

Office of the Assistant  
Secretary for Aviation and  
International Affairs

## **International Aviation Developments Series**



### **U.S. International Air Passenger and Freight Statistics**

March 2013



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## Table of Contents

<b>Introduction</b>	Pg 1
<b>Summary of Data</b>	Pg 3
Passenger Traffic	Pg 4
Departures and Seat Capacity	Pg 5
Freight Traffic	Pg 5

### **Data Tables**

Table 1:	Nonstop Travel Between the U.S. and the World - Passengers, Seats, Departures, and Freight
Table 2:	U.S. International Nonstop Data by World Area - Passengers, Seats, Departures, and Freight
Table 3:	Top 25 Foreign Country Gateways to U.S. (Passengers)
Table 4:	Top 25 Foreign Country Gateways to U.S. (Seats)
Table 5:	Top 25 Foreign Country Gateways to U.S. (Freight)
Table 6:	Top 40 U.S. Passenger Gateways to the World, Scheduled Service
Table 7:	Top 40 International Passenger Gateways to the U.S., Scheduled Service
Table 8:	Top 50 U.S. - International Airport-Pairs, Scheduled Passenger and Seat Data

## 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 its 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 actual 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 1<sup>st</sup> 2002, air carriers that operated aircraft with 60 seats or less were not required to file T-100 data. Therefore prior to October 1<sup>st</sup> 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.

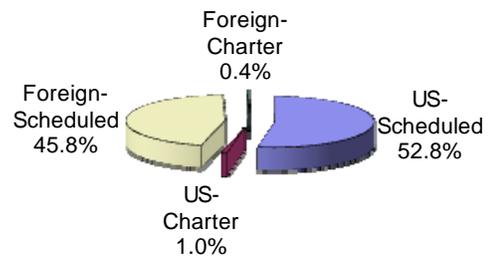
- T-100 data represents only nonstop service. The absence of U.S. nonstop service, or a low U.S. flag market share, does not necessarily correlate to the amount of service provided to that point by U.S. carriers. Many international destinations are served by U.S. carriers via connecting points. Those 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) 366-2352.

## Summary for the Month of March 2013 and 12 months ended March 2013

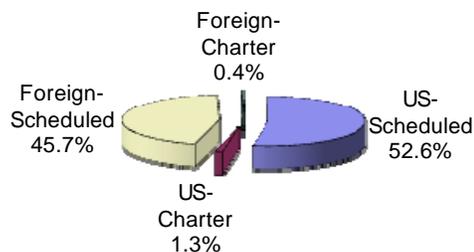
U.S. and foreign air carriers transported 175.4 million passengers between the United States and the rest of the world for the year-ended March 2013, up 4% from the same 12 month period a year earlier . U.S. flag market share increased from a 54.7% share to a 53.8% share.

### U.S.-International Passengers YE March 2013



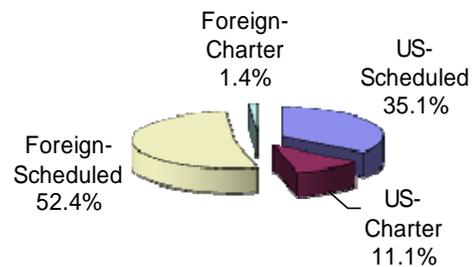
### U.S.-International Seats March 2013

YE



For the 12 months ended March 2013, available seats into and out of the United States increased 2.3% from the same 12 month period a year earlier to 219.6 million. During the most recent period, there were 1.51 million flights into and out of the U.S., an increase of 1.7% from the same 12 month period a year earlier . The market share of seats for U.S. flag carriers declined to 53.9% from 55%, and U.S. carriers performed 60.7% of all departures.

### U.S.-International Freight YE March 2013



## **Passenger Traffic**

Air passenger traffic between the U.S. and the rest of the world during the month of March 2013 increased 5.6% from a year ago to 15,463,510 passengers. U.S. airlines carried 54.9% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.6% of international travel.

For the 12 months ended March 2013, U.S.-world traffic was up 4% from the same 12 month period a year earlier to 175,407,879 passengers. U.S. airlines carried 53.8% of total passengers, compared to 54.7% the previous year. U.S. and foreign charter passengers accounted for 1.5% of international travel.

### ***World Area Trends***

Eight of the nine regions experienced passenger growth between the year-ended periods March 2013 and 2012. The Middle East experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the 12 months ended March 2013, rising 12.2%. Passenger traffic between the U.S. and Europe was virtually unchanged at 0.5% to 52,008,234 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 52.0 million passengers were transported during the 12 months ended March 2013 period. Europe is followed by Central America at 28.6 million passengers, and the Far East was third at 26.2 million passengers.

### ***Country Trends***

The top five U.S.-international country passenger gateways for the 12 months ended March 2013 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 country markets, 18 posted a positive passenger growth rate for the 12 months ended period and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in eight of the top 25 country markets, was unchanged in five country markets, and decreased in 12 country markets.

### ***Gateway Trends***

The top five domestic scheduled passenger gateway airports for the 12 months ended March 2013 were New York, NY (JFK), Miami, FL (MIA), Los Angeles, CA (LAX), Newark, NJ (EWR), and Chicago, IL (ORD). Load factors were 70% or higher in 34 out of the top 40 domestic gateway airports. Load factors were below 60% in only one of the top 40 domestic gateway airports. Passenger traffic for the 12 months ended March 2013 compared to 12 months ended March 2012 was up in 32 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the 12 months ended March 2013 were London, United Kingdom (LHR), Toronto, Canada (YYZ), Tokyo, Japan (NRT), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 29 international gateways, London, United Kingdom (LHR); Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Sao Paulo, Brazil (GRU); Calgary, Canada (YYC); Hong Kong, Hong Kong (HKG); Guadalajara, Mexico (GDL); Montego Bay, Jamaica (MBJ); Madrid, Spain (MAD); Munich, Germany (MUC); Dubai, United Arab Emirates (DXB); Beijing, China (PEK); Bogota, Colombia (BOG); Zurich, Switzerland (ZRH); San Jose, Costa Rica (SJO); Taipei, Taiwan (TPE); Shanghai, China (PVG); Sydney, Australia (SYD); Rome, Italy (FCO); Dublin,

Ireland (DUB); Punta Cana, Dominican Republic (PUJ); Lima, Peru (LIM); Tel Aviv, Israel (TLV); Ezeiza, Argentina (EZE); London, United Kingdom (LGW) and Puerto Vallarta, Mexico (PVR), with a load factor of 80% or more for the annual period. There were no international gateways with a load factor under 60%. Of the top 40 foreign gateways, 11 reported traffic losses compared to the 12 months ended March 2012. 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) Los Angeles, CA (LAX)-London, United Kingdom (LHR); 4) New York, NY (JFK)-Paris, France (CDG); and 5) Los Angeles, CA (LAX)-Tokyo, Japan (NRT).

### **Departures and Seat Capacity**

Departures between the U.S. and the rest of the world for the month of March 2013 increased 1.3% from March 2012. Available seats increased by 2.6% over the same period. U.S. airlines provided 54.5% of international seats and 61.3% of departures. Charter service for all airlines accounted for 1.8% of international seats and 3.2% of international departures.

For the 12 months ended March 2013, U.S.-world seats increased 2.3% from the same 12 month period a year earlier to 219.6 million. Departures increased by 1.7% to 1.51 million. U.S. airlines provided 53.9% of seats, compared to 55.0% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.2% of international departures

### ***World Area Trends***

Eight of the nine world area regions recorded an increase in annual seat capacity between the 12 months ended periods March 2013 and 2012. South America reported the largest relative increase in available seats to and from the U.S., rising 8.9% to 16.4 million, while Europe-U.S. seat capacity experienced the only decline, down 2.2% to 62.6 million seats.

Between the U.S. and Europe, 62.6 million seats were available for the 12 months ended March 2013, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 36.6 million seats, Canada with 33 million seats, and the Far East with 32.1 million seats.

### ***Country Trends***

The top five U.S.-international country gateways for seat capacity in the 12 months ended March 2013 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, eight posted negative growth rates. U.S. flag share was down in 14 of the 25 country markets, was unchanged in six country markets, and increased in the remaining five country markets.

### **Freight Traffic**

Air freight between the U.S. and the rest of the world in the month of March 2013 decreased 7.8% from March 2012 to 797,732 tons. U.S. airlines carried 44.7% of total freight to and from international destinations. Charter service accounted for 13.2% of international freight traffic.

For the 12 months ended March 2013, U.S.-world airfreight decreased 3.5% over the same 12 month period a year earlier to 9.22 million tons. U.S. airlines carried 46.2% 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 12 months ended March 2013 and 2012, rising 12.4%. Africa posted the second largest increase, up 11.6%. Three of the nine regions recorded a gain of freight traffic between the two 12 month ended periods. On an absolute basis, The Middle East posted the largest increase, up 31 thousand tons to 0.3 million tons.

Between the U.S. and the Far East, 3.4 million tons were transported for the 12 months ended March 2013, this area making the Far East the largest U.S. international regional freight gateway, followed closely by Europe with 2.8 million tons of freight.

### ***Country Trends***

The top five U.S.-international country gateways for freight in the 12 months ended March 2013 were Japan, the United Kingdom, Germany, South Korea, and China. Of the top 25 country markets, nine posted positive freight growth rates for the 12 months ended March 2013 versus the 12 months ended March 2012. Belgium had the highest loss rate at 30.9%. U.S. flag share was down in 12 of the 25 country markets, was unchanged in 4 country markets, and increased in the remaining 9 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
2011	4	13,725,439	9.2%	55.4%	44.6%	13,529,549	8.7%	55.2%	44.8%	195,890	47.6%	66.1%	33.9%
2011	5	14,098,325	4.1%	55.0%	45.0%	13,937,060	3.9%	54.9%	45.1%	161,265	24.0%	64.2%	35.8%
2011	6	15,018,885	2.8%	55.7%	44.3%	14,820,920	2.6%	55.6%	44.4%	197,965	19.1%	64.5%	35.5%
2011	7	16,973,896	4.1%	56.6%	43.4%	16,666,164	3.7%	56.3%	43.7%	307,732	29.0%	68.6%	31.4%
2011	8	16,039,174	2.9%	55.1%	44.9%	15,790,385	2.7%	55.0%	45.0%	248,789	17.8%	63.6%	36.4%
2011	9	13,408,302	5.0%	52.2%	47.8%	13,248,924	4.9%	52.1%	47.9%	159,378	16.3%	61.0%	39.0%
2011	10	13,354,921	2.5%	52.3%	47.7%	13,227,879	2.4%	52.1%	47.9%	127,042	17.9%	68.8%	31.2%
2011	11	12,304,730	4.6%	53.2%	46.8%	12,175,265	4.3%	52.9%	47.1%	129,465	43.7%	81.2%	18.8%
2011	12	13,750,598	5.1%	54.3%	45.7%	13,587,653	4.9%	54.0%	46.0%	162,945	27.6%	77.8%	22.2%
2012	1	13,441,718	4.1%	54.4%	45.6%	13,224,553	4.1%	54.1%	45.9%	217,165	10.3%	72.4%	27.6%
2012	2	11,942,221	7.0%	55.7%	44.3%	11,744,203	7.0%	55.5%	44.5%	198,018	1.9%	68.8%	31.2%
2012	3	14,648,648	6.8%	56.2%	43.8%	14,404,249	6.7%	56.0%	44.0%	244,399	10.9%	67.3%	32.7%
2012	4	14,258,611	3.9%	54.6%	45.4%	14,020,921	3.6%	54.3%	45.7%	237,690	21.3%	71.1%	28.9%
2012	5	14,510,659	2.9%	54.3%	45.7%	14,318,964	2.7%	54.0%	46.0%	191,695	18.9%	72.0%	28.0%
2012	6	15,878,348	5.7%	54.9%	45.1%	15,617,087	5.4%	54.5%	45.5%	261,261	32.0%	76.3%	23.7%
2012	7	17,333,274	2.1%	55.1%	44.9%	17,008,529	2.1%	54.7%	45.3%	324,745	5.5%	75.4%	24.6%
2012	8	16,941,459	5.6%	53.6%	46.4%	16,657,710	5.5%	53.4%	46.6%	283,749	14.1%	62.8%	37.2%
2012	9	13,986,164	4.3%	51.5%	48.5%	13,820,793	4.3%	51.4%	48.6%	165,371	3.8%	62.7%	37.3%
2012	10	13,572,299	1.6%	52.0%	48.0%	13,426,158	1.5%	51.8%	48.2%	146,141	15.0%	72.9%	27.1%
2012	11	12,921,065	5.0%	52.8%	47.2%	12,785,412	5.0%	52.5%	47.5%	135,653	4.8%	81.2%	18.8%
2012	12	14,296,063	4.0%	53.4%	46.6%	14,119,044	3.9%	53.1%	46.9%	177,019	8.6%	78.6%	21.4%
2013	1	13,992,683	4.1%	53.5%	46.5%	13,795,242	4.3%	53.1%	46.9%	197,441	-9.1%	75.7%	24.3%
2013	2	12,253,744	2.6%	54.7%	45.3%	12,054,487	2.6%	54.5%	45.5%	199,257	0.6%	70.3%	29.7%
2013	3	15,463,510	5.6%	54.9%	45.1%	15,210,387	5.6%	54.8%	45.2%	253,123	3.6%	63.2%	36.8%
YE	201103	161,050,941	5.2%	56.0%	44.0%	159,097,918	5.0%	55.9%	44.1%	1,953,023	20.9%	57.4%	42.6%
YE	201203	168,706,857	4.8%	54.7%	45.3%	166,356,804	4.6%	54.6%	45.4%	2,350,053	20.3%	68.3%	31.7%
YE	201303	175,407,879	4.0%	53.8%	46.2%	172,834,734	3.9%	53.5%	46.5%	2,573,145	9.5%	71.5%	28.5%

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
2011	4	17,740,000	8.1%	56.0%	44.0%	17,462,584	7.8%	55.9%	44.1%	277,416	31.4%	68.3%	31.7%
2011	5	17,735,374	2.0%	55.6%	44.4%	17,497,380	1.9%	55.4%	44.6%	237,994	16.2%	69.8%	30.2%
2011	6	18,312,260	2.5%	56.3%	43.7%	18,033,414	2.4%	56.1%	43.9%	278,846	10.0%	68.6%	31.4%
2011	7	20,057,558	3.0%	56.4%	43.6%	19,652,820	2.6%	56.1%	43.9%	404,738	24.4%	72.1%	27.9%
2011	8	19,166,314	2.4%	55.2%	44.8%	18,823,247	2.2%	54.9%	45.1%	343,067	19.6%	69.9%	30.1%
2011	9	17,176,528	6.7%	52.5%	47.5%	16,920,576	6.4%	52.3%	47.7%	255,952	28.7%	69.3%	30.7%
2011	10	17,275,073	5.1%	52.6%	47.4%	17,067,672	5.0%	52.3%	47.7%	207,401	21.6%	75.8%	24.2%
2011	11	16,138,346	4.3%	53.4%	46.6%	15,917,452	3.8%	52.9%	47.1%	220,894	55.6%	84.7%	15.3%
2011	12	17,831,545	5.5%	54.4%	45.6%	17,558,972	5.3%	54.0%	46.0%	272,573	27.1%	81.9%	18.1%
2012	1	17,915,226	2.8%	55.0%	45.0%	17,583,362	2.6%	54.6%	45.4%	331,864	14.0%	78.0%	22.0%
2012	2	16,575,344	6.1%	56.2%	43.8%	16,287,860	6.0%	55.8%	44.2%	287,484	8.0%	75.2%	24.8%
2012	3	18,664,781	3.5%	56.4%	43.6%	18,329,497	3.3%	56.1%	43.9%	335,284	16.2%	72.6%	27.4%
2012	4	18,072,380	1.9%	54.8%	45.2%	17,736,664	1.6%	54.5%	45.5%	335,716	21.0%	75.0%	25.0%
2012	5	18,372,927	3.6%	54.8%	45.2%	18,103,717	3.5%	54.5%	45.5%	269,210	13.1%	75.1%	24.9%
2012	6	19,051,159	4.0%	55.3%	44.7%	18,681,596	3.6%	54.8%	45.2%	369,563	32.5%	79.4%	20.6%
2012	7	20,531,576	2.4%	55.0%	45.0%	20,092,202	2.2%	54.5%	45.5%	439,374	8.6%	78.8%	21.2%
2012	8	20,083,357	4.8%	53.8%	46.2%	19,688,201	4.6%	53.4%	46.6%	395,156	15.2%	70.4%	29.6%
2012	9	17,555,245	2.2%	52.0%	48.0%	17,287,075	2.2%	51.7%	48.3%	268,170	4.8%	71.0%	29.0%
2012	10	17,215,609	-0.3%	52.3%	47.7%	16,979,282	-0.5%	52.0%	48.0%	236,327	13.9%	79.2%	20.8%
2012	11	16,622,115	3.0%	52.7%	47.3%	16,406,794	3.1%	52.3%	47.7%	215,321	-2.5%	83.1%	16.9%
2012	12	18,213,492	2.1%	53.4%	46.6%	17,946,231	2.2%	53.0%	47.0%	267,261	-1.9%	81.8%	18.2%
2013	1	18,308,362	2.2%	53.4%	46.6%	18,025,259	2.5%	53.0%	47.0%	283,103	-14.7%	79.5%	20.5%
2013	2	16,427,022	-0.9%	54.4%	45.6%	16,150,255	-0.8%	54.1%	45.9%	276,767	-3.7%	74.7%	25.3%
2013	3	19,151,777	2.6%	54.5%	45.5%	18,814,833	2.6%	54.3%	45.7%	336,944	0.5%	67.1%	32.9%
YE	201103	205,828,418	3.6%	56.1%	43.9%	202,975,224	3.3%	56.0%	44.0%	2,853,194	21.1%	62.8%	37.2%
YE	201203	214,588,349	4.3%	55.0%	45.0%	211,134,836	4.0%	54.7%	45.3%	3,453,513	21.0%	73.6%	26.4%
YE	201303	219,605,021	2.3%	53.9%	46.1%	215,912,109	2.3%	53.5%	46.5%	3,692,912	6.9%	75.9%	24.1%

