	5.5%	50.1%	49.9%	37,986	1.4%	47.3%	42,324	4.1%	52.7%	4,889	103.4%	93.6%	332	-31.1%	6.4%
	YE	2002	869,445	-11.2%	51.4%	48.6%	411,495	-9.9%	50.1%	410,468	-15.4%	49.9%	35,224	78.0%	74.2%	12,258	-30.9%	25.8%
	YE	2003	908,247	4.5%	51.4%	48.6%	437,090	6.2%	50.2%	432,748	5.4%	49.8%	30,025	-14.8%	78.2%	8,384	-31.6%	21.8%
	YE	2004	920,134	1.3%	49.1%	50.9%	401,295	-8.2%	46.6%	459,715	6.2%	53.4%	50,466	68.1%	85.4%	8,658	3.3%	14.6%
South Korea	2003	3	72,798	19.0%	33.8%	66.2%	15,426	24.1%	27.3%	41,020	7.3%	72.7%	9,193	180.7%	56.2%	7,159	-1.3%	43.8%
	2004	3	82,992	14.0%	35.5%	64.5%	16,346	6.0%	27.2%	43,828	6.8%	72.8%	13,098	42.5%	57.4%	9,720	35.8%	42.6%
	YE	2002	653,811	-0.2%	27.0%	73.0%	155,848	57.6%	28.3%	395,618	-6.1%	71.7%	20,689	-60.0%	20.2%	81,656	-2.3%	79.8%
	YE	2003	764,708	17.0%	28.1%	71.9%	166,031	6.5%	25.4%	487,798	23.3%	74.6%	48,731	135.5%	43.9%	62,148	-23.9%	56.1%
	YE	2004	862,798	12.8%	34.0%	66.0%	172,814	4.1%	26.2%	487,252	-0.1%	73.8%	120,178	146.6%	59.3%	82,554	32.8%	40.7%
Taiwan	2003	3	56,450	21.7%	15.6%	84.4%	3,892	0.9%	7.6%	47,650	12.1%	92.4%	4,907	0.0%	100.0%	-	-100.0%	0.0%
	2004	3	65,701	16.4%	17.2%	82.8%	3,942	1.3%	6.8%	54,406	14.2%	93.2%	7,354	49.9%	100.0%	-	0.0%	0.0%
	YE	2002	473,975	-7.8%	11.4%	88.6%	52,773	-14.7%	11.2%	419,581	-6.9%	88.8%	1,481	-17.3%	91.4%	140	0.0%	8.6%
	YE	2003	584,995	23.4%	11.6%	88.4%	41,904	-20.6%	7.5%	516,999	23.2%	92.5%	26,028	1657.7%	99.8%	63	-54.9%	0.2%
	YE	2004	655,884	12.1%	15.6%	84.4%	43,141	3.0%	7.2%	553,333	7.0%	92.8%	59,411	128.3%	100.0%	-	-100.0%	0.0%
Germany	2003	3	56,188	12.2%	34.6%	65.4%	17,120	7.7%	31.8%	36,725	13.1%	68.2%	2,299	1181.1%	98.1%	44	-97.1%	1.9%
	2004	3	56,457	0.5%	44.3%	55.7%	17,167	0.3%	35.4%	31,393	-14.5%	64.6%	7,867	242.1%	99.6%	29	-33.5%	0.4%
	YE	2002	544,292	-12.6%	31.6%	68.4%	165,641	-15.0%	31.8%	354,885	-14.9%	68.2%	6,196	234.6%	26.1%	17,571	96.1%	73.9%
	YE	2003	610,338	12.1%	33.9%	66.1%	181,764	9.7%	31.7%	391,149	10.2%	68.3%	25,352	309.2%	67.7%	12,072	-31.3%	32.3%
	YE	2004	597,884	-2.0%	35.9%	64.1%	175,661	-3.4%	31.5%	381,279	-2.5%	68.5%	38,963	53.7%	95.2%	1,982	-83.6%	4.8%