**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
2011	4	124,061	3.7%	62.0%	38.0%	119,470	3.7%	61.5%	38.5%	4,591	5.0%	73.8%	26.2%
2011	5	122,610	-0.6%	61.6%	38.4%	118,663	-0.4%	61.2%	38.8%	3,947	-5.3%	73.9%	26.1%
2011	6	125,321	-1.5%	62.1%	37.9%	120,896	-1.3%	61.7%	38.3%	4,425	-7.2%	73.1%	26.9%
2011	7	136,291	-0.3%	62.3%	37.7%	131,180	-0.3%	61.8%	38.2%	5,111	-2.4%	76.0%	24.0%
2011	8	130,334	-0.3%	61.6%	38.4%	125,522	-0.5%	61.0%	39.0%	4,812	4.7%	78.4%	21.6%
2011	9	117,812	4.0%	59.2%	40.8%	113,582	4.0%	58.5%	41.5%	4,230	4.0%	76.3%	23.7%
2011	10	118,879	1.9%	59.3%	40.7%	115,214	2.6%	58.7%	41.3%	3,665	-17.6%	78.3%	21.7%
2011	11	114,559	2.7%	60.2%	39.8%	110,807	3.2%	59.5%	40.5%	3,752	-10.4%	80.8%	19.2%
2011	12	124,853	4.0%	61.0%	39.0%	120,670	4.5%	60.4%	39.6%	4,183	-9.8%	80.7%	19.3%
2012	1	123,729	1.2%	61.4%	38.6%	119,491	1.7%	60.7%	39.3%	4,238	-11.4%	79.7%	20.3%
2012	2	116,625	5.4%	62.2%	37.8%	112,771	6.1%	61.6%	38.4%	3,854	-12.2%	79.6%	20.4%
2012	3	131,196	2.2%	62.6%	37.4%	126,665	2.5%	62.0%	38.0%	4,531	-4.1%	79.0%	21.0%
2012	4	125,561	1.2%	61.6%	38.4%	121,109	1.4%	60.9%	39.1%	4,452	-3.0%	80.4%	19.6%
2012	5	127,207	3.7%	61.6%	38.4%	123,058	3.7%	60.9%	39.1%	4,149	5.1%	81.5%	18.5%
2012	6	129,882	3.6%	62.0%	38.0%	125,376	3.7%	61.3%	38.7%	4,506	1.8%	81.7%	18.3%
2012	7	138,083	1.3%	61.5%	38.5%	133,269	1.6%	60.8%	39.2%	4,814	-5.8%	80.2%	19.8%
2012	8	135,904	4.3%	60.7%	39.3%	131,431	4.7%	60.1%	39.9%	4,473	-7.0%	77.7%	22.3%
2012	9	119,275	1.2%	58.7%	41.3%	115,663	1.8%	58.0%	42.0%	3,612	-14.6%	78.5%	21.5%
2012	10	118,764	-0.1%	59.5%	40.5%	115,102	-0.1%	58.8%	41.2%	3,662	-0.1%	80.6%	19.4%
2012	11	117,175	2.3%	59.5%	40.5%	113,590	2.5%	58.8%	41.2%	3,585	-4.5%	80.9%	19.1%
2012	12	125,349	0.4%	60.1%	39.9%	121,529	0.7%	59.4%	40.6%	3,820	-8.7%	81.6%	18.4%
2013	1	126,850	2.5%	60.1%	39.9%	123,153	3.1%	59.5%	40.5%	3,697	-12.8%	79.9%	20.1%
2013	2	114,483	-1.8%	61.2%	38.8%	110,772	-1.8%	60.6%	39.4%	3,711	-3.7%	78.5%	21.5%
2013	3	132,923	1.3%	61.3%	38.7%	128,612	1.5%	60.8%	39.2%	4,311	-4.9%	76.2%	23.8%
YE	201103	1,460,643	4.1%	61.7%	38.3%	1,406,261	3.6%	61.2%	38.8%	54,382	19.5%	75.1%	24.9%
YE	201203	1,486,270	1.8%	61.3%	38.7%	1,434,931	2.0%	60.8%	39.2%	51,339	-5.6%	77.4%	22.6%
YE	201303	1,511,456	1.7%	60.7%	39.3%	1,462,664	1.9%	60.0%	40.0%	48,792	-5.0%	79.8%	20.2%

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
2011	4	838,372	3.9%	45.5%	54.5%	724,933	5.2%	40.3%	59.7%	113,439	-3.8%	78.8%	21.2%
2011	5	818,288	-5.6%	44.5%	55.5%	720,287	-5.2%	40.4%	59.6%	98,002	-8.5%	74.1%	25.9%
2011	6	790,491	-4.1%	43.5%	56.5%	697,287	-3.6%	39.3%	60.7%	93,204	-7.4%	74.8%	25.2%
2011	7	808,517	-2.7%	43.3%	56.7%	708,835	-1.7%	38.7%	61.3%	99,683	-8.7%	76.5%	23.5%
2011	8	780,222	-2.7%	45.0%	55.0%	687,577	-0.4%	40.5%	59.5%	92,645	-17.2%	78.4%	21.6%
2011	9	778,820	-4.0%	45.2%	54.8%	684,050	-1.7%	40.5%	59.5%	94,770	-17.4%	79.7%	20.3%
2011	10	829,633	-6.0%	45.8%	54.2%	725,787	-4.0%	40.6%	59.4%	103,847	-17.5%	82.1%	17.9%
2011	11	813,280	-3.0%	46.6%	53.4%	714,747	0.0%	40.6%	59.4%	98,532	-20.0%	89.5%	10.5%
2011	12	806,987	-1.6%	46.1%	53.9%	706,765	1.1%	40.5%	59.5%	100,222	-17.5%	86.1%	13.9%
2012	1	686,507	-9.0%	47.2%	52.8%	600,255	-7.5%	41.3%	58.7%	86,252	-18.0%	88.5%	11.5%
2012	2	732,985	2.4%	46.5%	53.5%	649,407	3.5%	40.6%	59.4%	83,578	-5.4%	92.4%	7.6%
2012	3	865,557	-2.3%	47.3%	52.7%	764,173	-2.2%	41.4%	58.6%	101,384	-2.7%	91.7%	8.3%
2012	4	772,543	-7.9%	47.8%	52.2%	673,998	-7.0%	41.4%	58.6%	98,545	-13.1%	91.7%	8.3%
2012	5	797,656	-2.5%	48.1%	51.9%	696,130	-3.4%	41.8%	58.2%	101,525	3.6%	91.0%	9.0%
2012	6	787,622	-0.4%	47.0%	53.0%	692,130	-0.7%	41.3%	58.7%	95,492	2.5%	88.5%	11.5%
2012	7	787,615	-2.6%	46.3%	53.7%	689,947	-2.7%	40.7%	59.3%	97,668	-2.0%	86.3%	13.7%
2012	8	763,302	-2.2%	45.9%	54.1%	671,194	-2.4%	40.4%	59.6%	92,108	-0.6%	85.8%	14.2%
2012	9	775,673	-0.4%	45.1%	54.9%	688,050	0.6%	39.7%	60.3%	87,622	-7.5%	88.2%	11.8%
2012	10	776,488	-6.4%	45.9%	54.1%	687,780	-5.2%	40.3%	59.7%	88,708	-14.6%	89.4%	10.6%
2012	11	807,843	-0.7%	46.2%	53.8%	711,018	-0.5%	40.3%	59.7%	96,824	-1.7%	89.2%	10.8%
2012	12	779,406	-3.4%	45.1%	54.9%	668,288	-5.4%	37.8%	62.2%	111,118	10.9%	88.9%	11.1%
2013	1	700,826	2.1%	46.6%	53.4%	608,922	1.4%	40.0%	60.0%	91,905	6.6%	89.8%	10.2%
2013	2	671,572	-8.4%	46.1%	53.9%	583,569	-10.1%	39.6%	60.4%	88,004	5.3%	88.8%	11.2%
2013	3	797,732	-7.8%	44.7%	55.3%	692,818	-9.3%	37.9%	62.1%	104,915	3.5%	90.2%	9.8%
YE	201103	9,837,753	13.9%	44.6%	55.4%	8,507,883	13.6%	39.7%	60.3%	1,329,870	15.7%	76.1%	23.9%
YE	201203	9,549,659	-2.9%	45.5%	54.5%	8,384,101	-1.5%	40.4%	59.6%	1,165,558	-12.4%	82.6%	17.4%
YE	201303	9,218,279	-3.5%	46.2%	53.8%	8,063,845	-3.8%	40.1%	59.9%	1,154,434	-1.0%	89.0%	11.0%

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	2012	3	113,513	9.9%	47.8%	52.2%	51,514	23.9%	46.5%	59,199	-0.7%	53.5%	2,800	33.5%	100.0%	-	0.0%	0.0%
	2013	3	112,460	-0.9%	41.0%	59.0%	43,443	-15.7%	39.6%	66,300	12.0%	60.4%	2,715	-3.0%	99.9%	2	0.0%	0.1%
	YE	201103	1,415,061	15.1%	46.1%	53.9%	628,941	20.1%	45.2%	762,895	11.6%	54.8%	23,186	4.7%	99.8%	39	-30.4%	0.2%
	YE	201203	1,409,158	-0.4%	40.5%	59.5%	540,810	-14.0%	39.2%	838,301	9.9%	60.8%	29,998	29.4%	99.8%	49	25.6%	0.2%
	YE	201303	1,429,532	1.4%	41.6%	58.4%	563,061	4.1%	40.3%	834,474	-0.5%	59.7%	31,960	6.5%	99.9%	37	-24.5%	0.1%
Australia/Oceania	2012	3	307,052	-0.4%	25.4%	74.6%	77,976	2.0%	25.4%	229,072	-1.1%	74.6%	-	0.0%	0.0%	4	-63.6%	100.0%
	2013	3	327,456	6.6%	27.0%	73.0%	88,339	13.3%	27.0%	239,117	4.4%	73.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201103	3,708,626	5.0%	26.1%	73.9%	966,923	14.7%	26.1%	2,740,700	2.0%	73.9%	622	-58.8%	62.0%	381	-71.8%	38.0%
	YE	201203	3,825,628	3.2%	24.8%	75.2%	948,384	-1.9%	24.8%	2,875,171	4.9%	75.2%	1,616	159.8%	78.0%	457	19.9%	22.0%
	YE	201303	3,941,241	3.0%	24.8%	75.2%	974,620	2.8%	24.8%	2,962,616	3.0%	75.2%	3,993	147.1%	99.7%	12	-97.4%	0.3%
Canada	2012	3	2,285,580	4.0%	42.3%	57.7%	960,322	0.9%	42.9%	1,275,762	6.6%	57.1%	6,909	-46.1%	14.0%	42,587	19.5%	86.0%
	2013	3	2,387,686	4.5%	41.0%	59.0%	976,104	1.6%	41.5%	1,376,296	7.9%	58.5%	3,252	-52.9%	9.2%	32,034	-24.8%	90.8%
	YE	201103	22,515,971	8.9%	50.4%	49.6%	11,306,814	3.2%	50.8%	10,949,717	14.2%	49.2%	48,201	25.8%	18.6%	211,239	111.8%	81.4%
	YE	201203	23,470,493	4.2%	47.4%	52.6%	11,055,185	-2.2%	47.7%	12,131,320	10.8%	52.3%	61,638	27.9%	21.7%	222,350	5.3%	78.3%
	YE	201303	24,440,600	4.1%	46.5%	53.5%	11,327,245	2.5%	46.8%	12,877,937	6.2%	53.2%	44,078	-28.5%	18.7%	191,340	-13.9%	81.3%
Central America	2012	3	2,706,744	5.9%	79.5%	20.5%	2,117,263	2.3%	79.4%	549,660	27.5%	20.6%	33,281	-9.2%	83.6%	6,540	-60.9%	16.4%
	2013	3	2,955,461	9.2%	77.6%	22.4%	2,242,447	5.9%	77.4%	653,326	18.9%	22.6%	50,469	51.6%	84.6%	9,219	41.0%	15.4%
	YE	201103	25,718,850	4.3%	76.0%	24.0%	19,309,920	11.3%	76.1%	6,067,925	-14.8%	23.9%	226,901	83.7%	66.5%	114,104	44.5%	33.5%
	YE	201203	27,037,976	5.1%	76.1%	23.9%	20,370,256	5.5%	76.3%	6,327,164	4.3%	23.7%	205,618	-9.4%	60.4%	134,938	18.3%	39.6%
	YE	201303	28,561,713	5.6%	73.9%	26.1%	20,675,225	1.5%	73.7%	7,385,928	16.7%	26.3%	428,885	108.6%	85.7%	71,675	-46.9%	14.3%
Europe	2012	3	3,820,671	6.4%	42.4%	57.6%	1,620,405	2.9%	42.5%	2,190,346	8.9%	57.5%	599	260.8%	6.0%	9,321	90.7%	94.0%
	2013	3	3,846,197	0.7%	40.8%	59.2%	1,569,312	-3.2%	40.9%	2,269,034	3.6%	59.1%	729	21.7%	9.3%	7,122	-23.6%	90.7%
	YE	201103	49,904,375	0.8%	45.2%	54.8%	22,566,000	1.7%	45.6%	26,965,561	0.5%	54.4%	12,140	-77.5%	3.3%	360,674	-18.8%	96.7%
	YE	201203	52,249,695	4.7%	43.8%	56.2%	22,890,911	1.4%	44.0%	29,106,053	7.9%	56.0%	13,297	9.5%	5.3%	239,434	-33.6%	94.7%
	YE	201303	52,008,234	-0.5%	42.3%	57.7%	21,996,223	-3.9%	42.5%	29,719,472	2.1%	57.5%	10,820	-18.6%	3.7%	281,719	17.7%	96.3%

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/  
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	2012	3	2,111,454	11.3%	45.8%	54.2%	965,866	12.0%	46.2%	1,122,747	10.2%	53.8%	1,312	3.6%	5.7%	21,529	59.8%	94.3%
	2013	3	2,272,064	7.6%	43.9%	56.1%	996,830	3.2%	44.8%	1,229,656	9.5%	55.2%	906	-30.9%	2.0%	44,672	107.5%	98.0%
	YE	201103	23,519,454	8.4%	44.6%	55.4%	10,456,979	13.5%	44.7%	12,938,261	4.3%	55.3%	24,034	20.2%	19.3%	100,180	64.1%	80.7%
	YE	201203	24,404,030	3.8%	44.7%	55.3%	10,873,932	4.0%	44.9%	13,346,209	3.2%	55.1%	41,551	72.9%	22.6%	142,338	42.1%	77.4%
	YE	201303	26,249,680	7.6%	44.2%	55.8%	11,579,133	6.5%	44.5%	14,460,541	8.3%	55.5%	21,428	-48.4%	10.2%	188,578	32.5%	89.8%
Middle East	2012	3	472,347	19.0%	24.1%	75.9%	113,634	-7.7%	24.1%	358,713	31.0%	75.9%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	511,700	8.3%	22.0%	78.0%	112,091	-1.4%	21.9%	399,016	11.2%	78.1%	593	0.0%	100.0%	-	0.0%	0.0%
	YE	201103	4,905,230	16.4%	31.0%	69.0%	1,519,720	14.7%	31.0%	3,385,344	17.2%	69.0%	-	-100.0%	0.0%	166	31.7%	100.0%
	YE	201203	5,459,766	11.3%	25.1%	74.9%	1,370,704	-9.8%	25.1%	4,088,813	20.8%	74.9%	115	0.0%	46.2%	134	-19.3%	53.8%
	YE	201303	6,126,469	12.2%	22.6%	77.4%	1,377,708	0.5%	22.5%	4,743,619	16.0%	77.5%	5,091	4327.0%	99.0%	51	-61.9%	1.0%
South America	2012	3	1,047,596	6.5%	62.6%	37.4%	651,242	3.0%	62.4%	391,879	11.5%	37.6%	4,471	1914.0%	99.9%	4	0.0%	0.1%
	2013	3	1,186,869	13.3%	60.5%	39.5%	717,592	10.2%	60.5%	469,157	19.7%	39.5%	118	-97.4%	98.3%	2	-50.0%	1.7%
	YE	201103	11,519,699	12.2%	63.4%	36.6%	7,290,613	8.6%	63.3%	4,220,697	19.3%	36.7%	7,985	-53.6%	95.2%	404	110.4%	4.8%
	YE	201203	12,325,148	7.0%	62.1%	37.9%	7,622,655	4.6%	62.0%	4,666,890	10.6%	38.0%	31,375	292.9%	88.1%	4,228	946.5%	11.9%
	YE	201303	13,494,479	9.5%	61.7%	38.3%	8,256,929	8.3%	61.5%	5,173,987	10.9%	38.5%	63,367	102.0%	99.7%	196	-95.4%	0.3%
The Caribbean	2012	3	1,783,691	6.0%	90.8%	9.2%	1,503,972	7.2%	90.1%	164,677	-10.2%	9.9%	115,020	19.4%	100.0%	22	-69.0%	0.0%
	2013	3	1,863,617	4.5%	90.3%	9.7%	1,581,977	5.2%	89.8%	180,350	9.5%	10.2%	101,241	-12.0%	100.0%	49	122.7%	0.0%
	YE	201103	17,843,675	3.4%	88.1%	11.9%	14,942,710	3.2%	87.8%	2,078,198	-2.5%	12.2%	778,519	39.2%	94.6%	44,248	-52.6%	5.4%
	YE	201203	18,524,963	3.8%	88.0%	12.0%	15,075,909	0.9%	87.1%	2,228,137	7.2%	12.9%	1,219,155	56.6%	99.9%	1,762	-96.0%	0.1%
	YE	201303	19,155,931	3.4%	88.9%	11.1%	15,795,083	4.8%	88.1%	2,130,933	-4.4%	11.9%	1,229,114	0.8%	99.9%	801	-54.5%	0.1%

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**

**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	2012	3	155,011	8.8%	45.8%	54.2%	65,920	20.6%	44.1%	83,626	0.9%	55.9%	5,087	1.8%	93.1%	378	0.0%	6.9%
	2013	3	158,585	2.3%	41.0%	59.0%	52,488	-20.4%	36.0%	93,484	11.8%	64.0%	12,600	147.7%	99.9%	13	-96.6%	0.1%
	YE	201103	1,870,770	11.5%	46.7%	53.3%	806,860	24.4%	44.8%	994,821	5.1%	55.2%	67,697	-17.5%	98.0%	1,392	1251.5%	2.0%
	YE	201203	1,913,869	2.3%	40.7%	59.3%	719,007	-10.9%	38.8%	1,134,894	14.1%	61.2%	59,177	-12.6%	98.7%	791	-43.2%	1.3%
	YE	201303	1,918,700	0.3%	40.7%	59.3%	694,401	-3.4%	37.9%	1,136,521	0.1%	62.1%	87,086	47.2%	99.2%	692	-12.5%	0.8%
Australia/Oceania	2012	3	395,871	-2.7%	25.6%	74.4%	101,443	-4.9%	25.6%	294,412	-2.0%	74.4%	-	0.0%	0.0%	16	-33.3%	100.0%
	2013	3	424,654	7.3%	28.0%	72.0%	118,882	17.2%	28.0%	305,772	3.9%	72.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201103	4,641,778	-25.3%	27.2%	72.8%	1,260,421	12.8%	27.2%	3,377,542	-1.0%	72.8%	2,588	-27.3%	67.8%	1,227	-63.3%	32.2%
	YE	201203	4,797,240	3.3%	26.0%	74.0%	1,238,309	-1.8%	25.9%	3,548,086	5.0%	74.1%	10,350	299.9%	95.4%	495	-59.7%	4.6%
	YE	201303	4,920,997	2.6%	26.0%	74.0%	1,268,987	2.5%	25.8%	3,643,204	2.7%	74.2%	8,768	-15.3%	99.6%	38	-92.3%	0.4%
Canada	2012	3	2,963,802	2.1%	43.9%	56.1%	1,285,789	-1.4%	44.3%	1,617,887	5.2%	55.7%	14,298	-19.4%	23.8%	45,828	7.8%	76.2%
	2013	3	3,065,480	3.4%	41.4%	58.6%	1,258,867	-2.1%	41.7%	1,758,340	8.7%	58.3%	9,291	-35.0%	19.2%	38,982	-14.9%	80.8%
	YE	201103	31,263,258	-12.2%	50.5%	49.5%	15,678,522	0.3%	50.8%	15,205,609	12.5%	49.2%	104,326	9.9%	27.5%	274,801	106.6%	72.5%
	YE	201203	31,907,239	2.1%	48.3%	51.7%	15,272,319	-2.6%	48.5%	16,225,097	6.7%	51.5%	134,421	28.8%	32.8%	275,402	0.2%	67.2%
	YE	201303	33,045,725	3.6%	46.5%	53.5%	15,267,292	0.0%	46.7%	17,444,923	7.5%	53.3%	98,076	-27.0%	29.4%	235,434	-14.5%	70.6%
Central America	2012	3	3,471,388	4.9%	78.4%	21.6%	2,674,124	0.1%	78.3%	741,489	31.6%	21.7%	47,261	-11.3%	84.7%	8,514	-60.1%	15.3%
	2013	3	3,652,898	5.2%	76.1%	23.9%	2,716,644	1.6%	76.0%	858,103	15.7%	24.0%	64,653	36.8%	82.7%	13,498	58.5%	17.3%
	YE	201103	33,483,671	-50.7%	75.4%	24.6%	24,810,981	11.1%	75.4%	8,089,520	-17.3%	24.6%	421,324	138.8%	72.2%	161,846	57.2%	27.8%
	YE	201203	35,094,209	4.8%	75.5%	24.5%	26,133,372	5.3%	75.6%	8,423,876	4.1%	24.4%	356,062	-15.5%	66.3%	180,899	11.8%	33.7%
	YE	201303	36,558,476	4.2%	72.9%	27.1%	26,023,489	-0.4%	72.7%	9,787,491	16.2%	27.3%	641,667	80.2%	85.8%	105,829	-41.5%	14.2%
Europe	2012	3	4,745,114	-2.5%	43.4%	56.6%	2,056,401	-6.1%	43.5%	2,674,744	0.2%	56.5%	1,422	112.9%	10.2%	12,547	95.4%	89.8%
	2013	3	4,604,688	-3.0%	41.3%	58.7%	1,899,498	-7.6%	41.4%	2,694,193	0.7%	58.6%	1,982	39.4%	18.0%	9,015	-28.2%	82.0%
	YE	201103	61,504,343	-52.3%	45.5%	54.5%	27,970,931	2.8%	45.8%	33,075,600	-0.1%	54.2%	33,798	-70.0%	7.4%	424,014	-18.6%	92.6%
	YE	201203	63,962,191	4.0%	44.3%	55.7%	28,314,220	1.2%	44.5%	35,336,902	6.8%	55.5%	35,347	4.6%	11.4%	275,722	-35.0%	88.6%
	YE	201303	62,577,355	-2.2%	42.8%	57.2%	26,773,229	-5.4%	43.0%	35,454,628	0.3%	57.0%	25,749	-27.2%	7.4%	323,749	17.4%	92.6%

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/  
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	2012	3	2,679,304	8.4%	44.1%	55.9%	1,179,169	5.3%	44.4%	1,474,318	10.9%	55.6%	2,044	-44.3%	7.9%	23,773	34.6%	92.1%
	2013	3	2,808,751	4.8%	42.8%	57.2%	1,199,601	1.7%	43.5%	1,558,513	5.7%	56.5%	1,757	-14.0%	3.5%	48,880	105.6%	96.5%
	YE	201103	28,808,394	-81.6%	44.0%	56.0%	12,630,562	9.0%	44.1%	16,017,005	0.6%	55.9%	38,138	13.0%	23.7%	122,689	58.4%	76.3%
	YE	201203	30,701,614	6.6%	43.9%	56.1%	13,406,274	6.1%	44.0%	17,069,232	6.6%	56.0%	69,679	82.7%	30.8%	156,429	27.5%	69.2%
	YE	201303	32,134,723	4.7%	43.6%	56.4%	13,978,575	4.3%	43.8%	17,916,997	5.0%	56.2%	26,158	-62.5%	10.9%	212,993	36.2%	89.1%
Middle East	2012	3	586,607	8.2%	22.7%	77.3%	133,347	-11.0%	22.8%	452,418	15.4%	77.2%	-	0.0%	0.0%	842	101.4%	100.0%
	2013	3	613,591	4.6%	21.1%	78.9%	128,431	-3.7%	21.0%	483,686	6.9%	79.0%	1,010	0.0%	68.5%	464	-44.9%	31.5%
	YE	201103	6,041,322	-96.3%	29.8%	70.2%	1,803,057	8.8%	29.9%	4,232,918	12.7%	70.1%	-	-100.0%	0.0%	5,347	423.7%	100.0%
	YE	201203	6,817,295	12.8%	24.1%	75.9%	1,640,742	-9.0%	24.1%	5,163,387	22.0%	75.9%	659	0.0%	5.0%	12,507	133.9%	95.0%
	YE	201303	7,350,683	7.8%	22.0%	78.0%	1,597,504	-2.6%	21.8%	5,728,209	10.9%	78.2%	18,725	2741.4%	75.0%	6,245	-50.1%	25.0%
South America	2012	3	1,314,704	6.2%	64.6%	35.4%	841,271	5.2%	64.4%	464,893	6.1%	35.6%	8,486	1563.9%	99.4%	54	80.0%	0.6%
	2013	3	1,516,554	15.4%	61.3%	38.7%	928,628	10.4%	61.3%	587,290	26.3%	38.7%	624	-92.6%	98.1%	12	-77.8%	1.9%
	YE	201103	14,633,064	-91.7%	63.1%	36.9%	9,218,794	7.6%	63.1%	5,398,551	12.0%	36.9%	14,355	-41.0%	91.3%	1,364	146.7%	8.7%
	YE	201203	15,087,471	3.1%	62.6%	37.4%	9,388,231	1.8%	62.5%	5,631,582	4.3%	37.5%	61,370	327.5%	90.7%	6,288	361.0%	9.3%
	YE	201303	16,433,314	8.9%	62.4%	37.6%	10,117,046	7.8%	62.1%	6,180,646	9.7%	37.9%	134,357	118.9%	99.1%	1,265	-79.9%	0.9%
The Caribbean	2012	3	2,352,980	9.5%	89.7%	10.3%	1,945,107	9.0%	88.9%	243,139	-0.8%	11.1%	164,660	38.4%	100.0%	74	-66.5%	0.0%
	2013	3	2,306,576	-2.0%	88.8%	11.2%	1,913,115	-1.6%	88.1%	259,298	6.6%	11.9%	134,017	-18.6%	99.9%	146	97.3%	0.1%
	YE	201103	23,581,818	-88.1%	87.3%	12.7%	19,479,529	0.3%	86.9%	2,924,001	-1.4%	13.1%	1,109,453	30.3%	94.2%	68,835	-49.1%	5.8%
	YE	201203	24,307,221	3.1%	87.6%	12.4%	19,471,153	0.0%	86.6%	3,018,153	3.2%	13.4%	1,814,665	63.6%	99.8%	3,250	-95.3%	0.2%
	YE	201303	24,665,048	1.5%	87.7%	12.3%	19,854,967	2.0%	86.7%	3,044,000	0.9%	13.3%	1,764,072	-2.8%	99.9%	2,009	-38.2%	0.1%

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/  
Passengers, Available Seats, Departures and Freight Totals By Month**

		Total Departures				Scheduled Service						Nonscheduled Service						
Region	Period	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	2012	3	609	5.7%	51.1%	48.9%	281	17.1%	48.7%	296	-3.9%	51.3%	30	7.1%	93.8%	2	0.0%	6.3%
	2013	3	591	-3.0%	43.7%	56.3%	226	-19.6%	40.6%	331	11.8%	59.4%	32	6.7%	94.1%	2	0.0%	5.9%
	YE	201103	7,585	17.6%	50.9%	49.1%	3,521	27.9%	48.7%	3,703	10.3%	51.3%	340	3.7%	94.2%	21	90.9%	5.8%
	YE	201203	7,463	-1.6%	46.1%	53.9%	3,111	-11.6%	43.7%	4,011	8.3%	56.3%	328	-3.5%	96.2%	13	-38.1%	3.8%
	YE	201303	7,416	-0.6%	44.9%	55.1%	2,970	-4.5%	42.2%	4,064	1.3%	57.8%	363	10.7%	95.0%	19	46.2%	5.0%
Australia/Oceania	2012	3	1,777	-3.8%	29.8%	70.2%	465	-9.0%	27.2%	1,247	-1.7%	72.8%	64	0.0%	98.5%	1	-66.7%	1.5%
	2013	3	1,864	4.9%	32.5%	67.5%	524	12.7%	29.4%	1,259	1.0%	70.6%	81	26.6%	100.0%	-	-100.0%	0.0%
	YE	201103	20,812	-22.0%	32.0%	68.0%	5,849	16.2%	29.3%	14,094	-0.8%	70.7%	819	-15.4%	94.2%	50	150.0%	5.8%
	YE	201203	21,855	5.0%	30.3%	69.7%	5,776	-1.2%	27.5%	15,220	8.0%	72.5%	853	4.2%	99.3%	6	-88.0%	0.7%
	YE	201303	21,681	-0.8%	30.4%	69.6%	5,682	-1.6%	27.4%	15,081	-0.9%	72.6%	908	6.4%	98.9%	10	66.7%	1.1%
Canada	2012	3	36,411	-0.2%	51.9%	48.1%	18,622	-1.7%	52.3%	16,973	1.9%	47.7%	291	-12.6%	35.7%	525	-3.5%	64.3%
	2013	3	37,088	1.9%	51.2%	48.8%	18,750	0.7%	51.5%	17,673	4.1%	48.5%	226	-22.3%	34.0%	439	-16.4%	66.0%
	YE	201103	419,412	-0.2%	55.7%	44.3%	230,272	2.4%	56.0%	181,046	10.7%	44.0%	3,175	19.8%	39.2%	4,919	87.7%	60.8%
	YE	201203	414,836	-1.1%	54.5%	45.5%	222,973	-3.2%	54.8%	183,688	1.5%	45.2%	3,199	0.8%	39.1%	4,976	1.2%	60.9%
	YE	201303	424,303	2.3%	53.3%	46.7%	223,533	0.3%	53.5%	194,110	5.7%	46.5%	2,441	-23.7%	36.7%	4,219	-15.2%	63.3%
Central America	2012	3	28,122	4.3%	78.6%	21.4%	21,305	1.9%	78.1%	5,960	23.8%	21.9%	799	-25.9%	93.2%	58	-60.3%	6.8%
	2013	3	29,578	5.2%	76.5%	23.5%	21,815	2.4%	76.1%	6,855	15.0%	23.9%	803	0.5%	88.4%	105	81.0%	11.6%
	YE	201103	280,474	-59.4%	75.3%	24.7%	199,783	9.6%	74.6%	67,983	-14.7%	25.4%	11,518	45.3%	90.6%	1,190	36.2%	9.4%
	YE	201203	291,682	4.0%	75.8%	24.2%	212,242	6.2%	75.4%	69,255	1.9%	24.6%	8,907	-22.7%	87.5%	1,278	7.4%	12.5%
	YE	201303	304,947	4.5%	74.1%	25.9%	216,807	2.2%	73.5%	78,079	12.7%	26.5%	9,247	3.8%	91.9%	814	-36.3%	8.1%
Europe	2012	3	20,722	-3.6%	49.1%	50.9%	9,925	-5.1%	48.9%	10,368	-2.3%	51.1%	252	-17.9%	58.7%	177	50.0%	41.3%
	2013	3	19,822	-4.3%	46.9%	53.1%	9,029	-9.0%	46.5%	10,381	0.1%	53.5%	261	3.6%	63.3%	151	-14.7%	36.7%
	YE	201103	266,160	-72.1%	50.9%	49.1%	131,552	2.7%	50.6%	128,246	0.8%	49.4%	3,949	-4.6%	62.1%	2,413	-12.3%	37.9%
	YE	201203	274,757	3.2%	50.2%	49.8%	134,611	2.3%	50.0%	134,552	4.9%	50.0%	3,215	-18.6%	57.5%	2,379	-1.4%	42.5%
	YE	201303	264,659	-3.7%	49.0%	51.0%	126,883	-5.7%	48.9%	132,766	-1.3%	51.1%	2,730	-15.1%	54.5%	2,280	-4.2%	45.5%

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Region	Period	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	2012	3	13,010	1.6%	46.6%	53.4%	5,790	2.6%	45.9%	6,834	2.8%	54.1%	269	-2.2%	69.7%	117	-51.3%	30.3%
	2013	3	13,140	1.0%	45.3%	54.7%	5,527	-4.5%	44.3%	6,953	1.7%	55.7%	425	58.0%	64.4%	235	100.9%	35.6%
	YE	201103	144,785	-86.6%	45.2%	54.8%	61,993	13.9%	44.5%	77,211	8.2%	55.5%	3,488	29.1%	62.5%	2,093	21.8%	37.5%
	YE	201203	149,334	3.1%	45.5%	54.5%	64,789	4.5%	44.9%	79,591	3.1%	55.1%	3,184	-8.7%	64.3%	1,770	-15.4%	35.7%
	YE	201303	151,082	1.2%	46.1%	53.9%	65,627	1.3%	45.1%	80,020	0.5%	54.9%	3,970	24.7%	73.0%	1,465	-17.2%	27.0%
Middle East	2012	3	2,041	7.1%	26.0%	74.0%	501	-9.1%	25.0%	1,506	12.3%	75.0%	30	150.0%	88.2%	4	100.0%	11.8%
	2013	3	2,159	5.8%	25.2%	74.8%	483	-3.6%	23.1%	1,606	6.6%	76.9%	62	106.7%	88.6%	8	100.0%	11.4%
	YE	201103	21,109	-98.1%	32.2%	67.8%	6,644	2.7%	31.8%	14,270	11.6%	68.2%	145	-57.8%	74.4%	50	163.2%	25.6%
	YE	201203	23,689	12.2%	27.4%	72.6%	6,152	-7.4%	26.4%	17,134	20.1%	73.6%	331	128.3%	82.1%	72	44.0%	17.9%
	YE	201303	26,069	10.0%	25.7%	74.3%	6,098	-0.9%	24.0%	19,303	12.7%	76.0%	609	84.0%	91.2%	59	-18.1%	8.8%
South America	2012	3	8,537	7.4%	64.1%	35.9%	4,917	7.1%	61.7%	3,056	4.0%	38.3%	558	65.1%	98.9%	6	-92.4%	1.1%
	2013	3	8,869	3.9%	61.0%	39.0%	5,035	2.4%	59.4%	3,435	12.4%	40.6%	379	-32.1%	95.0%	20	233.3%	5.0%
	YE	201103	95,700	-92.0%	60.1%	39.9%	52,168	5.3%	58.9%	36,462	12.7%	41.1%	5,393	18.3%	76.3%	1,677	47.0%	23.7%
	YE	201203	96,786	1.1%	61.4%	38.6%	54,082	3.7%	59.5%	36,888	1.2%	40.5%	5,350	-0.8%	92.0%	466	-72.2%	8.0%
	YE	201303	101,286	4.6%	62.0%	38.0%	57,081	5.5%	59.8%	38,336	3.9%	40.2%	5,676	6.1%	96.7%	193	-58.6%	3.3%
The Caribbean	2012	3	19,967	8.9%	90.5%	9.5%	16,777	9.4%	90.1%	1,842	-0.7%	9.9%	1,285	18.5%	95.3%	63	-12.5%	4.7%
	2013	3	19,812	-0.8%	89.9%	10.1%	16,801	0.1%	89.7%	1,929	4.7%	10.3%	1,017	-20.9%	94.0%	65	3.2%	6.0%
	YE	201103	204,606	-85.4%	88.5%	11.5%	169,052	-3.1%	88.3%	22,412	-9.0%	11.7%	12,033	8.9%	91.6%	1,109	-33.8%	8.4%
	YE	201203	205,868	0.6%	88.6%	11.4%	168,075	-0.6%	88.1%	22,781	1.6%	11.9%	14,363	19.4%	95.7%	649	-41.5%	4.3%
	YE	201303	210,013	2.0%	88.7%	11.3%	173,279	3.1%	88.3%	22,945	0.7%	11.7%	12,997	-9.5%	94.3%	792	22.0%	5.7%

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**

**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	2012	3	3,071	10.0%	42.5%	57.5%	749	-17.8%	29.8%	1,765	24.4%	70.2%	557	21.0%	100.0%	-	0.0%	0.0%
	2013	3	3,088	0.6%	41.6%	58.4%	743	-0.8%	29.8%	1,748	-0.9%	70.2%	542	-2.6%	90.9%	54	0.0%	9.1%
	YE	201103	32,084	42.0%	51.6%	48.4%	12,031	28.0%	44.6%	14,957	31.2%	55.4%	4,511	204.5%	88.5%	585	83.3%	11.5%
	YE	201203	33,099	3.2%	49.8%	50.2%	10,285	-14.5%	38.2%	16,629	11.2%	61.8%	6,185	37.1%	100.0%	-	-100.0%	0.0%
	YE	201303	36,945	11.6%	45.5%	54.5%	9,659	-6.1%	32.7%	19,859	19.4%	67.3%	7,145	15.5%	96.2%	282	0.0%	3.8%
Australia/Oceania	2012	3	16,303	6.7%	47.4%	52.6%	4,956	2.1%	36.6%	8,575	9.3%	63.4%	2,772	10.0%	100.0%	-	-100.0%	0.0%
	2013	3	16,292	-0.1%	50.2%	49.8%	4,884	-1.5%	37.6%	8,115	-5.4%	62.4%	3,294	18.8%	100.0%	-	0.0%	0.0%
	YE	201103	171,839	-4.8%	50.0%	50.0%	57,045	17.1%	40.6%	83,308	5.9%	59.4%	28,950	-4.4%	91.9%	2,535	604.4%	8.1%
	YE	201203	168,790	-1.8%	50.0%	50.0%	55,920	-2.0%	39.9%	84,373	1.3%	60.1%	28,421	-1.8%	99.7%	76	-97.0%	0.3%
	YE	201303	183,148	8.5%	50.5%	49.5%	55,678	-0.4%	38.1%	90,384	7.1%	61.9%	36,884	29.8%	99.5%	200	162.9%	0.5%
Canada	2012	3	29,223	-10.0%	76.2%	23.8%	21,006	-1.1%	78.3%	5,810	-30.0%	21.7%	1,268	-2.5%	52.7%	1,140	-29.7%	47.3%
	2013	3	28,474	-2.6%	76.3%	23.7%	20,376	-3.0%	78.4%	5,621	-3.3%	21.6%	1,351	6.6%	54.5%	1,126	-1.2%	45.5%
	YE	201103	356,114	-32.4%	68.3%	31.7%	227,126	9.9%	72.3%	87,095	-12.8%	27.7%	16,072	-13.9%	38.4%	25,822	25.3%	61.6%
	YE	201203	342,044	-4.0%	73.4%	26.6%	232,686	2.4%	76.9%	69,875	-19.8%	23.1%	18,371	14.3%	46.5%	21,112	-18.2%	53.5%
	YE	201303	320,493	-6.3%	77.1%	22.9%	236,444	1.6%	80.5%	57,315	-18.0%	19.5%	10,500	-42.8%	39.3%	16,234	-23.1%	60.7%
Central America	2012	3	59,238	-4.5%	64.5%	35.5%	28,678	2.3%	57.7%	20,989	-6.2%	42.3%	9,544	-14.7%	99.7%	27	-93.3%	0.3%
	2013	3	54,014	-8.8%	63.9%	36.1%	29,622	3.3%	60.5%	19,376	-7.7%	39.5%	4,915	-48.5%	98.0%	101	273.8%	2.0%
	YE	201103	691,145	-36.7%	65.8%	34.2%	303,021	12.6%	56.4%	234,173	34.4%	43.6%	151,925	24.6%	98.7%	2,026	116.5%	1.3%
	YE	201203	684,534	-1.0%	62.5%	37.5%	315,440	4.1%	55.3%	255,224	9.0%	44.7%	112,238	-26.1%	98.6%	1,632	-19.4%	1.4%
	YE	201303	653,579	-4.5%	63.3%	36.7%	340,043	7.8%	58.7%	239,155	-6.3%	41.3%	73,561	-34.5%	98.9%	820	-49.7%	1.1%
Europe	2012	3	263,934	-8.1%	41.0%	59.0%	91,663	-11.6%	37.7%	151,375	-6.4%	62.3%	16,620	-11.0%	79.5%	4,276	41.3%	20.5%
	2013	3	251,113	-4.9%	40.9%	59.1%	85,479	-6.7%	37.1%	145,113	-4.1%	62.9%	17,164	3.3%	83.6%	3,356	-21.5%	16.4%
	YE	201103	3,080,299	-18.3%	43.1%	56.9%	1,112,297	16.0%	39.3%	1,721,123	15.9%	60.7%	216,530	16.2%	87.7%	30,349	-37.3%	12.3%
	YE	201203	3,021,519	-1.9%	40.8%	59.2%	1,042,114	-6.3%	37.5%	1,738,832	1.0%	62.5%	191,751	-11.4%	79.7%	48,823	60.9%	20.3%
	YE	201303	2,824,884	-6.5%	40.9%	59.1%	978,570	-6.1%	37.4%	1,635,679	-5.9%	62.6%	175,522	-8.5%	83.3%	35,112	-28.1%	16.7%