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
France	2003	3	36,112	-0.7%	48.9%	51.1%	17,462	-6.8%	48.9%	18,265	3.7%	51.1%	179	10776.7%	46.6%	205	445.7%	53.4%
	2004	3	32,775	-9.2%	52.4%	47.6%	17,121	-2.0%	52.3%	15,616	-14.5%	47.7%	39	-78.5%	100.0%	-	-100.0%	0.0%
	YE	2002	407,448	-11.2%	50.4%	49.6%	204,693	-10.7%	50.4%	201,179	-11.4%	49.6%	819	175.0%	52.0%	757	-67.0%	48.0%
	YE	2003	402,212	-1.3%	50.1%	49.9%	200,864	-1.9%	50.2%	199,173	-1.0%	49.8%	632	-22.8%	29.1%	1,542	103.6%	70.9%
	YE	2004	354,044	-12.0%	50.8%	49.2%	178,751	-11.0%	50.7%	174,015	-12.6%	49.3%	1,124	77.8%	87.9%	154	-90.0%	12.1%
Netherlands	2003	3	32,191	2.8%	27.2%	72.8%	7,886	5.2%	25.2%	23,446	-1.1%	74.8%	860	796.0%	100.0%	-	0.0%	0.0%
	2004	3	35,017	8.8%	36.4%	63.6%	8,746	10.9%	28.2%	22,242	-5.1%	71.8%	4,015	367.0%	99.7%	14	0.0%	0.3%
	YE	2002	332,792	-3.6%	25.3%	74.7%	82,603	6.8%	25.0%	248,469	-6.9%	75.0%	1,482	49.1%	86.2%	238	0.0%	13.8%
	YE	2003	344,309	3.5%	29.1%	70.9%	95,115	15.1%	28.1%	243,924	-1.8%	71.9%	5,215	251.9%	99.0%	55	-77.1%	1.0%
	YE	2004	370,160	7.5%	32.3%	67.7%	89,066	-6.4%	26.2%	250,750	2.8%	73.8%	30,330	481.6%	100.0%	14	-75.2%	0.0%
Colombia	2003	3	31,164	-4.8%	47.7%	52.3%	7,706	12.0%	35.9%	13,763	87.4%	64.1%	7,174	-60.8%	74.0%	2,522	1195.1%	26.0%
	2004	3	38,779	24.4%	43.4%	56.6%	5,121	-33.5%	23.3%	16,875	22.6%	76.7%	11,695	63.0%	69.7%	5,087	101.7%	30.3%
	YE	2002	343,077	4.3%	54.3%	45.7%	97,736	-19.8%	38.5%	155,831	-1.5%	61.5%	88,658	83.1%	99.0%	852	60.2%	1.0%
	YE	2003	337,266	-1.7%	52.4%	47.6%	94,186	-3.6%	39.1%	146,975	-5.7%	60.9%	82,530	-6.9%	85.9%	13,575	1493.7%	14.1%
	YE	2004	420,721	24.7%	47.2%	52.8%	63,997	-32.1%	25.3%	189,080	28.6%	74.7%	134,627	63.1%	80.3%	33,017	143.2%	19.7%
Canada	2003	3	31,057	14.9%	64.4%	35.6%	14,792	1.4%	64.4%	8,166	-18.5%	35.6%	5,199	146.4%	64.2%	2,900	774.9%	35.8%
	2004	3	30,392	-2.1%	72.3%	27.7%	17,227	16.5%	72.0%	6,688	-18.1%	28.0%	4,750	-8.6%	73.3%	1,727	-40.5%	26.7%
	YE	2002	284,487	25.5%	65.6%	34.4%	161,355	52.2%	63.3%	93,690	-2.9%	36.7%	25,247	89.4%	85.8%	4,195	-61.4%	14.2%
	YE	2003	335,988	18.1%	63.8%	36.2%	179,747	11.4%	63.4%	103,847	10.8%	36.6%	34,560	36.9%	66.0%	17,834	325.1%	34.0%
	YE	2004	329,721	-1.9%	72.2%	27.8%	189,229	5.3%	71.5%	75,365	-27.4%	28.5%	48,716	41.0%	74.8%	16,411	-8.0%	25.2%
Hong Kong-China	2003	3	23,751	22.2%	37.3%	62.7%	8,646	29.0%	36.7%	14,881	21.6%	63.3%	223	-55.3%	100.0%	-	0.0%	0.0%
	2004	3	25,569	7.7%	30.7%	69.3%	7,497	-13.3%	29.7%	17,728	19.1%	70.3%	344	53.8%	100.0%	-	0.0%	0.0%
	YE	2002	208,660	5.1%	40.3%	59.7%	81,337	-14.3%	39.5%	124,584	26.3%	60.5%	2,739	-44.4%	100.0%	-	0.0%	0.0%
	YE	2003	299,879	43.7%	45.7%	54.3%	105,001	29.1%	39.2%	162,822	30.7%	60.8%	32,056	1070.5%	100.0%	-	0.0%	0.0%
	YE	2004	273,426	-8.8%	36.1%	63.9%	92,151	-12.2%	34.5%	174,704	7.3%	65.5%	6,539	-79.6%	99.5%	31	0.0%	0.5%

Source : U.S. Department of Transportation T-100 Segment Data.

1/ Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.

Please see the report's introduction for further details.