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**

**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	2012	3	319,867	-5.2%	39.6%	60.4%	103,843	-2.0%	35.3%	190,593	-1.8%	64.7%	22,911	1.0%	90.1%	2,519	-83.1%	9.9%
	2013	3	297,493	-7.0%	38.9%	61.1%	77,714	-25.2%	30.4%	178,298	-6.5%	69.6%	38,021	65.9%	91.7%	3,460	37.3%	8.3%
	YE	201103	3,801,895	439.6%	36.9%	63.1%	1,131,738	15.4%	33.4%	2,257,503	14.7%	66.6%	271,041	33.2%	65.7%	141,613	14.6%	34.3%
	YE	201203	3,527,739	-7.2%	38.4%	61.6%	1,111,366	-1.8%	34.9%	2,069,501	-8.3%	65.1%	243,770	-10.1%	70.3%	103,102	-27.2%	29.7%
	YE	201303	3,408,389	-3.4%	40.0%	60.0%	1,025,917	-7.7%	34.0%	1,988,486	-3.9%	66.0%	337,654	38.5%	85.7%	56,332	-45.4%	14.3%
Middle East	2012	3	24,535	17.7%	26.6%	73.4%	4,802	8.3%	21.1%	17,998	11.5%	78.9%	1,736	545.4%	100.0%	-	0.0%	0.0%
	2013	3	25,599	4.3%	26.5%	73.5%	4,873	1.5%	20.7%	18,694	3.9%	79.3%	1,905	9.7%	93.7%	127	0.0%	6.3%
	YE	201103	215,516	-70.2%	25.1%	74.9%	50,971	7.1%	24.1%	160,512	19.7%	75.9%	3,132	-62.9%	77.6%	902	60.8%	22.4%
	YE	201203	247,100	14.7%	30.0%	70.0%	55,289	8.5%	24.2%	172,830	7.7%	75.8%	18,780	499.7%	98.9%	201	-77.7%	1.1%
	YE	201303	277,804	12.4%	27.7%	72.3%	55,583	0.5%	21.7%	200,252	15.9%	78.3%	21,372	13.8%	97.3%	597	196.9%	2.7%
South America	2012	3	138,135	19.6%	63.8%	36.2%	50,822	17.5%	50.4%	50,049	8.9%	49.6%	37,253	77.6%	100.0%	12	-99.8%	0.0%
	2013	3	111,106	-19.6%	50.9%	49.1%	29,413	-42.1%	35.7%	52,872	5.6%	64.3%	27,087	-27.3%	94.0%	1,734	14940.7%	6.0%
	YE	201103	1,340,730	58.1%	49.6%	50.4%	378,117	-6.8%	40.0%	566,941	9.9%	60.0%	287,085	16.1%	72.6%	108,588	48.4%	27.4%
	YE	201203	1,388,293	3.5%	56.2%	43.8%	444,667	17.6%	43.2%	584,709	3.1%	56.8%	335,422	16.8%	93.5%	23,496	-78.4%	6.5%
	YE	201303	1,378,283	-0.7%	56.2%	43.8%	419,812	-5.6%	41.5%	591,005	1.1%	58.5%	354,667	5.7%	96.5%	12,799	-45.5%	3.5%
The Caribbean	2012	3	11,250	-6.4%	91.3%	8.7%	9,913	-4.8%	94.4%	587	-25.2%	5.6%	354	-13.1%	47.1%	397	-4.8%	52.9%
	2013	3	10,553	-6.2%	90.2%	9.8%	9,138	-7.8%	92.5%	738	25.6%	7.5%	376	6.4%	55.6%	301	-24.1%	44.4%
	YE	201103	148,130	-82.8%	91.1%	8.9%	102,190	16.5%	93.0%	7,734	13.6%	7.0%	32,747	-41.6%	85.7%	5,459	-27.3%	14.3%
	YE	201203	136,541	-7.8%	91.6%	8.4%	117,551	15.0%	94.5%	6,811	-11.9%	5.5%	7,551	-76.9%	62.0%	4,628	-15.2%	38.0%
	YE	201303	134,754	-1.3%	91.1%	8.9%	112,442	-4.3%	93.7%	7,562	11.0%	6.3%	10,338	36.9%	70.1%	4,412	-4.7%	29.9%

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/**

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	2012	3	2,285,580	4.0%	42.3%	57.7%	960,322	0.9%	42.9%	1,275,762	6.6%	57.1%	6,909	-46.1%	14.0%	42,587	19.5%	86.0%
	2013	3	2,387,686	4.5%	41.0%	59.0%	976,104	1.6%	41.5%	1,376,296	7.9%	58.5%	3,252	-52.9%	9.2%	32,034	-24.8%	90.8%
	YE	201103	22,515,967	8.9%	50.4%	49.6%	11,306,814	3.2%	50.8%	10,949,717	14.2%	49.2%	48,201	25.8%	18.6%	211,235	111.8%	81.4%
	YE	201203	23,470,487	4.2%	47.4%	52.6%	11,055,185	-2.2%	47.7%	12,131,320	10.8%	52.3%	61,638	27.9%	21.7%	222,344	5.3%	78.3%
	YE	201303	24,440,597	4.1%	46.5%	53.5%	11,327,245	2.5%	46.8%	12,877,937	6.2%	53.2%	44,078	-28.5%	18.7%	191,337	-13.9%	81.3%
Mexico	2012	3	1,876,282	4.2%	82.9%	17.1%	1,531,977	0.3%	83.0%	313,400	37.2%	17.0%	24,370	-15.5%	78.9%	6,535	-60.9%	21.1%
	2013	3	2,069,662	10.3%	81.1%	18.9%	1,636,515	6.8%	81.0%	382,940	22.2%	19.0%	40,988	68.2%	81.6%	9,219	41.1%	18.4%
	YE	201103	17,921,475	4.7%	78.3%	21.7%	13,897,256	15.6%	78.7%	3,770,609	-23.6%	21.3%	139,599	62.1%	55.0%	114,011	44.4%	45.0%
	YE	201203	18,708,591	4.4%	79.7%	20.3%	14,798,801	6.5%	80.2%	3,656,479	-3.0%	19.8%	118,412	-15.2%	46.7%	134,899	18.3%	53.3%
	YE	201303	19,561,292	4.6%	77.7%	22.3%	14,904,236	0.7%	77.7%	4,280,970	17.1%	22.3%	304,554	157.2%	81.0%	71,532	-47.0%	19.0%
United Kingdom	2012	3	1,303,037	12.3%	39.0%	61.0%	508,307	8.0%	39.2%	787,792	15.0%	60.8%	214	38.1%	3.1%	6,724	41.9%	96.9%
	2013	3	1,319,505	1.3%	39.0%	61.0%	514,807	1.3%	39.2%	799,180	1.4%	60.8%	9	-95.8%	0.2%	5,509	-18.1%	99.8%
	YE	201103	15,734,001	-2.8%	41.8%	58.2%	6,575,671	-0.8%	42.7%	8,810,172	-3.6%	57.3%	3,096	621.7%	0.9%	345,062	-17.8%	99.1%
	YE	201203	16,914,083	7.5%	40.5%	59.5%	6,853,101	4.2%	41.0%	9,846,617	11.8%	59.0%	1,029	-66.8%	0.5%	213,336	-38.2%	99.5%
	YE	201303	16,982,720	0.4%	38.9%	61.1%	6,597,815	-3.7%	39.5%	10,124,647	2.8%	60.5%	1,929	87.5%	0.7%	258,329	21.1%	99.3%
Japan	2012	3	989,766	19.4%	66.2%	33.8%	654,321	14.6%	67.6%	313,046	28.2%	32.4%	1,167	79.8%	5.2%	21,232	62.0%	94.8%
	2013	3	1,056,572	6.7%	63.1%	36.9%	666,233	1.8%	65.6%	349,133	11.5%	34.4%	900	-22.9%	2.2%	40,306	89.8%	97.8%
	YE	201103	10,654,497	2.9%	65.7%	34.3%	6,986,321	9.6%	66.2%	3,569,277	-8.9%	33.8%	12,272	-11.5%	12.4%	86,627	82.8%	87.6%
	YE	201203	10,399,104	-2.4%	66.2%	33.8%	6,866,330	-1.7%	66.9%	3,394,178	-4.9%	33.1%	21,624	76.2%	15.6%	116,972	35.0%	84.4%
	YE	201303	11,704,299	12.6%	64.7%	35.3%	7,553,801	10.0%	65.5%	3,973,149	17.1%	34.5%	15,534	-28.2%	8.8%	161,815	38.3%	91.2%
Germany	2012	3	733,476	6.8%	38.0%	62.0%	278,917	5.0%	38.0%	454,520	7.9%	62.0%	12	500.0%	30.8%	27	145.5%	69.2%
	2013	3	760,482	3.7%	34.4%	65.6%	261,251	-6.3%	34.4%	499,222	9.8%	65.6%	-	-100.0%	0.0%	9	-66.7%	100.0%
	YE	201103	9,482,088	2.2%	38.1%	61.9%	3,615,105	3.1%	38.1%	5,864,949	1.9%	61.9%	1,540	-88.3%	75.7%	494	-51.9%	24.3%
	YE	201203	9,628,333	1.5%	36.7%	63.3%	3,534,079	-2.2%	36.7%	6,090,470	3.8%	63.3%	3,078	99.9%	81.3%	706	42.9%	18.7%
	YE	201303	9,854,985	2.4%	36.3%	63.7%	3,580,986	1.3%	36.3%	6,272,679	3.0%	63.7%	813	-73.6%	61.6%	507	-28.2%	38.4%

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 YE 201303 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	2012	3	469,168	5.0%	42.1%	57.9%	197,353	12.6%	42.1%	271,798	0.2%	57.9%	-	0.0%	0.0%	17	-50.0%	100.0%
	2013	3	442,914	-5.6%	42.8%	57.2%	189,392	-4.0%	42.8%	253,443	-6.8%	57.2%	-	0.0%	0.0%	79	364.7%	100.0%
	YE	201103	6,014,456	0.9%	38.7%	61.3%	2,329,294	-0.4%	38.7%	3,682,310	1.8%	61.3%	1,207	12.5%	42.3%	1,645	-8.3%	57.7%
	YE	201203	6,324,048	5.1%	39.5%	60.5%	2,495,980	7.2%	39.5%	3,826,361	3.9%	60.5%	1,261	4.5%	73.9%	446	-72.9%	26.1%
	YE	201303	6,156,518	-2.6%	40.0%	60.0%	2,462,874	-1.3%	40.0%	3,691,373	-3.5%	60.0%	1,467	16.3%	64.6%	804	80.3%	35.4%
Dominican Republic	2012	3	472,069	13.8%	99.6%	0.4%	450,160	12.6%	99.5%	2,122	-28.8%	0.5%	19,787	64.4%	100.0%	-	0.0%	0.0%
	2013	3	508,025	7.6%	97.5%	2.5%	476,394	5.8%	97.4%	12,880	507.0%	2.6%	18,751	-5.2%	100.0%	-	0.0%	0.0%
	YE	201103	4,569,432	2.4%	98.9%	1.1%	4,406,482	2.1%	98.9%	49,862	-28.9%	1.1%	113,082	65.3%	100.0%	6	-99.9%	0.0%
	YE	201203	4,722,538	3.4%	99.2%	0.8%	4,558,232	3.4%	99.2%	35,424	-29.0%	0.8%	128,876	14.0%	100.0%	6	0.0%	0.0%
	YE	201303	5,115,153	8.3%	98.5%	1.5%	4,816,507	5.7%	98.4%	79,262	123.8%	1.6%	219,366	70.2%	100.0%	18	200.0%	0.0%
South Korea	2012	3	320,121	-1.3%	10.6%	89.4%	33,831	1.1%	10.6%	285,993	-1.6%	89.4%	-	0.0%	0.0%	297	-15.1%	100.0%
	2013	3	368,805	15.2%	11.9%	88.1%	43,858	29.6%	11.9%	324,947	13.6%	88.1%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201103	3,955,836	14.3%	8.4%	91.6%	332,205	83.6%	8.4%	3,609,826	10.6%	91.6%	1,390	313.7%	10.1%	12,415	-8.8%	89.9%
	YE	201203	4,274,034	8.0%	10.1%	89.9%	426,674	28.4%	10.0%	3,819,169	5.8%	90.0%	2,897	108.4%	10.3%	25,294	103.7%	89.7%
	YE	201303	4,582,046	7.2%	11.0%	89.0%	505,993	18.6%	11.1%	4,069,509	6.6%	88.9%	20	-99.3%	0.3%	6,524	-74.2%	99.7%
Brazil	2012	3	352,152	6.7%	65.8%	34.2%	231,797	3.5%	65.8%	120,354	13.4%	34.2%	-	-100.0%	0.0%	1	-50.0%	100.0%
	2013	3	394,385	12.0%	65.5%	34.5%	258,509	11.5%	65.5%	135,876	12.9%	34.5%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201103	3,609,035	17.5%	67.9%	32.1%	2,449,336	19.8%	67.9%	1,158,838	13.4%	32.1%	839	-77.6%	97.4%	22	450.0%	2.6%
	YE	201203	4,126,391	14.3%	66.5%	33.5%	2,732,382	11.6%	66.4%	1,382,803	19.3%	33.6%	11,199	1234.8%	99.9%	7	-68.2%	0.1%
	YE	201303	4,568,809	10.7%	66.6%	33.4%	3,041,498	11.3%	66.6%	1,526,049	10.4%	33.4%	1,195	-89.3%	94.7%	67	857.1%	5.3%
Netherlands	2012	3	329,014	2.3%	60.6%	39.4%	199,258	1.1%	60.6%	129,756	4.1%	39.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	333,201	1.3%	63.1%	36.9%	210,411	5.6%	63.1%	122,788	-5.4%	36.9%	-	0.0%	0.0%	2	0.0%	100.0%
	YE	201103	4,350,417	0.8%	63.6%	36.4%	2,768,382	0.5%	63.6%	1,582,026	1.7%	36.4%	-	-100.0%	0.0%	9	-99.9%	100.0%
	YE	201203	4,504,923	3.6%	61.6%	38.4%	2,772,901	0.2%	61.6%	1,731,740	9.5%	38.4%	260	0.0%	92.2%	22	144.4%	7.8%
	YE	201303	4,477,321	-0.6%	62.7%	37.3%	2,809,204	1.3%	62.7%	1,667,761	-3.7%	37.3%	247	-5.0%	69.4%	109	395.5%	30.6%

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

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2/ Ranked in descending order according to YE 201303 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	
China	2012	3	290,059	27.6%	59.4%	40.6%	172,229	28.0%	59.4%	117,830	27.2%	40.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	328,758	13.3%	55.9%	44.1%	183,760	6.7%	56.6%	140,632	19.4%	43.4%	-	0.0%	0.0%	4,366	0.0%	100.0%
	YE	201103	2,754,953	29.2%	61.1%	38.9%	1,680,392	29.2%	61.1%	1,070,365	28.9%	38.9%	3,090	106.7%	73.6%	1,106	10960.0%	26.4%
	YE	201203	3,524,851	27.9%	61.5%	38.5%	2,163,859	28.8%	61.5%	1,356,091	26.7%	38.5%	4,845	56.8%	98.9%	56	-94.9%	1.1%
	YE	201303	3,933,539	11.6%	57.7%	42.3%	2,265,609	4.7%	58.0%	1,642,827	21.1%	42.0%	4,878	0.7%	19.4%	20,225	36016.1%	80.6%
Jamaica	2012	3	275,767	-0.1%	81.6%	18.4%	220,150	1.9%	81.2%	50,819	3.8%	18.8%	4,798	-56.9%	100.0%	-	0.0%	0.0%
	2013	3	284,929	3.3%	84.2%	15.8%	236,450	7.4%	84.0%	44,902	-11.6%	16.0%	3,577	-25.4%	100.0%	-	0.0%	0.0%
	YE	201103	2,976,299	3.8%	80.3%	19.7%	2,327,016	14.9%	79.9%	585,797	-28.2%	20.1%	63,486	135.6%	100.0%	-	0.0%	0.0%
	YE	201203	3,104,595	4.3%	78.5%	21.5%	2,249,795	-3.3%	77.1%	666,932	13.9%	22.9%	187,868	195.9%	100.0%	-	0.0%	0.0%
	YE	201303	3,104,229	0.0%	81.1%	18.9%	2,472,658	9.9%	80.8%	587,532	-11.9%	19.2%	44,039	-76.6%	100.0%	-	0.0%	0.0%
Spain	2012	3	203,816	6.9%	53.9%	46.1%	109,843	4.8%	53.9%	93,934	9.5%	46.1%	-	-100.0%	0.0%	39	18.2%	100.0%
	2013	3	180,873	-11.3%	58.8%	41.2%	106,283	-3.2%	58.8%	74,576	-20.6%	41.2%	-	0.0%	0.0%	14	-64.1%	100.0%
	YE	201103	2,702,659	10.9%	55.4%	44.6%	1,496,496	7.9%	55.4%	1,205,271	15.3%	44.6%	605	-85.7%	67.8%	287	64.9%	32.2%
	YE	201203	2,959,785	9.5%	55.9%	44.1%	1,650,392	10.3%	55.9%	1,304,487	8.2%	44.1%	4,375	623.1%	89.2%	531	85.0%	10.8%
	YE	201303	2,731,708	-7.7%	58.2%	41.8%	1,590,483	-3.6%	58.2%	1,140,778	-12.5%	41.8%	326	-92.5%	72.9%	121	-77.2%	27.1%
The Bahamas	2012	3	265,937	10.9%	86.1%	13.9%	221,734	12.5%	85.7%	36,879	-9.0%	14.3%	7,314	238.3%	99.9%	10	-81.5%	0.1%
	2013	3	267,166	0.5%	84.7%	15.3%	224,994	1.5%	84.6%	40,800	10.6%	15.4%	1,343	-81.6%	97.9%	29	190.0%	2.1%
	YE	201103	2,525,911	-1.3%	81.7%	18.3%	2,022,169	-4.9%	81.4%	461,500	21.3%	18.6%	41,973	-20.3%	99.4%	269	85.5%	0.6%
	YE	201203	2,495,535	-1.2%	81.4%	18.6%	1,969,688	-2.6%	80.9%	463,918	0.5%	19.1%	61,438	46.4%	99.2%	491	82.5%	0.8%
	YE	201303	2,635,448	5.6%	82.2%	17.8%	2,135,962	8.4%	82.0%	469,303	1.2%	18.0%	29,977	-51.2%	99.3%	206	-58.0%	0.7%
Colombia	2012	3	185,321	9.4%	50.4%	49.6%	93,397	4.7%	50.4%	91,924	14.7%	49.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	3	213,021	14.9%	52.2%	47.8%	111,038	18.9%	52.1%	101,899	10.9%	47.9%	84	0.0%	100.0%	-	0.0%	0.0%
	YE	201103	2,334,183	12.6%	49.0%	51.0%	1,141,262	2.9%	48.9%	1,191,554	23.6%	51.1%	1,367	285.1%	100.0%	-	0.0%	0.0%
	YE	201203	2,259,896	-3.2%	51.1%	48.9%	1,155,614	1.3%	51.1%	1,104,255	-7.3%	48.9%	17	-98.8%	63.0%	10	0.0%	37.0%
	YE	201303	2,561,079	13.3%	52.6%	47.4%	1,345,752	16.5%	52.6%	1,213,780	9.9%	47.4%	1,545	8988.2%	99.9%	2	-80.0%	0.1%

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

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**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	
Australia	2012	3	195,670	6.7%	33.0%	67.0%	64,647	7.5%	33.0%	131,023	6.3%	67.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	2013	3	216,469	10.6%	32.9%	67.1%	71,197	10.1%	32.9%	145,272	10.9%	67.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201103	2,260,370	8.9%	33.5%	66.5%	757,909	13.2%	33.5%	1,502,434	6.9%	66.5%	6	200.0%	22.2%	21	-95.3%	77.8%
	YE	201203	2,379,795	5.3%	31.9%	68.1%	758,166	0.0%	31.9%	1,621,099	7.9%	68.1%	79	1216.7%	14.9%	451	2047.6%	85.1%
	YE	201303	2,549,681	7.1%	31.6%	68.4%	804,505	6.1%	31.6%	1,744,824	7.6%	68.4%	348	340.5%	98.9%	4	-99.1%	1.1%
Italy	2012	3	132,391	-20.0%	68.4%	31.6%	90,586	-9.6%	68.4%	41,795	-36.0%	31.6%	-	-100.0%	0.0%	10	0.0%	100.0%
	2013	3	142,104	7.3%	59.2%	40.8%	84,171	-7.1%	59.2%	57,919	38.6%	40.8%	-	0.0%	0.0%	14	40.0%	100.0%
	YE	201103	2,715,180	2.2%	66.1%	33.9%	1,795,397	2.0%	66.1%	919,650	2.6%	33.9%	100	455.6%	75.2%	33	-86.4%	24.8%
	YE	201203	2,611,060	-3.8%	64.5%	35.5%	1,684,360	-6.2%	64.5%	926,432	0.7%	35.5%	2	-98.0%	0.7%	266	706.1%	99.3%
	YE	201303	2,546,534	-2.5%	65.5%	34.5%	1,666,907	-1.0%	65.5%	879,539	-5.1%	34.5%	21	950.0%	23.9%	67	-74.8%	76.1%
Hong Kong	2012	3	204,786	1.5%	28.7%	71.3%	58,830	-11.3%	28.7%	145,956	8.3%	71.3%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	3	205,672	0.4%	27.8%	72.2%	57,211	-2.8%	27.8%	148,461	1.7%	72.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201103	2,323,077	11.6%	32.8%	67.2%	760,622	19.8%	32.8%	1,561,835	8.0%	67.2%	618	0.0%	99.7%	2	-84.6%	0.3%
	YE	201203	2,344,049	0.9%	31.5%	68.5%	732,480	-3.7%	31.3%	1,605,619	2.8%	68.7%	5,950	862.8%	100.0%	-	-100.0%	0.0%
	YE	201303	2,462,958	5.1%	28.6%	71.4%	703,661	-3.9%	28.6%	1,758,782	9.5%	71.4%	506	-91.5%	98.3%	9	0.0%	1.7%
United Arab Emirates	2012	3	195,954	29.7%	14.3%	85.7%	28,035	-4.0%	14.3%	167,919	37.8%	85.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	213,304	8.9%	13.5%	86.5%	28,747	2.5%	13.5%	184,557	9.9%	86.5%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201103	1,737,636	24.9%	18.8%	81.2%	326,788	9.4%	18.8%	1,410,844	29.1%	81.2%	-	0.0%	0.0%	4	0.0%	100.0%
	YE	201203	2,029,766	16.8%	15.7%	84.3%	319,083	-2.4%	15.7%	1,710,683	21.3%	84.3%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201303	2,380,077	17.3%	14.3%	85.7%	340,229	6.6%	14.3%	2,039,847	19.2%	85.7%	-	0.0%	0.0%	1	0.0%	100.0%
Costa Rica	2012	3	259,135	10.0%	94.7%	5.3%	245,361	10.1%	94.7%	13,721	11.5%	5.3%	53	-83.7%	100.0%	-	0.0%	0.0%
	2013	3	259,760	0.2%	94.0%	6.0%	242,626	-1.1%	94.0%	15,508	13.0%	6.0%	1,626	2967.9%	100.0%	-	0.0%	0.0%
	YE	201103	2,143,311	1.8%	93.7%	6.3%	2,006,201	3.0%	93.7%	135,506	-13.4%	6.3%	1,591	96.9%	99.2%	13	8.3%	0.8%
	YE	201203	2,249,964	5.0%	92.6%	7.4%	2,077,067	3.5%	92.5%	167,404	23.5%	7.5%	5,474	244.1%	99.7%	19	46.2%	0.3%
	YE	201303	2,314,489	2.9%	92.3%	7.7%	2,132,498	2.7%	92.3%	177,495	6.0%	7.7%	4,496	-17.9%	100.0%	-	-100.0%	0.0%

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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	
Panama	2012	3	169,236	19.5%	37.4%	62.6%	63,111	-1.0%	37.3%	105,958	36.2%	62.7%	167	0.0%	100.0%	-	0.0%	0.0%
	2013	3	198,617	17.4%	33.4%	66.6%	66,243	5.0%	33.4%	132,374	24.9%	66.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201103	1,551,233	5.6%	45.0%	55.0%	697,733	0.7%	45.0%	853,079	13.4%	55.0%	415	-98.3%	98.6%	6	-50.0%	1.4%
	YE	201203	1,780,758	14.8%	39.6%	60.4%	704,422	1.0%	39.6%	1,074,774	26.0%	60.4%	1,554	274.5%	99.5%	8	33.3%	0.5%
	YE	201303	2,179,601	22.4%	32.5%	67.5%	705,736	0.2%	32.4%	1,471,890	36.9%	67.6%	1,975	27.1%	100.0%	-	-100.0%	0.0%
Switzerland	2012	3	151,937	5.0%	36.2%	63.8%	54,997	3.0%	36.2%	96,914	6.1%	63.8%	-	0.0%	0.0%	26	73.3%	100.0%
	2013	3	176,484	16.2%	30.5%	69.5%	53,859	-2.1%	30.5%	122,589	26.5%	69.5%	-	0.0%	0.0%	36	38.5%	100.0%
	YE	201103	1,887,154	12.7%	41.1%	58.9%	774,784	5.3%	41.1%	1,111,931	18.5%	58.9%	11	-66.7%	2.5%	428	60.3%	97.5%
	YE	201203	1,935,379	2.6%	40.2%	59.8%	777,228	0.3%	40.2%	1,157,763	4.1%	59.8%	-	-100.0%	0.0%	388	-9.3%	100.0%
	YE	201303	2,089,439	8.0%	35.1%	64.9%	732,586	-5.7%	35.1%	1,356,544	17.2%	64.9%	3	0.0%	1.0%	306	-21.1%	99.0%
Ireland	2012	3	123,452	-0.8%	40.2%	59.8%	49,265	-19.0%	40.0%	73,809	16.1%	60.0%	373	0.0%	98.7%	5	0.0%	1.3%
	2013	3	137,528	11.4%	38.6%	61.4%	52,342	6.2%	38.3%	84,450	14.4%	61.7%	720	93.0%	97.8%	16	220.0%	2.2%
	YE	201103	1,723,682	-8.3%	48.0%	52.0%	824,086	-2.8%	47.9%	896,699	-12.6%	52.1%	2,721	-48.8%	93.9%	176	-54.3%	6.1%
	YE	201203	1,769,737	2.7%	47.5%	52.5%	838,811	1.8%	47.5%	928,605	3.6%	52.5%	2,223	-18.3%	95.8%	98	-44.3%	4.2%
	YE	201303	1,827,358	3.3%	44.9%	55.1%	815,162	-2.8%	44.7%	1,007,230	8.5%	55.3%	4,816	116.6%	97.0%	150	53.1%	3.0%
Taiwan	2012	3	139,807	1.1%	0.0%	100.0%	-	0.0%	0.0%	139,807	1.1%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	151,721	8.5%	0.0%	100.0%	-	0.0%	0.0%	151,717	8.5%	100.0%	4	0.0%	100.0%	-	0.0%	0.0%
	YE	201103	1,793,556	-6.0%	0.3%	99.7%	363	11.3%	0.0%	1,787,372	-6.2%	100.0%	5,818	88.4%	99.9%	3	0.0%	0.1%
	YE	201203	1,762,798	-1.7%	0.2%	99.8%	-	-100.0%	0.0%	1,758,529	-1.6%	100.0%	4,269	-26.6%	100.0%	-	-100.0%	0.0%
	YE	201303	1,757,916	-0.3%	0.0%	100.0%	306	0.0%	0.0%	1,757,596	-0.1%	100.0%	14	-99.7%	100.0%	-	0.0%	0.0%
Peru	2012	3	124,262	7.7%	45.3%	54.7%	56,311	1.2%	45.3%	67,951	13.8%	54.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	137,796	10.9%	41.6%	58.4%	57,345	1.8%	41.6%	80,451	18.4%	58.4%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201103	1,301,185	9.2%	52.2%	47.8%	679,012	0.5%	52.2%	621,724	20.6%	47.8%	448	4.9%	99.8%	1	-98.9%	0.2%
	YE	201203	1,377,460	5.9%	45.9%	54.1%	632,695	-6.8%	45.9%	744,765	19.8%	54.1%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE	201303	1,490,024	8.2%	42.3%	57.7%	629,831	-0.5%	42.3%	860,148	15.5%	57.7%	-	0.0%	0.0%	45	0.0%	100.0%

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

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2/ Ranked in descending order according to YE 201303 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	
Canada	2012	3	2,963,802	2.1%	43.9%	56.1%	1,285,789	-1.4%	44.3%	1,617,887	5.2%	55.7%	14,298	-19.4%	23.8%	45,828	7.8%	76.2%
	2013	3	3,065,480	3.4%	41.4%	58.6%	1,258,867	-2.1%	41.7%	1,758,340	8.7%	58.3%	9,291	-35.0%	19.2%	38,982	-14.9%	80.8%
	YE 201103		31,263,116	6.4%	50.5%	49.5%	15,678,522	0.3%	50.8%	15,205,609	12.5%	49.2%	104,204	9.8%	27.5%	274,781	106.6%	72.5%
	YE 201203		31,907,216	2.1%	48.3%	51.7%	15,272,319	-2.6%	48.5%	16,225,097	6.7%	51.5%	134,421	29.0%	32.8%	275,379	0.2%	67.2%
	YE 201303		33,045,714	3.6%	46.5%	53.5%	15,267,292	0.0%	46.7%	17,444,923	7.5%	53.3%	98,076	-27.0%	29.4%	235,423	-14.5%	70.6%
Mexico	2012	3	2,381,881	1.4%	82.0%	18.0%	1,923,670	-3.4%	82.1%	420,586	40.4%	17.9%	29,145	-17.8%	77.5%	8,480	-60.3%	22.5%
	2013	3	2,569,129	7.9%	79.3%	20.7%	1,990,242	3.5%	79.4%	517,819	23.1%	20.6%	47,570	63.2%	77.9%	13,498	59.2%	22.1%
	YE 201103		23,086,520	2.0%	77.5%	22.5%	17,660,037	14.5%	77.8%	5,037,552	-27.8%	22.2%	227,358	88.7%	58.5%	161,573	57.1%	41.5%
	YE 201203		23,935,817	3.7%	79.0%	21.0%	18,747,268	6.2%	79.5%	4,834,479	-4.0%	20.5%	173,300	-23.8%	48.9%	180,770	11.9%	51.1%
	YE 201303		24,863,267	3.9%	76.1%	23.9%	18,549,072	-1.1%	76.1%	5,826,862	20.5%	23.9%	381,733	120.3%	78.3%	105,600	-41.6%	21.7%
United Kingdom	2012	3	1,683,394	3.3%	40.3%	59.7%	677,608	-2.1%	40.5%	995,971	6.8%	59.5%	626	139.8%	6.4%	9,189	78.1%	93.6%
	2013	3	1,633,387	-3.0%	40.2%	59.8%	656,616	-3.1%	40.4%	969,800	-2.6%	59.6%	315	-49.7%	4.5%	6,656	-27.6%	95.5%
	YE 201103		19,637,006	-1.1%	42.1%	57.9%	8,252,366	0.5%	42.9%	10,977,818	-1.6%	57.1%	10,027	730.7%	2.5%	396,795	-17.6%	97.5%
	YE 201203		21,043,991	7.2%	41.7%	58.3%	8,776,131	6.3%	42.2%	12,030,059	9.6%	57.8%	3,370	-66.4%	1.4%	234,431	-40.9%	98.6%
	YE 201303		20,885,848	-0.8%	40.4%	59.6%	8,430,459	-3.9%	40.9%	12,160,561	1.1%	59.1%	5,176	53.6%	1.8%	289,652	23.6%	98.2%
Japan	2012	3	1,190,815	3.9%	65.7%	34.3%	780,829	0.9%	67.0%	384,695	8.5%	33.0%	1,816	43.1%	7.2%	23,475	36.8%	92.8%
	2013	3	1,290,850	8.4%	62.1%	37.9%	800,359	2.5%	64.3%	445,311	15.8%	35.7%	1,700	-6.4%	3.8%	43,480	85.2%	96.2%
	YE 201103		13,263,713	-1.0%	64.9%	35.1%	8,582,842	5.8%	65.3%	4,557,341	-12.4%	34.7%	18,700	-11.4%	15.1%	104,830	72.1%	84.9%
	YE 201203		13,115,810	-1.1%	65.5%	34.5%	8,557,329	-0.3%	66.1%	4,398,495	-3.5%	33.9%	31,185	66.8%	19.5%	128,801	22.9%	80.5%
	YE 201303		14,474,841	10.4%	64.5%	35.5%	9,314,500	8.8%	65.2%	4,965,458	12.9%	34.8%	17,980	-42.3%	9.2%	176,903	37.3%	90.8%
Germany	2012	3	895,142	-0.4%	39.5%	60.5%	353,142	-1.6%	39.5%	541,818	0.5%	60.5%	16	14.3%	8.8%	166	86.5%	91.2%
	2013	3	896,527	0.2%	35.2%	64.8%	315,677	-10.6%	35.2%	580,802	7.2%	64.8%	-	-100.0%	0.0%	48	-71.1%	100.0%
	YE 201103		11,482,653	2.9%	38.6%	61.4%	4,423,006	4.8%	38.5%	7,054,216	2.2%	61.5%	3,958	-86.0%	72.9%	1,473	-22.7%	27.1%
	YE 201203		11,719,604	2.1%	37.3%	62.7%	4,364,727	-1.3%	37.3%	7,345,636	4.1%	62.7%	7,386	86.6%	79.9%	1,855	25.9%	20.1%
	YE 201303		11,798,336	0.7%	36.9%	63.1%	4,355,514	-0.2%	36.9%	7,438,698	1.3%	63.1%	2,802	-62.1%	67.9%	1,322	-28.7%	32.1%