2/ Ranked in descending order according to latest year ended data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Mexico	2003	3	27,562	-8.5%	59.4%	40.6%	9,767	-6.4%	47.8%	10,684	-23.7%	52.2%	6,601	16.2%	92.8%	510	7764.5%	7.2%
	2004	3	29,019	5.3%	71.6%	28.4%	12,000	22.9%	61.0%	7,664	-28.3%	39.0%	8,764	32.8%	93.7%	590	15.8%	6.3%
	YE	2002	313,735	-5.4%	56.7%	43.3%	120,380	-16.2%	47.1%	135,173	12.5%	52.9%	57,539	-12.8%	98.9%	643	-62.2%	1.1%
	YE	2003	318,886	1.6%	58.5%	41.5%	125,418	4.2%	49.6%	127,253	-5.9%	50.4%	61,198	6.4%	92.4%	5,017	680.0%	7.6%
	YE	2004	309,935	-2.8%	65.1%	34.9%	128,491	2.5%	56.3%	99,603	-21.7%	43.7%	73,338	19.8%	89.6%	8,503	69.5%	10.4%
China	2003	3	19,428	36.4%	23.4%	76.6%	4,551	61.3%	23.4%	14,877	30.2%	76.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	28,075	44.5%	31.7%	68.3%	8,911	95.8%	31.7%	19,164	28.8%	68.3%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	144,645	37.8%	27.1%	72.9%	39,233	305.6%	27.2%	104,830	12.8%	72.8%	-	-100.0%	0.0%	582	-75.1%	100.0%
	YE	2003	193,511	33.8%	26.8%	73.2%	46,555	18.7%	24.7%	141,610	35.1%	75.3%	5,346	0.0%	100.0%	-	-100.0%	0.0%
	YE	2004	238,803	23.4%	34.6%	65.4%	70,791	52.1%	31.2%	156,130	10.3%	68.8%	11,838	121.4%	99.6%	44	0.0%	0.4%
Belgium	2003	3	21,538	36.2%	62.7%	37.3%	8,774	45.9%	53.8%	7,548	38.5%	46.2%	4,720	8.4%	90.5%	496	0.0%	9.5%
	2004	3	22,607	5.0%	63.9%	36.1%	8,587	-2.1%	51.2%	8,169	8.2%	48.8%	5,852	24.0%	100.0%	-	-100.0%	0.0%
	YE	2002	180,600	-7.3%	57.8%	42.2%	65,453	-24.6%	46.3%	76,014	-18.7%	53.7%	38,990	191.7%	99.6%	143	-87.5%	0.4%
	YE	2003	207,091	14.7%	63.4%	36.6%	91,338	39.5%	54.9%	75,066	-1.2%	45.1%	39,927	2.4%	98.1%	759	430.7%	1.9%
	YE	2004	234,282	13.1%	60.8%	39.2%	91,853	0.6%	50.2%	91,126	21.4%	49.8%	50,706	27.0%	98.8%	597	-21.3%	1.2%
Brazil	2003	3	18,912	-25.2%	57.3%	42.7%	10,412	-14.7%	65.1%	5,572	-49.6%	34.9%	425	-59.2%	14.5%	2,503	152.8%	85.5%
	2004	3	20,281	7.2%	56.8%	43.2%	8,289	-20.4%	50.2%	8,211	47.4%	49.8%	3,221	658.6%	85.2%	559	-77.7%	14.8%
	YE	2002	234,553	0.2%	62.9%	37.1%	130,445	7.5%	60.6%	84,751	3.1%	39.4%	17,166	-36.3%	88.7%	2,191	-40.0%	11.3%
	YE	2003	223,598	-4.7%	60.5%	39.5%	131,420	0.7%	65.8%	68,279	-19.4%	34.2%	3,890	-77.3%	16.3%	20,009	813.4%	83.7%
	YE	2004	209,497	-6.3%	54.3%	45.7%	97,526	-25.8%	56.2%	75,932	11.2%	43.8%	16,183	316.0%	44.9%	19,856	-0.8%	55.1%
Italy	2003	3	15,545	42.5%	55.0%	45.0%	2,830	0.7%	28.8%	6,993	-11.9%	71.2%	5,722	3477.0%	100.0%	-	0.0%	0.0%
	2004	3	11,294	-27.3%	51.3%	48.7%	2,838	0.3%	34.1%	5,497	-21.4%	65.9%	2,959	-48.3%	100.0%	-	0.0%	0.0%
	YE	2002	129,149	-16.3%	30.4%	69.6%	38,089	-31.3%	29.8%	89,534	-8.6%	70.2%	1,229	101.7%	80.6%	297	22.2%	19.4%
	YE	2003	140,084	8.5%	43.6%	56.4%	39,290	3.2%	33.3%	78,778	-12.0%	66.7%	21,758	1670.7%	98.8%	258	-13.0%	1.2%
	YE	2004	129,170	-7.8%	48.2%	51.8%	30,716	-21.8%	31.5%	66,647	-15.4%	68.5%	31,609	45.3%	99.4%	200	-22.7%	0.6%

Source : U.S. Department of Transportation T-100 Segment Data.