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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	
France	2012	3	558,377	-4.9%	44.1%	55.9%	246,084	1.1%	44.1%	312,208	-9.0%	55.9%	-	0.0%	0.0%	85	-83.8%	100.0%
	2013	3	507,896	-9.0%	43.6%	56.4%	221,061	-10.2%	43.6%	286,323	-8.3%	56.4%	247	0.0%	48.2%	265	211.8%	51.8%
	YE 201103		7,376,475	2.9%	40.6%	59.4%	2,992,397	1.2%	40.6%	4,377,910	4.0%	59.4%	2,613	24.4%	42.4%	3,555	21.1%	57.6%
	YE 201203		7,610,419	3.2%	41.0%	59.0%	3,115,442	4.1%	41.0%	4,489,068	2.5%	59.0%	2,328	-10.9%	39.4%	3,581	0.7%	60.6%
	YE 201303		7,218,228	-5.2%	40.9%	59.1%	2,949,244	-5.3%	40.9%	4,264,233	-5.0%	59.1%	1,990	-14.5%	41.9%	2,761	-22.9%	58.1%
Dominican Republic	2012	3	591,776	17.9%	99.3%	0.7%	561,056	15.8%	99.3%	3,926	-7.7%	0.7%	26,794	104.0%	100.0%	-	0.0%	0.0%
	2013	3	603,787	2.0%	95.2%	4.8%	552,034	-1.6%	95.0%	28,767	632.7%	5.0%	22,986	-14.2%	100.0%	-	0.0%	0.0%
	YE 201103		5,700,551	-3.6%	98.6%	1.4%	5,477,925	-3.3%	98.6%	79,480	-43.3%	1.4%	143,104	44.4%	100.0%	42	-99.6%	0.0%
	YE 201203		5,929,773	4.0%	99.0%	1.0%	5,683,857	3.8%	99.0%	57,722	-27.4%	1.0%	188,174	31.5%	100.0%	20	-52.4%	0.0%
	YE 201303		6,329,007	6.7%	97.5%	2.5%	5,877,473	3.4%	97.4%	159,116	175.7%	2.6%	292,239	55.3%	99.9%	179	795.0%	0.1%
South Korea	2012	3	466,130	8.5%	9.3%	90.7%	43,312	3.6%	9.3%	422,520	9.1%	90.7%	-	0.0%	0.0%	298	-38.4%	100.0%
	2013	3	502,270	7.8%	11.1%	88.9%	55,606	28.4%	11.1%	446,664	5.7%	88.9%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE 201103		4,904,404	11.0%	7.9%	92.1%	386,598	82.6%	7.9%	4,499,837	7.4%	92.1%	1,891	361.2%	10.5%	16,078	-2.6%	89.5%
	YE 201203		5,570,245	13.6%	9.6%	90.4%	528,679	36.8%	9.5%	5,010,372	11.3%	90.5%	3,705	95.9%	11.9%	27,489	71.0%	88.1%
	YE 201303		5,767,454	3.5%	10.7%	89.3%	614,413	16.2%	10.7%	5,144,601	2.7%	89.3%	24	-99.4%	0.3%	8,416	-69.4%	99.7%
Brazil	2012	3	446,835	12.0%	69.2%	30.8%	309,213	11.1%	69.2%	137,575	14.5%	30.8%	35	-83.3%	74.5%	12	-25.0%	25.5%
	2013	3	533,542	19.4%	66.3%	33.7%	353,797	14.4%	66.3%	179,745	30.7%	33.7%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE 201103		4,373,231	11.8%	69.3%	30.7%	3,029,663	16.1%	69.3%	1,342,190	3.4%	30.7%	1,278	-74.3%	92.7%	100	614.3%	7.3%
	YE 201203		4,935,482	12.9%	68.1%	31.9%	3,345,121	10.4%	68.0%	1,573,731	17.3%	32.0%	16,592	1198.3%	99.8%	38	-62.0%	0.2%
	YE 201303		5,631,232	14.1%	67.3%	32.7%	3,787,780	13.2%	67.3%	1,841,055	17.0%	32.7%	2,055	-87.6%	85.7%	342	800.0%	14.3%
Netherlands	2012	3	393,574	-7.5%	61.1%	38.9%	240,308	-8.9%	61.1%	153,259	-5.3%	38.9%	7	0.0%	100.0%	-	0.0%	0.0%
	2013	3	388,712	-1.2%	63.1%	36.9%	245,140	2.0%	63.1%	143,557	-6.3%	36.9%	-	-100.0%	0.0%	15	0.0%	100.0%
	YE 201103		5,290,316	2.3%	64.4%	35.6%	3,406,139	3.0%	64.4%	1,883,611	1.6%	35.6%	540	-7.4%	95.4%	26	-99.7%	4.6%
	YE 201203		5,324,893	0.7%	62.3%	37.7%	3,315,328	-2.7%	62.3%	2,007,510	6.6%	37.7%	2,011	272.4%	97.9%	44	69.2%	2.1%
	YE 201303		5,300,826	-0.5%	62.7%	37.3%	3,321,316	0.2%	62.7%	1,977,597	-1.5%	37.3%	1,608	-20.0%	84.1%	305	593.2%	15.9%

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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	
China	2012	3	367,197	36.3%	61.0%	39.0%	223,832	40.4%	61.0%	143,365	30.4%	39.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	395,476	7.7%	56.9%	43.1%	225,160	0.6%	57.7%	164,916	15.0%	42.3%	-	0.0%	0.0%	5,400	0.0%	100.0%
	YE 201103		3,247,116	17.9%	60.9%	39.1%	1,974,370	18.2%	60.9%	1,266,656	17.0%	39.1%	4,414	87.4%	72.5%	1,676	11871.4%	27.5%
	YE 201203		4,247,249	30.8%	62.3%	37.7%	2,640,564	33.7%	62.2%	1,601,451	26.4%	37.8%	5,127	16.2%	98.0%	107	-93.6%	2.0%
	YE 201303		4,499,653	5.9%	58.1%	41.9%	2,609,107	-1.2%	58.4%	1,856,882	15.9%	41.6%	6,036	17.7%	17.9%	27,628	25720.6%	82.1%
Jamaica	2012	3	361,868	3.6%	79.8%	20.2%	281,822	6.6%	79.4%	73,150	4.9%	20.6%	6,896	-54.7%	100.0%	-	0.0%	0.0%
	2013	3	348,607	-3.7%	82.9%	17.1%	284,866	1.1%	82.7%	59,444	-18.7%	17.3%	4,297	-37.7%	100.0%	-	0.0%	0.0%
	YE 201103		3,871,843	7.2%	77.8%	22.2%	2,922,218	15.6%	77.3%	860,078	-17.9%	22.7%	89,547	156.2%	100.0%	-	0.0%	0.0%
	YE 201203		3,865,351	-0.2%	76.5%	23.5%	2,704,528	-7.4%	74.9%	907,865	5.6%	25.1%	252,958	182.5%	100.0%	-	0.0%	0.0%
	YE 201303		3,855,736	-0.2%	78.8%	21.2%	2,982,270	10.3%	78.5%	816,620	-10.1%	21.5%	56,846	-77.5%	100.0%	-	0.0%	0.0%
The Bahamas	2012	3	361,368	19.2%	85.7%	14.3%	291,254	16.9%	84.9%	51,641	1.2%	15.1%	18,455	518.1%	99.9%	18	-86.6%	0.1%
	2013	3	339,618	-6.0%	83.0%	17.0%	278,012	-4.5%	82.8%	57,580	11.5%	17.2%	3,966	-78.5%	98.5%	60	233.3%	1.5%
	YE 201103		3,476,589	-8.8%	81.6%	18.4%	2,775,875	-10.5%	81.3%	638,337	3.0%	18.7%	61,511	-30.6%	98.6%	866	109.7%	1.4%
	YE 201203		3,437,709	-1.1%	81.8%	18.2%	2,677,767	-3.5%	81.1%	623,121	-2.4%	18.9%	135,855	120.9%	99.3%	966	11.5%	0.7%
	YE 201303		3,647,698	6.1%	80.3%	19.7%	2,847,002	6.3%	79.8%	719,749	15.5%	20.2%	80,430	-40.8%	99.4%	517	-46.5%	0.6%
Spain	2012	3	250,813	-2.4%	53.5%	46.5%	134,273	-4.9%	53.6%	116,396	0.7%	46.4%	-	-100.0%	0.0%	144	16.1%	100.0%
	2013	3	213,317	-14.9%	57.3%	42.7%	122,156	-9.0%	57.3%	91,095	-21.7%	42.7%	-	0.0%	0.0%	66	-54.2%	100.0%
	YE 201103		3,354,742	11.7%	54.2%	45.8%	1,817,929	6.2%	54.2%	1,534,108	19.6%	45.8%	1,774	-79.0%	65.6%	931	61.4%	34.4%
	YE 201203		3,693,513	10.1%	54.5%	45.5%	2,004,001	10.2%	54.4%	1,678,575	9.4%	45.6%	9,000	407.3%	82.3%	1,937	108.1%	17.7%
	YE 201303		3,292,507	-10.9%	56.5%	43.5%	1,858,805	-7.2%	56.5%	1,432,371	-14.7%	43.5%	794	-91.2%	59.7%	537	-72.3%	40.3%
Australia	2012	3	249,765	4.8%	32.2%	67.8%	80,503	2.9%	32.2%	169,262	5.8%	67.8%	-	0.0%	0.0%	-	-100.0%	0.0%
	2013	3	282,016	12.9%	32.8%	67.2%	92,420	14.8%	32.8%	189,596	12.0%	67.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 201103		2,719,051	5.5%	33.9%	66.1%	923,072	10.1%	34.0%	1,795,240	3.4%	66.0%	20	11.1%	2.7%	719	-68.6%	97.3%
	YE 201203		2,902,736	6.8%	32.3%	67.7%	937,816	1.6%	32.3%	1,964,244	9.4%	67.7%	208	940.0%	30.8%	468	-34.9%	69.2%
	YE 201303		3,163,419	9.0%	31.8%	68.2%	1,004,329	7.1%	31.8%	2,156,861	9.8%	68.2%	2,215	964.9%	99.4%	14	-97.0%	0.6%

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Colombia	2012	3	241,982	3.4%	54.5%	45.5%	131,722	5.2%	54.5%	110,106	1.6%	45.5%	154	-48.7%	100.0%	-	0.0%	0.0%
	2013	3	274,361	13.4%	55.3%	44.7%	151,451	15.0%	55.3%	122,598	11.3%	44.7%	312	102.6%	100.0%	-	0.0%	0.0%
	YE 201103		3,174,848	8.6%	48.4%	51.6%	1,533,655	6.2%	48.4%	1,637,654	10.7%	51.6%	3,539	349.1%	100.0%	-	0.0%	0.0%
	YE 201203		2,778,858	-12.5%	52.2%	47.8%	1,451,491	-5.4%	52.2%	1,327,168	-19.0%	47.8%	186	-94.7%	93.5%	13	0.0%	6.5%
	YE 201303		3,019,294	8.7%	54.3%	45.7%	1,634,233	12.6%	54.2%	1,379,351	3.9%	45.8%	5,704	2966.7%	99.9%	6	-53.8%	0.1%
Hong Kong	2012	3	270,397	20.9%	28.1%	71.9%	76,033	1.0%	28.1%	194,364	33.2%	71.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	3	248,708	-8.0%	26.1%	73.9%	64,950	-14.6%	26.1%	183,758	-5.5%	73.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 201103		2,663,384	8.5%	33.2%	66.8%	882,360	19.0%	33.2%	1,778,610	3.8%	66.8%	2,400	0.0%	99.4%	14	-22.2%	0.6%
	YE 201203		2,948,106	10.7%	30.5%	69.5%	880,166	-0.2%	30.1%	2,047,492	15.1%	69.9%	20,448	752.0%	100.0%	-	-100.0%	0.0%
	YE 201303		2,990,205	1.4%	27.0%	73.0%	806,405	-8.4%	27.0%	2,183,167	6.6%	73.0%	619	-97.0%	97.8%	14	0.0%	2.2%
Italy	2012	3	157,093	-28.8%	67.2%	32.8%	105,605	-16.5%	67.2%	51,462	-45.2%	32.8%	-	-100.0%	0.0%	26	0.0%	100.0%
	2013	3	162,130	3.2%	57.9%	42.1%	93,928	-11.1%	57.9%	68,160	32.4%	42.1%	-	0.0%	0.0%	42	61.5%	100.0%
	YE 201103		3,369,378	-9.2%	64.5%	35.5%	2,173,539	2.4%	64.5%	1,195,433	-24.6%	35.5%	297	642.5%	73.2%	109	-71.8%	26.8%
	YE 201203		3,139,062	-6.8%	63.0%	37.0%	1,978,082	-9.0%	63.0%	1,160,441	-2.9%	37.0%	13	-95.6%	2.4%	526	382.6%	97.6%
	YE 201303		2,989,244	-4.8%	63.8%	36.2%	1,907,510	-3.6%	63.8%	1,080,908	-6.9%	36.2%	611	4600.0%	74.0%	215	-59.1%	26.0%
Panama	2012	3	240,669	27.4%	35.2%	64.8%	84,450	2.4%	35.1%	155,857	46.4%	64.9%	346	0.0%	95.6%	16	0.0%	4.4%
	2013	3	260,257	8.1%	30.9%	69.1%	80,505	-4.7%	30.9%	179,752	15.3%	69.1%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE 201103		2,132,719	13.6%	43.8%	56.2%	932,688	6.3%	43.8%	1,199,138	23.3%	56.2%	881	-96.8%	98.7%	12	-52.0%	1.3%
	YE 201203		2,477,051	16.1%	37.5%	62.5%	926,253	-0.7%	37.4%	1,548,121	29.1%	62.6%	2,619	197.3%	97.8%	58	383.3%	2.2%
	YE 201303		2,865,287	15.7%	32.0%	68.0%	912,781	-1.5%	31.9%	1,948,791	25.9%	68.1%	3,715	41.8%	100.0%	-	-100.0%	0.0%
Costa Rica	2012	3	314,521	13.1%	94.4%	5.6%	296,946	13.1%	94.4%	17,472	18.7%	5.6%	103	-85.1%	100.0%	-	0.0%	0.0%
	2013	3	301,905	-4.0%	94.1%	5.9%	281,668	-5.1%	94.0%	17,922	2.6%	6.0%	2,315	2147.6%	100.0%	-	0.0%	0.0%
	YE 201103		2,660,041	4.3%	93.6%	6.4%	2,486,855	5.4%	93.6%	170,910	-10.1%	6.4%	2,244	58.7%	98.6%	32	-36.0%	1.4%
	YE 201203		2,758,504	3.7%	92.5%	7.5%	2,542,205	2.2%	92.5%	206,940	21.1%	7.5%	9,325	315.6%	99.6%	34	6.3%	0.4%
	YE 201303		2,834,053	2.7%	92.4%	7.6%	2,610,856	2.7%	92.4%	214,372	3.6%	7.6%	8,825	-5.4%	100.0%	-	-100.0%	0.0%

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 YE 201303 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	
United Arab Emirates	2012	3	236,841	13.8%	14.0%	86.0%	33,126	-0.2%	14.0%	203,715	16.5%	86.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	252,232	6.5%	13.0%	87.0%	32,809	-1.0%	13.0%	219,423	7.7%	87.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 201103		2,129,377	21.6%	18.1%	81.9%	385,725	0.8%	18.1%	1,743,638	27.5%	81.9%	-	0.0%	0.0%	14	0.0%	100.0%
	YE 201203		2,534,055	19.0%	15.2%	84.8%	385,220	-0.1%	15.2%	2,148,835	23.2%	84.8%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE 201303		2,778,516	9.6%	13.9%	86.1%	386,049	0.2%	13.9%	2,392,452	11.3%	86.1%	-	0.0%	0.0%	15	0.0%	100.0%
Switzerland	2012	3	194,902	-1.2%	40.8%	59.2%	79,580	-4.7%	40.9%	115,160	1.5%	59.1%	-	0.0%	0.0%	162	-50.5%	100.0%
	2013	3	211,618	8.6%	34.3%	65.7%	72,666	-8.7%	34.4%	138,794	20.5%	65.6%	-	0.0%	0.0%	158	-2.5%	100.0%
	YE 201103		2,314,390	13.7%	43.9%	56.1%	1,016,350	8.3%	44.0%	1,295,066	18.3%	56.0%	16	-97.8%	0.5%	2,958	199.7%	99.5%
	YE 201203		2,381,477	2.9%	43.0%	57.0%	1,022,967	0.7%	43.0%	1,356,331	4.7%	57.0%	-	-100.0%	0.0%	2,179	-26.3%	100.0%
	YE 201303		2,519,043	5.8%	38.0%	62.0%	956,377	-6.5%	38.0%	1,560,972	15.1%	62.0%	14	0.0%	0.8%	1,680	-22.9%	99.2%
Ireland	2012	3	145,276	-8.7%	37.7%	62.3%	54,315	-24.5%	37.5%	90,430	4.1%	62.5%	504	42.0%	94.9%	27	0.0%	5.1%
	2013	3	160,608	10.6%	37.4%	62.6%	58,621	7.9%	36.8%	100,538	11.2%	63.2%	1,420	181.7%	98.0%	29	7.4%	2.0%
	YE 201103		2,106,623	-11.2%	45.1%	54.9%	943,645	-3.3%	45.0%	1,155,053	-16.5%	55.0%	7,489	-41.2%	94.5%	436	-7.6%	5.5%
	YE 201203		2,171,974	3.1%	44.9%	55.1%	967,726	2.6%	44.7%	1,196,664	3.6%	55.3%	7,243	-3.3%	95.5%	341	-21.8%	4.5%
	YE 201303		2,159,695	-0.6%	43.6%	56.4%	933,378	-3.5%	43.4%	1,217,077	1.7%	56.6%	8,828	21.9%	95.5%	412	20.8%	4.5%
Taiwan	2012	3	172,689	2.7%	0.0%	100.0%	-	0.0%	0.0%	172,689	2.7%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	172,942	0.1%	0.0%	100.0%	-	0.0%	0.0%	172,927	0.1%	100.0%	15	0.0%	100.0%	-	0.0%	0.0%
	YE 201103		2,199,612	-8.3%	0.4%	99.6%	374	0.0%	0.0%	2,191,446	-8.4%	100.0%	7,774	29.6%	99.8%	18	0.0%	0.2%
	YE 201203		2,146,694	-2.4%	0.2%	99.8%	-	-100.0%	0.0%	2,141,576	-2.3%	100.0%	5,118	-34.2%	100.0%	-	-100.0%	0.0%
	YE 201303		2,123,420	-1.1%	0.0%	100.0%	374	0.0%	0.0%	2,122,999	-0.9%	100.0%	47	-99.1%	100.0%	-	0.0%	0.0%
El Salvador	2012	3	164,393	-0.2%	36.3%	63.7%	56,131	-9.6%	34.9%	104,722	5.8%	65.1%	3,540	-5.3%	100.0%	-	0.0%	0.0%
	2013	3	163,790	-0.4%	37.6%	62.4%	58,890	4.9%	36.5%	102,278	-2.3%	63.5%	2,622	-25.9%	100.0%	-	0.0%	0.0%
	YE 201103		1,888,439	10.3%	40.5%	59.5%	717,468	6.0%	39.0%	1,124,316	9.0%	61.0%	46,655	916.7%	100.0%	-	0.0%	0.0%
	YE 201203		1,970,321	4.3%	36.8%	63.2%	692,717	-3.4%	35.7%	1,245,430	10.8%	64.3%	32,174	-31.0%	100.0%	-	0.0%	0.0%
	YE 201303		1,914,621	-2.8%	35.0%	65.0%	617,224	-10.9%	33.2%	1,244,532	-0.1%	66.8%	52,865	64.3%	100.0%	-	0.0%	0.0%