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2/ Ranked in descending order according to latest year ended data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Chile	2003	3	10,724	-18.4%	50.3%	49.7%	4,175	-22.2%	47.5%	4,621	5.3%	52.5%	1,220	-52.1%	63.3%	708	-16.7%	36.7%
	2004	3	12,089	12.7%	50.5%	49.5%	4,352	4.2%	45.2%	5,278	14.2%	54.8%	1,748	43.3%	71.1%	711	0.4%	28.9%
	YE	2002	114,586	39.2%	55.4%	44.6%	51,594	67.0%	51.3%	48,982	13.3%	48.7%	11,933	706.1%	85.2%	2,078	-69.1%	14.8%
	YE	2003	114,644	0.1%	54.0%	46.0%	57,671	11.8%	56.6%	44,254	-9.7%	43.4%	4,215	-64.7%	33.1%	8,504	309.3%	66.9%
	YE	2004	114,809	0.1%	51.1%	48.9%	43,022	-25.4%	44.8%	52,931	19.6%	55.2%	15,599	270.1%	82.7%	3,257	-61.7%	17.3%
Switzerland	2003	3	9,480	21.7%	28.0%	72.0%	2,653	59.2%	28.0%	6,827	11.5%	72.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	3	8,280	-12.7%	30.2%	69.8%	2,502	-5.7%	30.2%	5,779	-15.4%	69.8%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	2002	94,781	-24.4%	16.6%	83.4%	15,602	-11.6%	16.5%	79,005	-26.7%	83.5%	174	0.0%	100.0%	-	0.0%	0.0%
	YE	2003	91,985	-2.9%	20.1%	79.9%	18,531	18.8%	20.2%	73,317	-7.2%	79.8%	1	-99.2%	1.0%	136	0.0%	99.0%
	YE	2004	88,022	-4.3%	22.4%	77.6%	19,730	6.5%	22.4%	68,269	-6.9%	77.6%	2	26.3%	7.6%	21	-84.8%	92.4%
Ecuador	2003	3	11,144	29.3%	73.4%	26.6%	3,672	0.6%	57.0%	2,769	13.6%	43.0%	4,513	78.3%	96.0%	190	0.0%	4.0%
	2004	3	9,873	-11.4%	65.6%	34.4%	2,297	-37.4%	40.4%	3,393	22.5%	59.6%	4,182	-7.3%	100.0%	-	-100.0%	0.0%
	YE	2002	102,802	44.1%	70.7%	29.3%	39,829	-4.7%	57.0%	30,072	51.6%	43.0%	32,901	247.3%	100.0%	-	-100.0%	0.0%
	YE	2003	119,300	16.0%	73.8%	26.2%	46,740	17.4%	60.1%	31,049	3.2%	39.9%	41,260	25.4%	99.4%	252	0.0%	0.6%
	YE	2004	114,467	-4.1%	67.0%	33.0%	33,005	-29.4%	46.9%	37,422	20.5%	53.1%	43,651	5.8%	99.1%	389	54.4%	0.9%
Peru	2003	3	9,033	25.5%	38.5%	61.5%	2,584	8.2%	38.5%	4,129	41.8%	61.5%	896	-52.7%	38.6%	1,424	0.0%	61.4%
	2004	3	7,367	-18.4%	16.8%	83.2%	904	-65.0%	22.6%	3,095	-25.0%	77.4%	332	-62.9%	9.9%	3,035	113.2%	90.1%
	YE	2002	86,558	11.4%	57.0%	43.0%	34,600	15.0%	48.2%	37,257	-7.9%	51.8%	14,701	105.4%	100.0%	-	0.0%	0.0%
	YE	2003	106,941	23.5%	46.2%	53.8%	36,679	6.0%	45.5%	43,931	17.9%	54.5%	12,686	-13.7%	48.2%	13,646	0.0%	51.8%
	YE	2004	113,324	6.0%	32.1%	67.9%	11,768	-67.9%	19.7%	47,908	9.1%	80.3%	24,632	94.2%	45.9%	29,016	112.6%	54.1%
Australia	2003	3	6,744	24.2%	67.0%	33.0%	3,961	34.1%	64.0%	2,224	-10.1%	36.0%	559	0.0%	100.0%	-	0.0%	0.0%
	2004	3	6,441	-4.5%	57.4%	42.6%	3,193	-19.4%	54.4%	2,673	20.2%	45.6%	507	-9.3%	88.2%	68	0.0%	11.8%
	YE	2002	55,533	-13.0%	50.0%	50.0%	27,387	-8.9%	49.7%	27,706	-14.8%	50.3%	401	-65.8%	91.2%	39	-33.1%	8.8%
	YE	2003	70,575	27.1%	61.6%	38.4%	42,483	55.1%	61.1%	27,057	-2.3%	38.9%	997	148.6%	96.4%	37	-4.1%	3.6%
	YE	2004	65,028	-7.9%	64.7%	35.3%	36,821	-13.3%	61.7%	22,889	-15.4%	38.3%	5,249	426.3%	98.7%	68	83.1%	1.3%

Source : U.S. Department of Transportation T-100 Segment Data.

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Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Spain	2003	3	5,866	0.3%	43.3%	56.7%	2,525	-7.1%	43.1%	3,328	6.3%	56.9%	13	0.0%	100.0%	-	0.0%	0.0%
	2004	3	6,259	6.7%	48.0%	52.0%	2,929	16.0%	47.4%	3,253	-2.2%	52.6%	76	483.2%	100.0%	-	0.0%	0.0%
	YE	2002	65,180	-21.4%	45.3%	54.7%	29,191	-17.8%	45.2%	35,430	-24.4%	54.8%	319	449.4%	57.0%	240	-52.1%	43.0%
	YE	2003	64,778	-0.6%	46.4%	53.6%	29,479	1.0%	46.0%	34,617	-2.3%	54.0%	607	90.7%	88.9%	76	-68.5%	11.1%
	YE	2004	59,632	-7.9%	47.9%	52.1%	28,365	-3.8%	47.8%	31,011	-10.4%	52.2%	187	-69.3%	73.1%	69	-9.1%	26.9%
Dominican Republic	2003	3	6,673	11.5%	77.0%	23.0%	3,713	-27.2%	88.4%	489	-0.6%	11.6%	1,422	264.1%	57.5%	1,049	112785.1%	42.5%
	2004	3	6,361	-4.7%	83.6%	16.4%	5,062	36.3%	88.2%	676	38.4%	11.8%	258	-81.9%	41.3%	365	-65.2%	58.7%
	YE	2002	67,291	-13.6%	92.4%	7.6%	58,785	-7.3%	92.1%	5,040	-42.9%	7.9%	3,385	-37.8%	97.7%	81	-66.0%	2.3%
	YE	2003	71,010	5.5%	83.2%	16.8%	50,939	-13.3%	88.9%	6,335	25.7%	11.1%	8,143	140.6%	59.3%	5,594	6795.1%	40.7%
	YE	2004	73,290	3.2%	81.6%	18.4%	49,065	-3.7%	88.0%	6,715	6.0%	12.0%	10,728	31.8%	61.3%	6,781	21.2%	38.7%
Costa Rica	2003	3	5,037	-22.0%	82.1%	17.9%	4,054	-14.5%	81.8%	903	-23.9%	18.2%	81	-84.8%	100.0%	-	0.0%	0.0%
	2004	3	6,361	26.3%	77.8%	22.2%	3,852	-5.0%	73.2%	1,413	56.6%	26.8%	1,095	1251.3%	100.0%	-	0.0%	0.0%
	YE	2002	68,005	-4.6%	77.4%	22.6%	45,977	-1.0%	75.0%	15,360	-24.1%	25.0%	6,667	46.0%	100.0%	-	0.0%	0.0%
	YE	2003	68,807	1.2%	81.3%	18.7%	47,609	3.5%	78.8%	12,841	-16.4%	21.2%	8,338	25.1%	99.8%	19	0.0%	0.2%
	YE	2004	67,114	-2.5%	81.8%	18.2%	40,286	-15.4%	76.8%	12,185	-5.1%	23.2%	14,642	75.6%	100.0%	-	-100.0%	0.0%
Luxembourg	2003	3	10,964	-3.8%	28.9%	71.1%	-	0.0%	0.0%	3,911	-37.3%	100.0%	3,165	21.4%	44.9%	3,888	52.7%	55.1%
	2004	3	5,218	-52.4%	55.9%	44.1%	-	0.0%	0.0%	1,123	-71.3%	100.0%	2,916	-7.9%	71.2%	1,179	-69.7%	28.8%
	YE	2002	100,819	22.4%	26.2%	73.8%	-	0.0%	0.0%	60,227	50.4%	100.0%	26,461	-0.8%	65.2%	14,131	-9.7%	34.8%
	YE	2003	106,242	5.4%	30.7%	69.3%	-	0.0%	0.0%	45,306	-24.8%	100.0%	32,586	23.1%	53.5%	28,351	100.6%	46.5%
	YE	2004	97,098	-8.6%	28.7%	71.3%	-	0.0%	0.0%	43,186	-4.7%	100.0%	27,855	-14.5%	51.7%	26,057	-8.1%	48.3%
Argentina	2003	3	4,720	6.3%	59.9%	40.1%	2,827	-19.8%	66.0%	1,458	88.9%	34.0%	-	-100.0%	0.0%	436	0.0%	100.0%
	2004	3	6,128	29.8%	65.3%	34.7%	2,975	5.2%	60.9%	1,907	30.8%	39.1%	1,029	0.0%	82.5%	218	-49.9%	17.5%
	YE	2002	63,754	-33.4%	63.8%	36.2%	39,361	6.7%	63.0%	23,102	-57.0%	37.0%	1,291	364.3%	100.0%	-	-100.0%	0.0%
	YE	2003	45,456	-28.7%	66.9%	33.1%	30,279	-23.1%	72.7%	11,349	-50.9%	27.3%	126	-90.2%	3.3%	3,702	0.0%	96.7%
	YE	2004	59,593	31.1%	61.4%	38.6%	32,656	7.9%	66.2%	16,672	46.9%	33.8%	3,912	3006.8%	38.1%	6,354	71.6%	61.9%