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 YE 201303 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	2012	3	80,280	10.2%	54.8%	45.2%	41,664	9.6%	53.6%	36,124	17.9%	46.4%	2,308	-41.4%	92.6%	183	-33.1%	7.4%
	2013	3	74,287	-7.5%	52.6%	47.4%	33,927	-18.6%	49.1%	35,188	-2.6%	50.9%	5,172	124.1%	100.0%	-	-100.0%	0.0%
	YE 201103		812,709	8.6%	57.2%	42.8%	416,484	7.5%	54.9%	342,803	7.3%	45.1%	48,444	31.9%	90.7%	4,978	3.7%	9.3%
	YE 201203		835,387	2.8%	57.1%	42.9%	446,415	7.2%	56.1%	349,207	1.9%	43.9%	30,502	-37.0%	76.7%	9,263	86.1%	23.3%
	YE 201303		837,386	0.2%	54.7%	45.3%	425,136	-4.8%	53.0%	377,123	8.0%	47.0%	32,508	6.6%	92.5%	2,619	-71.7%	7.5%
United Kingdom	2012	3	68,397	-7.9%	44.1%	55.9%	28,790	-12.3%	43.2%	37,888	-4.0%	56.8%	1,394	10.7%	81.1%	326	-54.2%	18.9%
	2013	3	66,723	-2.4%	43.3%	56.7%	26,994	-6.2%	41.8%	37,585	-0.8%	58.2%	1,919	37.7%	89.5%	224	-31.2%	10.5%
	YE 201103		804,423	5.0%	46.0%	54.0%	348,797	11.4%	44.9%	428,206	1.2%	55.1%	20,865	-0.2%	76.1%	6,555	-26.8%	23.9%
	YE 201203		781,394	-2.9%	44.5%	55.5%	329,573	-5.5%	43.4%	430,452	0.5%	56.6%	18,250	-12.5%	85.4%	3,119	-52.4%	14.6%
	YE 201303		742,601	-5.0%	43.7%	56.3%	306,929	-6.9%	42.6%	414,354	-3.7%	57.4%	17,572	-3.7%	82.4%	3,746	20.1%	17.6%
Germany	2012	3	67,068	-14.9%	42.6%	57.4%	24,125	-10.6%	38.6%	38,360	-12.4%	61.4%	4,451	-44.3%	97.1%	132	25.8%	2.9%
	2013	3	68,287	1.8%	42.0%	58.0%	22,322	-7.5%	36.0%	39,628	3.3%	64.0%	6,337	42.4%	100.0%	-	-100.0%	0.0%
	YE 201103		825,779	23.2%	46.7%	53.3%	298,439	16.1%	40.5%	438,210	31.0%	59.5%	86,995	17.3%	97.6%	2,136	-50.6%	2.4%
	YE 201203		767,560	-7.1%	41.2%	58.8%	275,534	-7.7%	38.0%	449,652	2.6%	62.0%	40,606	-53.3%	95.8%	1,769	-17.2%	4.2%
	YE 201303		740,188	-3.6%	43.9%	56.1%	260,383	-5.5%	38.6%	414,198	-7.9%	61.4%	64,626	59.2%	98.5%	980	-44.6%	1.5%
South Korea	2012	3	61,543	-21.8%	33.4%	66.6%	13,815	-8.5%	26.3%	38,727	0.3%	73.7%	6,761	-36.1%	75.1%	2,240	-84.4%	24.9%
	2013	3	56,356	-8.4%	34.4%	65.6%	8,253	-40.3%	19.5%	34,049	-12.1%	80.5%	11,146	64.9%	79.3%	2,908	29.8%	20.7%
	YE 201103		914,095	14.9%	33.2%	66.8%	173,287	40.8%	26.7%	475,164	8.0%	73.3%	130,538	14.8%	49.1%	135,107	14.1%	50.9%
	YE 201203		748,221	-18.1%	31.4%	68.6%	149,937	-13.5%	26.2%	421,935	-11.2%	73.8%	84,695	-35.1%	48.0%	91,653	-32.2%	52.0%
	YE 201303		669,664	-10.5%	35.7%	64.3%	136,104	-9.2%	26.3%	380,534	-9.8%	73.7%	103,026	21.6%	67.3%	49,999	-45.4%	32.7%
China	2012	3	62,190	-0.9%	48.6%	51.4%	25,944	0.1%	44.8%	31,980	3.0%	55.2%	4,262	-26.7%	99.9%	4	0.0%	0.1%
	2013	3	58,147	-6.5%	45.9%	54.1%	19,187	-26.0%	37.9%	31,485	-1.5%	62.1%	7,475	75.4%	100.0%	-	-100.0%	0.0%
	YE 201103		648,680	12.8%	46.3%	53.7%	253,375	9.7%	42.1%	348,272	12.8%	57.9%	46,938	33.8%	99.8%	96	0.0%	0.2%
	YE 201203		654,472	0.9%	47.5%	52.5%	269,206	6.2%	44.0%	343,273	-1.4%	56.0%	41,984	-10.6%	100.0%	9	-90.2%	0.0%
	YE 201303		654,668	0.0%	46.5%	53.5%	247,741	-8.0%	41.5%	349,504	1.8%	58.5%	56,576	34.8%	98.5%	847	8956.5%	1.5%

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

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**Table 5 : 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	
Hong Kong	2012	3	57,973	1.5%	44.7%	55.3%	16,366	-19.9%	33.8%	32,044	-6.7%	66.2%	9,563	307.2%	100.0%	-	0.0%	0.0%
	2013	3	53,698	-7.4%	46.1%	53.9%	10,578	-35.4%	26.8%	28,932	-9.7%	73.2%	14,188	48.4%	100.0%	-	0.0%	0.0%
	YE	201103	645,115	41.5%	40.6%	59.4%	219,798	29.6%	36.5%	383,007	40.6%	63.5%	42,311	201.5%	100.0%	-	0.0%	0.0%
	YE	201203	608,637	-5.7%	43.5%	56.5%	178,518	-18.8%	34.2%	343,800	-10.2%	65.8%	86,319	104.0%	100.0%	-	0.0%	0.0%
	YE	201303	626,397	2.9%	47.2%	52.8%	150,821	-15.5%	31.3%	330,491	-3.9%	68.7%	145,085	68.1%	100.0%	-	0.0%	0.0%
Taiwan	2012	3	53,004	-13.5%	10.2%	89.8%	5,394	-1.6%	10.2%	47,609	-14.7%	89.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	50,857	-4.0%	10.1%	89.9%	5,120	-5.1%	10.1%	45,738	-3.9%	89.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201103	726,078	11.8%	8.2%	91.8%	57,697	2.5%	8.0%	666,562	12.4%	92.0%	1,819	1073.8%	100.0%	-	0.0%	0.0%
	YE	201203	627,954	-13.5%	9.1%	90.9%	56,916	-1.4%	9.1%	571,010	-14.3%	90.9%	29	-98.4%	100.0%	-	0.0%	0.0%
	YE	201303	579,028	-7.8%	10.3%	89.7%	59,768	5.0%	10.3%	519,261	-9.1%	89.7%	-	-100.0%	0.0%	-	0.0%	0.0%
Colombia	2012	3	39,235	16.1%	55.6%	44.4%	11,618	-1.0%	40.0%	17,437	17.9%	60.0%	10,180	126.7%	100.0%	-	-100.0%	0.0%
	2013	3	28,713	-26.8%	40.8%	59.2%	6,384	-45.1%	27.3%	17,009	-2.5%	72.7%	5,321	-47.7%	100.0%	-	0.0%	0.0%
	YE	201103	422,773	-1.8%	32.6%	67.4%	82,554	-18.7%	27.1%	221,896	8.0%	72.9%	55,235	-33.7%	46.7%	63,087	57.6%	53.3%
	YE	201203	436,888	3.3%	49.3%	50.7%	108,541	31.5%	34.2%	208,486	-6.0%	65.8%	106,718	93.2%	89.0%	13,144	-79.2%	11.0%
	YE	201303	406,456	-7.0%	47.5%	52.5%	100,814	-7.1%	32.1%	213,447	2.4%	67.9%	92,184	-13.6%	100.0%	11	-99.9%	0.0%
Mexico	2012	3	34,925	-8.7%	59.6%	40.4%	16,201	-1.6%	53.5%	14,097	-5.0%	46.5%	4,603	-33.4%	99.5%	24	-45.8%	0.5%
	2013	3	34,753	-0.5%	59.6%	40.4%	17,527	8.2%	55.5%	14,049	-0.3%	44.5%	3,177	-31.0%	100.0%	0	-98.9%	0.0%
	YE	201103	430,363	28.0%	61.3%	38.7%	170,518	31.1%	50.7%	165,880	18.4%	49.3%	93,432	43.3%	99.4%	533	-25.8%	0.6%
	YE	201203	417,236	-3.1%	60.4%	39.6%	190,605	11.8%	53.6%	165,025	-0.5%	46.4%	61,336	-34.4%	99.6%	270	-49.3%	0.4%
	YE	201303	403,987	-3.2%	60.2%	39.8%	202,105	6.0%	55.8%	160,281	-2.9%	44.2%	41,112	-33.0%	98.8%	488	80.7%	1.2%
France	2012	3	33,115	-8.0%	61.7%	38.3%	20,390	-6.7%	61.7%	12,682	-8.2%	38.3%	43	-69.0%	100.0%	-	-100.0%	0.0%
	2013	3	28,821	-13.0%	59.5%	40.5%	16,914	-17.0%	59.3%	11,617	-8.4%	40.7%	245	465.6%	84.6%	45	0.0%	15.4%
	YE	201103	384,280	15.6%	57.7%	42.3%	220,654	13.9%	57.7%	162,019	17.5%	42.3%	1,059	124.5%	65.9%	548	13.1%	34.1%
	YE	201203	374,598	-2.5%	57.7%	42.3%	215,846	-2.2%	57.8%	157,680	-2.7%	42.2%	321	-69.7%	30.0%	750	36.9%	70.0%
	YE	201303	350,061	-6.6%	57.3%	42.7%	198,686	-8.0%	57.1%	149,159	-5.4%	42.9%	1,766	449.7%	79.7%	450	-40.0%	20.3%

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.

2/ Ranked in descending order according to YE 201303 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	
Netherlands	2012	3	30,330	6.5%	28.8%	71.2%	6,352	-19.4%	25.7%	18,386	-2.0%	74.3%	2,368	29.6%	42.4%	3,223	0.0%	57.6%
	2013	3	28,676	-5.5%	33.2%	66.8%	7,675	20.8%	29.9%	17,954	-2.3%	70.1%	1,850	-21.9%	60.7%	1,197	-62.9%	39.3%
	YE	201103	319,312	13.5%	34.2%	65.8%	86,996	27.5%	29.3%	210,238	8.9%	70.7%	22,078	97.6%	100.0%	-	-100.0%	0.0%
	YE	201203	347,958	9.0%	30.2%	69.8%	78,688	-9.5%	26.7%	216,234	2.9%	73.3%	26,463	19.9%	49.9%	26,573	0.0%	50.1%
	YE	201303	322,969	-7.2%	32.7%	67.3%	78,867	0.2%	27.9%	203,977	-5.7%	72.1%	26,739	1.0%	66.6%	13,387	-49.6%	33.4%
Canada	2012	3	29,223	-10.0%	76.2%	23.8%	21,006	-1.1%	78.3%	5,810	-30.0%	21.7%	1,268	-2.5%	52.7%	1,140	-29.7%	47.3%
	2013	3	28,474	-2.6%	76.3%	23.7%	20,376	-3.0%	78.4%	5,621	-3.3%	21.6%	1,351	6.6%	54.5%	1,126	-1.2%	45.5%
	YE	201103	356,074	3.0%	68.3%	31.7%	227,126	9.9%	72.3%	87,095	-12.8%	27.7%	16,034	-14.1%	38.3%	25,820	25.3%	61.7%
	YE	201203	342,030	-3.9%	73.4%	26.6%	232,686	2.4%	76.9%	69,875	-19.8%	23.1%	18,371	14.6%	46.5%	21,098	-18.3%	53.5%
	YE	201303	320,475	-6.3%	77.1%	22.9%	236,444	1.6%	80.5%	57,315	-18.0%	19.5%	10,500	-42.8%	39.3%	16,216	-23.1%	60.7%
Brazil	2012	3	30,442	7.3%	71.2%	28.8%	13,999	7.7%	61.5%	8,753	1.4%	38.5%	7,691	16.2%	100.0%	-	-100.0%	0.0%
	2013	3	24,732	-18.8%	56.8%	43.2%	8,956	-36.0%	48.0%	9,722	11.1%	52.0%	5,080	-33.9%	83.9%	974	0.0%	16.1%
	YE	201103	339,982	24.4%	68.6%	31.4%	135,171	5.4%	57.8%	98,783	16.5%	42.2%	98,149	72.0%	92.6%	7,880	148.9%	7.4%
	YE	201203	331,746	-2.4%	66.8%	33.2%	138,535	2.5%	55.9%	109,448	10.8%	44.1%	83,148	-15.3%	99.3%	615	-92.2%	0.7%
	YE	201303	300,589	-9.4%	65.3%	34.7%	116,536	-15.9%	54.3%	98,132	-10.3%	45.7%	79,799	-4.0%	92.9%	6,122	895.1%	7.1%
Peru	2012	3	10,166	-10.2%	54.8%	45.2%	3,658	34.3%	44.3%	4,591	-16.4%	55.7%	1,917	11.3%	100.0%	-	-100.0%	0.0%
	2013	3	10,029	-1.3%	44.1%	55.9%	2,932	-19.8%	36.2%	5,176	12.7%	63.8%	1,493	-22.1%	77.7%	428	0.0%	22.3%
	YE	201103	154,701	-0.9%	41.3%	58.7%	24,414	-34.9%	26.0%	69,404	1.7%	74.0%	39,490	11.4%	64.9%	21,393	43.5%	35.1%
	YE	201203	160,366	3.7%	53.9%	46.1%	37,658	54.2%	35.3%	69,101	-0.4%	64.7%	48,745	23.4%	90.9%	4,861	-77.3%	9.1%
	YE	201303	182,252	13.6%	51.6%	48.4%	38,537	2.3%	31.8%	82,657	19.6%	68.2%	55,588	14.0%	91.0%	5,470	12.5%	9.0%
Chile	2012	3	29,817	101.9%	67.7%	32.3%	8,058	51.9%	45.5%	9,642	62.5%	54.5%	12,117	262.6%	100.0%	-	-100.0%	0.0%
	2013	3	17,758	-40.4%	51.1%	48.9%	2,117	-73.7%	20.2%	8,348	-13.4%	79.8%	6,960	-42.6%	95.4%	332	0.0%	4.6%
	YE	201103	121,159	24.7%	54.3%	45.7%	34,088	56.1%	38.7%	53,999	4.0%	61.3%	31,682	59.4%	95.8%	1,389	-60.9%	4.2%
	YE	201203	151,923	25.4%	54.0%	46.0%	39,377	15.5%	36.2%	69,535	28.8%	63.8%	42,726	34.9%	99.3%	286	-79.4%	0.7%
	YE	201303	154,438	1.7%	52.1%	47.9%	32,023	-18.7%	30.4%	73,174	5.2%	69.6%	48,464	13.4%	98.4%	777	171.8%	1.6%

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 YE 201303 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	
Luxembourg	2012	3	14,251	-19.5%	23.5%	76.5%	-	-100.0%	0.0%	10,896	-1.9%	100.0%	3,355	-32.7%	100.0%	-	-100.0%	0.0%
	2013	3	15,612	9.5%	26.5%	73.5%	-	0.0%	0.0%	11,412	4.7%	100.0%	4,134	23.2%	98.4%	65	0.0%	1.6%
	YE	201103	161,385	20.8%	24.2%	75.8%	76	2099.0%	0.1%	120,114	20.0%	99.9%	38,911	15.9%	94.5%	2,284	0.0%	5.5%
	YE	201203	174,877	8.4%	25.8%	74.2%	-	-100.0%	0.0%	121,991	1.6%	100.0%	45,136	16.0%	85.3%	7,750	239.3%	14.7%
	YE	201303	153,822	-12.0%	25.5%	74.5%	-	0.0%	0.0%	114,133	-6.4%	100.0%	39,195	-13.2%	98.8%	494	-93.6%	1.2%
Belgium	2012	3	18,713	18.1%	39.5%	60.5%	2,711	-16.2%	19.6%	11,113	6.0%	80.4%	4,675	119.6%	95.6%	213	0.0%	4.4%
	2013	3	10,762	-42.5%	43.1%	56.9%	2,273	-16.2%	28.8%	5,621	-49.4%	71.2%	2,369	-49.3%	82.6%	500	134.3%	17.4%
	YE	201103	190,972	11.9%	38.3%	61.7%	34,645	35.2%	25.0%	103,861	16.2%	75.0%	38,458	13.7%	73.3%	14,007	-35.6%	26.7%
	YE	201203	186,122	-2.5%	40.2%	59.8%	31,458	-9.2%	23.0%	105,326	1.4%	77.0%	43,399	12.8%	88.0%	5,939	-57.6%	12.0%
	YE	201303	128,662	-30.9%	36.8%	63.2%	26,823	-14.7%	25.5%	78,490	-25.5%	74.5%	20,570	-52.6%	88.1%	2,779	-53.2%	11.9%
Australia	2012	3	11,667	11.4%	56.9%	43.1%	4,771	3.0%	48.7%	5,033	18.5%	51.3%	1,863	21.9%	100.0%	-	-100.0%	0.0%
	2013	3	11,326	-2.9%	58.9%	41.1%	4,354	-8.7%	48.3%	4,652	-7.6%	51.7%	2,321	24.6%	100.0%	-	0.0%	0.0%
	YE	201103	122,608	14.1%	59.0%	41.0%	54,349	18.4%	53.2%	47,784	10.1%	46.8%	17,943	0.9%	87.6%	2,532	617.4%	12.4%
	YE	201203	118,171	-3.6%	60.5%	39.5%	53,570	-1.4%	53.4%	46,667	-2.3%	46.6%	17,921	-0.1%	99.9%	13	-99.5%	0.1%
	YE	201303	128,104	8.4%	60.4%	39.6%	51,239	-4.4%	50.3%	50,664	8.6%	49.7%	26,088	45.6%	99.6%	113	801.1%	0.4%
Ecuador	2012	3	9,734	7.8%	52.3%	47.7%	3,298	24.3%	41.5%	4,644	-13.2%	58.5%	1,791	83.4%	100.0%	-	-100.0%	0.0%
	2013	3	11,768	20.9%	42.8%	57.2%	2,113	-35.9%	23.9%	6,730	44.9%	76.1%	2,925	63.3%	100.0%	-	0.0%	0.0%
	YE	201103	98,354	-11.5%	44.7%	55.3%	31,203	-28.7%	36.6%	54,117	3.0%	63.4%	12,792	-1.0%	98.1%	242	-87.0%	1.9%
	YE	201203	111,267	13.1%	42.3%	57.7%	34,309	10.0%	34.9%	63,964	18.2%	65.1%	12,746	-0.4%	98.1%	248	2.4%	1.9%
	YE	201303	123,026	10.6%	51.4%	48.6%	38,074	11.0%	38.9%	59,784	-6.5%	61.1%	25,168	97.5%	100.0%	-	-100.0%	0.0%
United Arab Emirate	2012	3	7,790	0.7%	25.7%	74.3%	2,001	60.8%	25.7%	5,789	-10.9%	74.3%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	9,466	21.5%	25.0%	75.0%	2,370	18.4%	25.0%	7,096	22.6%	75.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201103	86,539	8.7%	17.0%	83.0%	13,027	11.0%	15.4%	71,752	7.7%	84.6%	1,668	32.2%	94.8%	92	0.0%	5.2%
	YE	201203	89,754	3.7%	26.2%	73.8%	23,530	80.6%	26.2%	66,197	-7.7%	73.8%	27	-98.4%	100.0%	-	-100.0%	0.0%
	YE	201303	104,177	16.1%	24.3%	75.7%	25,344	7.7%	24.3%	78,746	19.0%	75.7%	8	-72.3%	8.6%	80	0.0%	91.4%