Source : U.S. Department of Transportation T-100 Segment Data.

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Table 6 : Top 40 U.S. Passenger Gateways to the World, Scheduled Passenger Service 1/

Gateway City	Apt.	YE March 2004			YE March 2003			Yr/Yr Growth	YE 3/2004 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	14,836,987	35.0%	65.0%	14,553,029	36.2%	63.8%	2.0%	74.5%
Los Angeles, CA	LAX	14,071,168	19.5%	80.5%	14,378,112	20.0%	80.0%	-2.1%	73.6%
Miami, FL	MIA	14,015,964	55.1%	44.9%	13,931,849	54.7%	45.3%	0.6%	67.7%
Chicago, IL	ORD	8,910,384	52.8%	47.2%	8,646,784	53.0%	47.0%	3.0%	72.9%
Newark, NJ	EWR	7,606,541	61.4%	38.6%	7,161,020	63.6%	36.4%	6.2%	75.1%
San Francisco, CA	SFO	6,579,919	43.9%	56.1%	6,881,247	43.7%	56.3%	-4.4%	77.1%
Atlanta, GA	ATL	5,941,231	79.8%	20.2%	6,154,270	78.0%	22.0%	-3.5%	73.5%
Houston, TX	IAH	5,345,173	81.7%	18.3%	5,108,892	79.8%	20.2%	4.6%	68.7%
Washington, DC	IAD	4,066,984	44.4%	55.6%	4,016,806	45.9%	54.1%	1.2%	75.7%
Dallas/Ft.Worth, TX	DFW	3,803,491	88.9%	11.1%	3,714,667	86.2%	13.8%	2.4%	68.4%
Honolulu, HI	HNL	3,709,055	24.8%	75.2%	4,305,827	23.5%	76.5%	-13.9%	76.7%
Boston, MA	BOS	3,267,358	27.2%	72.8%	3,285,901	28.5%	71.5%	-0.6%	70.9%
Philadelphia, PA	PHL	3,208,567	79.5%	20.5%	2,756,075	75.0%	25.0%	16.4%	71.5%
Detroit, MI	DTW	3,000,042	90.5%	9.5%	3,188,098	85.7%	14.3%	-5.9%	76.0%
Seattle, WA	SEA	2,169,351	65.2%	34.8%	1,998,240	64.6%	35.4%	8.6%	74.9%
Minneapolis/St. Paul, MN	MSP	2,077,515	94.1%	5.9%	2,125,316	93.9%	6.1%	-2.2%	70.8%
Guam, TT	GUM	1,895,491	58.3%	41.7%	2,080,865	49.0%	51.0%	-8.9%	67.8%
San Juan, PR	SJU	1,867,621	85.8%	14.2%	1,914,796	83.4%	16.6%	-2.5%	55.9%
Orlando, FL	MCO	1,742,765	7.4%	92.6%	1,591,799	8.1%	91.9%	9.5%	78.8%
Charlotte, NC	CLT	1,538,653	97.3%	2.7%	1,100,657	96.2%	3.8%	39.8%	73.5%
Phoenix, AZ	PHX	1,368,980	73.1%	26.9%	1,170,805	62.9%	37.1%	16.9%	70.7%
Fort Lauderdale, FL	FLL	1,267,361	41.1%	58.9%	981,885	25.6%	74.4%	29.1%	61.5%
Denver, CO	DEN	1,154,998	53.0%	47.0%	1,006,700	50.7%	49.3%	14.7%	73.7%
New York, NY	LGA	1,079,867	42.3%	57.7%	1,223,333	40.7%	59.3%	-11.7%	54.1%
Las Vegas, NV	LAS	808,168	22.3%	77.7%	660,408	15.0%	85.0%	22.4%	73.9%
Cincinnati, OH	CVG	778,871	87.2%	12.8%	899,324	88.9%	11.1%	-13.4%	68.9%
Saipan, TT	SPN	761,765	47.2%	52.8%	861,295	37.1%	62.9%	-11.6%	70.1%
Baltimore, MD	BWI	528,488	11.4%	88.6%	395,545	9.3%	90.7%	33.6%	70.2%
Pittsburgh, PA	PIT	381,013	94.2%	5.8%	576,839	97.4%	2.6%	-33.9%	61.3%
Anchorage, AK	ANC	339,179	7.6%	92.4%	533,331	2.3%	97.7%	-36.4%	73.1%
Memphis, TN	MEM	336,431	90.7%	9.3%	299,318	50.1%	49.9%	12.4%	73.9%
Tampa, FL	TPA	315,969	7.7%	92.3%	315,448	6.5%	93.5%	0.2%	69.6%
Portland, OR	PDX	288,176	27.4%	72.6%	119,784	58.6%	41.4%	140.6%	67.3%
San Jose, CA	SJC	273,892	54.8%	45.2%	266,187	57.9%	42.1%	2.9%	69.0%
Washington, DC	DCA	255,941	38.1%	61.9%	219,931	23.1%	76.9%	16.4%	55.4%
Chicago, IL	MDW	210,525	99.1%	0.9%	212,339	69.0%	31.0%	-0.9%	72.5%
Cleveland, OH	CLE	206,657	76.7%	23.3%	229,500	84.3%	15.7%	-10.0%	55.9%
San Diego, CA	SAN	202,423	33.0%	67.0%	305,689	19.9%	80.1%	-33.8%	71.0%
Raleigh/Durham, NC	RDU	176,440	58.3%	41.7%	198,695	53.0%	47.0%	-11.2%	58.4%
Oakland, CA	OAK	170,776	1.6%	98.4%	106,855	2.2%	97.8%	59.8%	65.1%

Source : U.S. Department of Transportation T-100 Segment Data
1/ Ranked in descending order according to latest year ended data.

Table 7 : Top 40 International Passenger Gateways to the U.S., Scheduled Passenger Service 1/

Gateway City	Foreign Airport	YE March 2004			YE March 2003			Yr/Yr Growth	YE March 2004 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	9,442,030	35.7%	64.3%	9,989,173	37.0%	63.0%	-5.5%	75.7%
Tokyo, Japan	NRT	8,313,155	59.5%	40.5%	9,364,107	56.2%	43.8%	-11.2%	74.6%
Toronto, Canada	YYZ	6,980,136	40.0%	60.0%	8,233,840	38.0%	62.0%	-15.2%	58.1%
Frankfurt, Germany	FRA	5,278,398	38.8%	61.2%	5,711,942	39.1%	60.9%	-7.6%	79.4%
Paris, France	CDG	5,175,756	49.7%	50.3%	6,072,104	50.8%	49.2%	-14.8%	77.5%
London, United Kingdom	LGW	4,260,053	53.8%	46.2%	5,374,561	45.4%	54.6%	-20.7%	73.7%
Amsterdam, Netherlands	AMS	4,010,986	61.4%	38.6%	4,542,842	53.0%	47.0%	-11.7%	80.8%
Mexico City, Mexico	MEX	3,948,132	50.4%	49.6%	4,292,407	51.9%	48.1%	-8.0%	63.9%
Vancouver, Canada	YVR	3,515,049	63.1%	36.9%	3,787,250	59.7%	40.3%	-7.2%	69.4%
Can Cun, Mexico	CUN	2,105,554	83.5%	16.5%	2,358,824	78.3%	21.7%	-10.7%	71.3%
Seoul, South Korea	ICN	2,320,194	0.0%	100.0%	1,427,735	6.3%	93.7%	62.5%	69.9%
Montreal, Canada	YUL	2,308,153	58.0%	42.0%	2,419,347	59.4%	40.6%	-4.6%	57.4%
Chiang Kai Shek Int, Taiw	TPE	2,082,910	10.0%	90.0%	2,236,509	13.5%	86.5%	-6.9%	76.4%
Osaka, Japan	KIX	1,814,998	35.9%	64.1%	2,993,438	41.7%	58.3%	-39.4%	69.8%
Montego Bay, Jamaica	MBJ	1,627,460	33.5%	66.5%	1,728,813	35.6%	64.4%	-5.9%	71.1%
Nassau, Bahamas	NAS	1,671,073	79.9%	20.1%	1,899,997	80.7%	19.3%	-12.0%	70.4%
Sao Paulo, Brazil	GRU	1,546,636	54.2%	45.8%	1,975,702	50.9%	49.1%	-21.7%	63.8%
Santo Domingo, Dominican	SDQ	1,476,929	91.8%	8.2%	1,846,343	93.8%	6.2%	-20.0%	65.3%
Guadalajara, Mexico	GDL	1,417,801	36.9%	63.1%	1,709,789	32.1%	67.9%	-17.1%	64.3%
Madrid, Spain	MAD	1,390,050	40.4%	59.6%	1,559,593	37.4%	62.6%	-10.9%	76.5%
Calgary, Canada	YYC	1,338,593	70.2%	29.8%	1,410,211	67.1%	32.9%	-5.1%	62.7%
Hong Kong, Hong Kong-Chin	HKG	1,278,389	41.9%	58.1%	1,564,716	48.1%	51.9%	-18.3%	75.5%
Zurich, Switzerland	ZRH	1,245,324	31.4%	68.6%	1,958,635	22.4%	77.6%	-36.4%	76.1%
Manchester, United Kingdo	MAN	1,081,441	51.2%	48.8%	1,048,676	58.3%	41.7%	3.1%	73.9%
San Jose, Costa Rica	SJO	1,143,140	68.9%	31.1%	1,192,761	70.5%	29.5%	-4.2%	73.1%
San Jose Del Cabo, Mexico	SJD	1,112,414	83.5%	16.5%	1,141,259	82.1%	17.9%	-2.5%	67.7%
Sydney, Australia	SYD	1,091,389	33.8%	66.2%	1,274,551	29.7%	70.3%	-14.4%	72.8%
Puerto Vallarta, Mexico	PVR	816,559	86.5%	13.5%	873,965	84.5%	15.5%	-6.6%	73.9%
San Salvador, El Salvador	SAL	1,012,621	42.9%	57.1%	980,422	48.0%	52.0%	3.3%	71.7%
Caracas, Venezuela	CCS	994,338	77.0%	23.0%	1,216,321	75.4%	24.6%	-18.3%	61.6%
Milan, Italy	MXP	947,552	36.5%	63.5%	1,414,394	35.3%	64.7%	-33.0%	74.1%
Rome, Italy	FCO	927,202	69.2%	30.8%	1,296,515	64.0%	36.0%	-28.5%	76.5%
Guatemala City, Guatemala	GUA	906,593	65.9%	34.1%	896,307	67.6%	32.4%	1.1%	71.0%
Lima, Peru	LIM	895,040	65.3%	34.7%	848,130	74.7%	25.3%	5.5%	72.0%
Aruba, Aruba	AUA	763,210	96.3%	3.7%	767,174	97.8%	2.2%	-0.5%	70.8%
Nagoya, Japan	NGO	814,538	50.4%	49.6%	1,243,546	43.7%	56.3%	-34.5%	70.5%
Bogota, Colombia	BOG	805,404	53.9%	46.1%	957,272	49.9%	50.1%	-15.9%	65.3%
Auckland, New Zealand	AKL	773,124	23.4%	76.6%	776,849	26.5%	73.5%	-0.5%	78.0%
Panama City, Panama Repub	PTY	726,424	55.2%	44.8%	761,874	56.4%	43.6%	-4.7%	62.5%
Munich, Germany	MUC	717,136	47.0%	53.0%	1,059,237	42.3%	57.7%	-32.3%	82.1%

Source : U.S. Department of Transportation T-100 Segment Data
1/ Ranked in descending order according to latest year ended data.

Table 8: Top 50 U.S- International Airport Pairs, Scheduled Passenger Service 1/

		Passenger Data					Seat Data					YE
US Airport	Foreign Airport	US Market Share	Foreign Market Share	YE March 2004	YE March 2003	Yr/Yr Growth	US Market Share	Foreign Market Share	YE March 2004	YE March 2003	Yr/Yr Growth	March 2004 LF
JFK	LHR	32.2%	67.8%	2,789,684	2,634,106	5.9%	34.7%	65.3%	3,681,686	3,613,841	1.9%	75.8%
HNL	NRT	34.6%	65.4%	1,693,069	1,724,358	-1.8%	39.7%	60.3%	2,092,479	2,195,647	-4.7%	80.9%
ORD	LHR	69.1%	30.9%	1,449,667	1,339,399	8.2%	68.5%	31.5%	1,881,087	1,715,534	9.7%	77.1%
LAX	NRT	32.8%	67.2%	1,338,536	1,400,216	-4.4%	26.6%	73.4%	1,768,657	1,894,224	-6.6%	75.7%
LAX	LHR	24.3%	75.7%	1,333,145	1,335,289	-0.2%	23.1%	76.9%	1,548,918	1,610,192	-3.8%	86.1%
JFK	CDG	36.2%	63.8%	1,023,610	1,039,659	-1.5%	47.1%	52.9%	1,288,486	1,307,282	-1.4%	79.4%
IAD	LHR	47.4%	52.6%	1,004,934	979,387	2.6%	43.6%	56.4%	1,356,190	1,380,660	-1.8%	74.1%
LAX	TPE	0.0%	100.0%	987,845	1,169,489	-15.5%	0.0%	100.0%	1,413,171	1,590,455	-11.1%	69.9%
SFO	LHR	33.3%	66.7%	941,107	866,523	8.6%	36.6%	63.4%	1,175,619	1,100,684	6.8%	80.1%
SFO	NRT	65.1%	34.9%	892,951	933,268	-4.3%	64.0%	36.0%	1,120,444	1,227,190	-8.7%	79.7%
BOS	LHR	29.2%	70.8%	883,286	943,508	-6.4%	31.8%	68.2%	1,120,398	1,226,531	-8.7%	78.8%
JFK	NRT	53.7%	46.3%	872,800	915,563	-4.7%	51.7%	48.3%	1,195,977	1,234,484	-3.1%	73.0%
LAX	AKL	0.0%	100.0%	820,935	755,854	8.6%	21.8%	78.2%	1,086,016	959,791	13.2%	75.6%
ORD	YYZ	76.5%	23.5%	797,496	865,048	-7.8%	74.4%	25.6%	1,442,980	1,496,520	-3.6%	55.3%
ORD	FRA	53.3%	46.7%	776,200	727,207	6.7%	57.5%	42.5%	934,056	905,376	3.2%	83.1%
GUM	NRT	69.4%	30.6%	775,982	796,601	-2.6%	54.0%	46.0%	1,090,477	1,244,018	-12.3%	71.2%
MIA	LHR	23.4%	76.6%	744,594	597,327	24.7%	32.3%	67.7%	880,015	759,917	15.8%	84.6%
MCO	LGW	0.0%	100.0%	739,654	749,727	-1.3%	0.0%	100.0%	860,317	886,543	-3.0%	86.0%
LAX	YVR	54.5%	45.5%	737,529	708,803	4.1%	59.2%	40.8%	1,069,941	989,438	8.1%	68.9%
EWV	LHR	11.2%	88.8%	713,065	775,643	-8.1%	29.3%	70.7%	938,158	1,019,390	-8.0%	76.0%
DTW	AMS	99.4%	0.6%	696,247	770,979	-9.7%	73.0%	27.0%	784,148	953,144	-17.7%	88.8%
MIA	SJO	50.4%	49.6%	693,875	605,846	14.5%	54.4%	45.6%	970,440	859,272	12.9%	71.5%
ORD	NRT	71.2%	28.8%	693,493	718,106	-3.4%	71.5%	28.5%	847,800	905,657	-6.4%	81.8%
LAX	ICN	0.0%	100.0%	681,933	723,786	-5.8%	0.0%	100.0%	942,654	964,217	-2.2%	72.3%
JFK	FRA	13.6%	86.4%	667,932	678,708	-1.6%	14.8%	85.2%	876,217	931,648	-5.9%	76.2%
LAX	SYD	30.3%	69.7%	666,509	716,508	-7.0%	26.7%	73.3%	854,342	941,487	-9.3%	78.0%
MIA	NAS	65.7%	34.3%	652,712	623,655	4.7%	62.4%	37.6%	1,119,572	1,045,066	7.1%	58.3%
IAD	FRA	50.2%	49.8%	650,539	615,343	5.7%	51.0%	49.0%	754,305	755,326	-0.1%	86.2%
HNL	KIX	37.3%	62.7%	620,661	715,785	-13.3%	30.1%	69.9%	825,410	976,282	-15.5%	75.2%
LAX	MEX	24.6%	75.4%	603,396	737,043	-18.1%	20.0%	80.0%	904,873	1,165,597	-22.4%	66.7%
MIA	GRU	55.9%	44.1%	596,544	569,744	4.7%	52.3%	47.7%	851,652	925,227	-8.0%	70.0%
SFO	YVR	74.2%	25.8%	591,031	577,823	2.3%	64.5%	35.5%	843,363	834,482	1.1%	70.1%
MIA	MAD	21.7%	78.3%	582,608	536,814	8.5%	19.0%	81.0%	710,335	709,157	0.2%	82.0%
LGA	YYZ	32.5%	67.5%	582,556	688,761	-15.4%	32.3%	67.7%	1,044,802	1,193,757	-12.5%	55.8%
IAH	MEX	75.5%	24.5%	556,262	545,884	1.9%	62.5%	37.5%	815,204	871,765	-6.5%	68.2%
MIA	CCS	74.1%	25.9%	530,986	571,285	-7.1%	68.6%	31.4%	704,839	830,785	-15.2%	75.3%
ATL	CDG	51.9%	48.1%	545,891	583,414	-6.4%	53.8%	46.2%	675,856	731,430	-7.6%	80.8%
SFO	HKG	31.3%	68.7%	515,043	615,930	-16.4%	32.1%	67.9%	662,588	788,999	-16.0%	77.7%
LAX	GDL	25.2%	74.8%	513,280	540,853	-5.1%	21.7%	78.3%	773,587	816,455	-5.3%	66.4%
EWV	CDG	32.2%	67.8%	498,657	446,808	11.6%	51.9%	48.1%	646,524	589,467	9.7%	77.1%
SFO	ICN	28.3%	71.7%	486,367	351,118	38.5%	0.0%	100.0%	668,881	505,527	32.3%	72.7%
LAX	CDG	0.0%	100.0%	484,034	398,001	21.6%	0.0%	100.0%	595,037	515,000	15.5%	81.3%
ATL	LGW	72.5%	27.5%	480,367	536,047	-10.4%	73.3%	26.7%	609,659	717,092	-15.0%	78.8%
MIA	PAP	71.2%	28.8%	467,436	492,826	-5.2%	75.4%	24.6%	717,262	711,515	0.8%	65.2%
EWV	YYZ	63.6%	36.4%	457,466	411,829	11.1%	49.8%	50.2%	838,133	775,421	8.1%	54.6%
MIA	EZE	80.5%	19.5%	456,017	436,411	4.5%	78.9%	21.1%	592,551	585,178	1.3%	77.0%
JFK	SDQ	100.0%	0.0%	437,718	391,592	11.8%	100.0%	0.0%	607,967	515,477	17.9%	72.0%
MIA	MEX	56.0%	44.0%	445,966	505,001	-11.7%	42.9%	57.1%	770,443	850,391	-9.4%	57.9%
IAD	CDG	35.9%	64.1%	444,913	485,296	-8.3%	45.3%	54.7%	548,935	617,329	-11.1%	81.1%
JFK	TLV	0.0%	100.0%	441,896	360,886	22.4%	0.0%	100.0%	522,203	446,016	17.1%	84.6%

Source : U.S. Department of Transportation T-100 Segment Data

1/ Passenger and seat data is for traffic traveling in both directions. For example, JFK-LHR figures encompass traffic flowing from New York-JFK to London-Heathrow as well as traffic flowing from London-Heathrow to New York-JFK.

2/ Ranked in descending order according to latest year ended data.