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

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2/ Ranked in descending order according to YE 201303 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	
Argentina	2012	3	7,573	0.8%	62.5%	37.5%	3,415	0.6%	54.6%	2,840	-5.8%	45.4%	1,318	19.7%	100.0%	-	0.0%	0.0%
	2013	3	9,213	21.7%	63.1%	36.9%	3,532	3.4%	51.0%	3,396	19.5%	49.0%	2,286	73.5%	100.0%	-	0.0%	0.0%
	YE 201103		84,722	36.5%	54.1%	45.9%	36,958	30.7%	49.0%	38,535	28.0%	51.0%	8,895	313.7%	96.4%	335	-78.1%	3.6%
	YE 201203		74,896	-11.6%	54.9%	45.1%	31,805	-13.9%	48.5%	33,746	-12.4%	51.5%	9,284	4.4%	99.3%	61	-81.7%	0.7%
	YE 201303		92,949	24.1%	58.8%	41.2%	36,804	15.7%	49.0%	38,312	13.5%	51.0%	17,833	92.1%	100.0%	-	-100.0%	0.0%
Switzerland	2012	3	8,079	-3.9%	26.8%	73.2%	2,169	-10.7%	26.8%	5,910	-1.1%	73.2%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	3	8,209	1.6%	22.7%	77.3%	1,859	-14.3%	22.7%	6,347	7.4%	77.3%	3	0.0%	100.0%	-	0.0%	0.0%
	YE 201103		86,838	31.1%	27.6%	72.4%	23,939	34.1%	27.6%	62,887	29.9%	72.4%	11	0.0%	100.0%	-	0.0%	0.0%
	YE 201203		84,445	-2.8%	24.9%	75.1%	21,052	-12.1%	24.9%	63,393	0.8%	75.1%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE 201303		88,294	4.6%	20.8%	79.2%	18,363	-12.8%	20.8%	69,925	10.3%	79.2%	5	0.0%	100.0%	-	0.0%	0.0%
Venezuela	2012	3	8,299	4.0%	82.0%	18.0%	5,140	61.5%	77.6%	1,484	-27.1%	22.4%	1,664	-17.0%	99.3%	12	-98.5%	0.7%
	2013	3	6,347	-23.5%	79.3%	20.7%	2,585	-49.7%	66.3%	1,312	-11.6%	33.7%	2,450	47.2%	100.0%	-	-100.0%	0.0%
	YE 201103		86,661	8.7%	62.4%	37.6%	24,091	-27.5%	55.7%	19,149	22.1%	44.3%	29,986	25.2%	69.1%	13,435	95.4%	30.9%
	YE 201203		87,920	1.5%	73.2%	26.8%	40,282	67.2%	65.9%	20,847	8.9%	34.1%	24,095	-19.6%	89.9%	2,696	-79.9%	10.1%
	YE 201303		85,682	-2.5%	80.5%	19.5%	42,797	6.2%	72.0%	16,635	-20.2%	28.0%	26,158	8.6%	99.6%	93	-96.6%	0.4%
Italy	2012	3	5,278	-10.8%	59.2%	40.8%	3,026	-15.6%	58.4%	2,156	7.5%	41.6%	96	-70.7%	100.0%	-	0.0%	0.0%
	2013	3	6,801	28.9%	60.4%	39.6%	3,810	25.9%	58.6%	2,692	24.9%	41.4%	299	210.8%	100.0%	-	0.0%	0.0%
	YE 201103		70,659	6.3%	64.4%	35.6%	43,994	18.8%	63.7%	25,017	-8.9%	36.3%	1,545	-7.2%	93.7%	104	-64.9%	6.3%
	YE 201203		69,457	-1.7%	61.4%	38.6%	40,071	-8.9%	60.0%	26,698	6.7%	40.0%	2,580	66.9%	96.0%	109	5.0%	4.0%
	YE 201303		77,961	12.2%	58.8%	41.2%	43,234	7.9%	57.4%	32,040	20.0%	42.6%	2,618	1.5%	97.4%	69	-36.2%	2.6%
Costa Rica	2012	3	7,133	17.3%	60.2%	39.8%	1,820	3.7%	39.0%	2,842	22.4%	61.0%	2,471	23.2%	100.0%	-	0.0%	0.0%
	2013	3	4,273	-40.1%	41.4%	58.6%	1,371	-24.7%	35.4%	2,505	-11.8%	64.6%	397	-83.9%	100.0%	-	0.0%	0.0%
	YE 201103		77,904	20.2%	63.9%	36.1%	18,861	-21.2%	40.1%	28,120	114.3%	59.9%	30,908	11.5%	100.0%	15	0.0%	0.0%
	YE 201203		79,888	2.5%	51.7%	48.3%	17,367	-7.9%	31.2%	38,320	36.3%	68.8%	23,969	-22.4%	99.0%	231	1462.3%	1.0%
	YE 201303		67,933	-15.0%	49.3%	50.7%	19,048	9.7%	35.6%	34,408	-10.2%	64.4%	14,466	-39.6%	99.9%	11	-95.5%	0.1%

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

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2/ Ranked in descending order according to YE 201303 data.

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

Gateway City	Apt.	YE March 2013			YE March 2012			Yr/Yr Growth	YE March 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	24,956,293	40.0%	60.0%	23,625,727	41.5%	58.5%	5.6%	81.8%
Miami, FL	MIA	18,756,521	60.0%	40.0%	18,078,252	61.1%	38.9%	3.8%	79.8%
Los Angeles, CA	LAX	16,791,676	22.4%	77.6%	16,418,563	23.6%	76.4%	2.3%	83.5%
Newark, NJ	EWR	11,127,096	69.5%	30.5%	11,455,968	69.2%	30.8%	-2.9%	80.8%
Chicago, IL	ORD	10,167,113	56.7%	43.3%	10,376,508	58.7%	41.3%	-2.0%	81.1%
Atlanta, GA	ATL	9,609,336	86.8%	13.2%	9,383,261	88.2%	11.8%	2.4%	84.0%
San Francisco, CA	SFO	9,209,442	40.1%	59.9%	8,754,446	39.7%	60.3%	5.2%	84.0%
Houston, TX	IAH	8,514,129	78.7%	21.3%	8,461,700	78.7%	21.3%	0.6%	77.6%
Washington, DC	IAD	6,549,953	47.1%	52.9%	6,372,028	50.3%	49.7%	2.8%	78.2%
Dallas/Fort Worth, TX	DFW	5,972,912	82.8%	17.2%	5,294,680	86.4%	13.6%	12.8%	78.9%
Honolulu, HI	HNL	4,463,337	45.3%	54.7%	3,918,039	39.6%	60.4%	13.9%	79.6%
Boston, MA	BOS	4,053,321	28.2%	71.8%	3,978,851	32.2%	67.8%	1.9%	76.1%
Philadelphia, PA	PHL	3,832,814	88.4%	11.6%	3,868,000	86.7%	13.3%	-0.9%	76.7%
Orlando, FL	MCO	3,672,984	15.2%	84.8%	3,440,951	16.1%	83.9%	6.7%	81.0%
Fort Lauderdale, FL	FLL	3,459,955	56.8%	43.2%	3,404,204	52.3%	47.7%	1.6%	77.9%
Detroit, MI	DTW	3,269,264	89.1%	10.9%	3,095,375	88.6%	11.4%	5.6%	81.4%
Seattle, WA	SEA	3,104,583	55.4%	44.6%	2,850,748	55.6%	44.4%	8.9%	79.4%
Charlotte, NC	CLT	2,989,426	92.9%	7.1%	2,871,803	93.1%	6.9%	4.1%	83.2%
Las Vegas, NV	LAS	2,814,585	0.0%	100.0%	2,596,991	0.0%	100.0%	8.4%	82.8%
Guam, TT	GUM	2,785,372	66.5%	33.5%	2,524,962	69.2%	30.8%	10.3%	75.8%
Phoenix, AZ	PHX	2,241,745	69.2%	30.8%	2,246,659	70.9%	29.1%	-0.2%	79.9%
Minneapolis, MN	MSP	2,163,109	95.1%	4.9%	2,233,579	95.4%	4.6%	-3.2%	81.7%
Denver, CO	DEN	1,739,129	65.9%	34.1%	1,666,009	67.1%	32.9%	4.4%	80.5%
New York, NY	LGA	1,537,691	29.3%	70.7%	1,070,646	25.1%	74.9%	43.6%	63.2%
San Juan, PR	SJU	1,085,374	75.2%	24.8%	1,074,003	77.8%	22.2%	1.1%	62.2%
Saipan, TT	SPN	700,907	33.7%	66.3%	605,371	38.4%	61.6%	15.8%	79.5%
San Diego, CA	SAN	577,970	29.1%	70.9%	513,810	24.7%	75.3%	12.5%	81.5%
Baltimore, MD	BWI	564,746	67.5%	32.5%	463,634	62.7%	37.3%	21.8%	73.8%
Tampa, FL	TPA	453,454	1.5%	98.5%	431,199	1.3%	98.7%	5.2%	81.1%
San Antonio, TX	SAT	451,606	20.5%	79.5%	225,416	2.9%	97.1%	100.3%	66.8%
Portland, OR	PDX	448,615	69.7%	30.3%	434,958	67.8%	32.2%	3.1%	77.7%
Chicago, IL	MDW	425,093	16.5%	83.5%	274,373	0.1%	99.9%	54.9%	67.8%
Washington, DC	DCA	388,471	46.2%	53.8%	253,064	16.7%	83.3%	53.5%	57.1%
Salt Lake City, UT	SLC	335,501	100.0%	0.0%	399,050	100.0%	0.0%	-15.9%	82.2%
Santa Ana, CA	SNA	305,711	38.3%	61.7%	95,873	0.1%	99.9%	218.9%	72.4%
Kahului, HI	OGG	301,320	0.0%	100.0%	307,900	0.0%	100.0%	-2.1%	84.9%
Fort Myers, FL	RSW	263,928	1.9%	98.1%	248,241	3.0%	97.0%	6.3%	83.7%
Palm Springs, CA	PSP	238,655	0.0%	100.0%	215,444	0.1%	99.9%	10.8%	81.8%
San Jose, CA	SJC	212,663	51.9%	48.1%	185,389	43.3%	56.7%	14.7%	86.4%
Cleveland, OH	CLE	197,685	80.1%	19.9%	218,570	82.3%	17.7%	-9.6%	65.4%

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 2013			YE March 2012			Yr/Yr Growth	YE March 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	13,781,383	38.4%	61.6%	13,582,957	39.8%	60.2%	1.5%	80.7%
Toronto, Canada	YYZ	9,399,815	34.0%	66.0%	8,803,690	35.5%	64.5%	6.8%	72.0%
Tokyo, Japan	NRT	8,115,895	64.6%	35.4%	7,448,443	68.1%	31.9%	9.0%	83.0%
Frankfurt, Germany	FRA	6,393,204	37.5%	62.5%	6,242,837	36.8%	63.2%	2.4%	83.0%
Paris, France	CDG	5,917,190	40.0%	60.0%	6,079,915	39.4%	60.6%	-2.7%	85.7%
Mexico City, Mexico	MEX	5,458,610	52.9%	47.1%	4,884,645	59.8%	40.2%	11.8%	74.6%
Cancun, Mexico	CUN	5,289,072	98.8%	1.2%	5,371,039	98.8%	1.2%	-1.5%	84.7%
Seoul, South Korea	ICN	4,535,028	11.2%	88.8%	4,224,566	10.0%	90.0%	7.3%	79.6%
Amsterdam, Netherlands	AMS	4,476,965	62.7%	37.3%	4,504,138	61.6%	38.4%	-0.6%	84.5%
Vancouver, Canada	YVR	4,291,263	49.4%	50.6%	4,265,557	50.4%	49.6%	0.6%	79.5%
Montreal, Canada	YUL	3,162,255	54.0%	46.0%	3,076,110	51.3%	48.7%	2.8%	71.3%
Sao Paulo, Brazil	GRU	2,801,614	64.8%	35.2%	2,548,106	65.2%	34.8%	9.9%	82.0%
Calgary, Canada	YYC	2,710,883	50.1%	49.9%	2,563,944	50.2%	49.8%	5.7%	81.4%
Hong Kong, Hong Kong	HKG	2,462,443	28.6%	71.4%	2,338,099	31.3%	68.7%	5.3%	82.4%
Guadalajara, Mexico	GDL	2,248,548	51.9%	48.1%	2,366,094	50.6%	49.4%	-5.0%	83.4%
Panama City, Panama	PTY	2,177,626	32.4%	67.6%	1,779,196	39.6%	60.4%	22.4%	76.1%
Nassau, The Bahamas	NAS	2,153,356	81.6%	18.4%	2,036,916	80.2%	19.8%	5.7%	75.7%
Montego Bay, Jamaica	MBJ	2,123,101	90.1%	9.9%	2,053,855	89.1%	10.9%	3.4%	82.2%
Santo Domingo, Dominican Rep	SDQ	2,040,393	98.0%	2.0%	1,979,177	99.9%	0.1%	3.1%	79.4%
Madrid, Spain	MAD	2,011,060	43.3%	56.7%	2,195,859	44.0%	56.0%	-8.4%	81.6%
Munich, Germany	MUC	1,999,874	35.8%	64.2%	2,022,245	35.9%	64.1%	-1.1%	85.8%
Dubai, United Arab Emirates	DXB	1,959,974	17.4%	82.6%	1,643,945	19.4%	80.6%	19.2%	85.7%
Beijing, China	PEK	1,868,957	57.4%	42.6%	1,680,755	60.0%	40.0%	11.2%	86.5%
San Jose del Cabo, Mexico	SJD	1,855,808	100.0%	0.0%	1,752,569	100.0%	0.0%	5.9%	78.5%
Bogota, Colombia	BOG	1,814,026	53.9%	46.1%	1,583,737	52.8%	47.2%	14.5%	84.4%
Zurich, Switzerland	ZRH	1,771,842	30.9%	69.1%	1,597,396	35.9%	64.1%	10.9%	84.2%
San Jose, Costa Rica	SJO	1,759,603	89.9%	10.1%	1,766,256	90.5%	9.5%	-0.4%	83.3%
Shanghai, China	PVG	1,757,441	67.9%	32.1%	1,637,364	70.5%	29.5%	7.3%	88.9%
Taipei, Taiwan	TPE	1,757,902	0.0%	100.0%	1,758,286	0.0%	100.0%	0.0%	82.8%
Sydney, Australia	SYD	1,745,973	43.8%	56.2%	1,664,979	44.2%	55.8%	4.9%	80.7%
Rome, Italy	FCO	1,714,751	58.1%	41.9%	1,790,121	56.7%	43.3%	-4.2%	86.0%
Punta Cana, Dominican Republ	PUJ	1,513,524	97.5%	2.5%	1,393,522	97.6%	2.4%	8.6%	84.9%
Dublin, Ireland	DUB	1,528,274	43.2%	56.8%	1,456,155	44.9%	55.1%	5.0%	85.4%
Lima, Peru	LIM	1,489,979	42.3%	57.7%	1,375,617	46.0%	54.0%	8.3%	84.6%
San Salvador, El Salvador	SAL	1,453,377	29.7%	70.3%	1,453,115	31.6%	68.4%	0.0%	78.1%
Tel Aviv, Israel	TLV	1,384,057	53.9%	46.1%	1,440,404	54.7%	45.3%	-3.9%	86.8%
Ezeiza, Argentina	EZE	1,351,727	74.7%	25.3%	1,225,825	76.9%	23.1%	10.3%	82.1%
London, United Kingdom	LGW	1,250,452	13.7%	86.3%	1,350,834	20.7%	79.3%	-7.4%	81.6%
Puerto Vallarta, Mexico	PVR	1,202,924	100.0%	0.0%	1,194,061	100.0%	0.0%	0.7%	83.2%
Edmonton, Canada	YEG	1,189,347	64.6%	35.4%	1,108,816	65.1%	34.9%	7.3%	83.6%

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 2013	YE March 2012	Yr/Yr Growth	US Market Share	Foreign Market Share	YE March 2013	YE March 2012	Yr/Yr Growth	March 2013 LF
JFK	LHR	35.2%	64.8%	2,851,548	2,673,557	6.7%	35.3%	64.7%	3,671,580	3,430,510	7.0%	77.7%
HNL	NRT	46.1%	53.9%	1,511,819	1,411,553	7.1%	44.9%	55.1%	1,790,128	1,697,329	5.5%	84.5%
LAX	LHR	21.3%	78.7%	1,382,901	1,390,771	-0.6%	22.1%	77.9%	1,604,098	1,635,858	-1.9%	86.2%
JFK	CDG	28.4%	71.6%	1,343,116	1,263,176	6.3%	26.7%	73.3%	1,507,696	1,449,490	4.0%	89.1%
LAX	NRT	39.0%	61.0%	1,293,264	1,112,169	16.3%	40.6%	59.4%	1,562,985	1,401,158	11.5%	82.7%
ORD	LHR	65.8%	34.2%	1,146,972	1,188,715	-3.5%	69.9%	30.1%	1,418,134	1,514,137	-6.3%	80.9%
EWL	LHR	40.7%	59.3%	1,134,596	1,175,406	-3.5%	43.4%	56.6%	1,531,286	1,569,535	-2.4%	74.1%
GUM	NRT	85.9%	14.1%	1,010,274	927,756	8.9%	85.1%	14.9%	1,256,099	1,131,282	11.0%	80.4%
LAX	SYD	36.5%	63.5%	1,039,513	1,052,485	-1.2%	36.0%	64.0%	1,287,988	1,280,990	0.5%	80.7%
LGA	YYZ	19.3%	80.7%	1,011,502	733,928	37.8%	31.8%	68.2%	1,614,466	1,119,160	44.3%	62.7%
LAX	ICN	0.0%	100.0%	987,279	885,324	11.5%	0.0%	100.0%	1,229,266	1,166,665	5.4%	80.3%
MIA	LHR	19.3%	80.7%	979,371	992,821	-1.4%	37.6%	62.4%	1,120,052	1,182,188	-5.3%	87.4%
BOS	LHR	31.9%	68.1%	956,179	1,040,314	-8.1%	41.1%	58.9%	1,201,445	1,371,476	-12.4%	79.6%
SFO	LHR	28.4%	71.6%	939,809	919,061	2.3%	30.9%	69.1%	1,083,854	1,064,656	1.8%	86.7%
IAD	LHR	43.0%	57.0%	914,063	965,690	-5.3%	45.5%	54.5%	1,221,641	1,262,103	-3.2%	74.8%
SFO	HKG	26.7%	73.3%	896,192	878,988	2.0%	26.5%	73.5%	1,058,668	1,026,896	3.1%	84.7%
LAX	TPE	0.0%	100.0%	856,039	908,185	-5.7%	0.0%	100.0%	1,026,344	1,099,257	-6.6%	83.4%
MIA	CCS	56.1%	43.9%	833,364	786,335	6.0%	57.8%	42.2%	1,026,087	990,038	3.6%	81.2%
MIA	GRU	57.2%	42.8%	818,898	759,599	7.8%	62.7%	37.3%	1,000,338	871,089	14.8%	81.9%
JFK	STI	100.0%	0.0%	792,177	688,967	15.0%	100.0%	0.0%	992,465	871,708	13.9%	79.8%
JFK	FRA	15.7%	84.3%	755,203	735,706	2.7%	13.5%	86.5%	937,718	951,713	-1.5%	80.5%
JFK	SDQ	100.0%	0.0%	750,424	676,185	11.0%	100.0%	0.0%	908,308	830,346	9.4%	82.6%
ORD	YYZ	70.2%	29.8%	742,763	751,354	-1.1%	69.6%	30.4%	989,650	1,012,167	-2.2%	75.1%
SFO	ICN	30.3%	69.7%	733,685	670,714	9.4%	30.8%	69.2%	878,724	863,280	1.8%	83.5%
LAX	MEX	39.2%	60.8%	731,859	762,146	-4.0%	51.3%	48.7%	875,566	912,251	-4.0%	83.6%
LAX	YVR	45.9%	54.1%	720,784	797,990	-9.7%	52.4%	47.6%	866,374	973,023	-11.0%	83.2%
MIA	MEX	45.1%	54.9%	705,489	653,352	8.0%	52.2%	47.8%	995,224	878,032	13.3%	70.9%
MIA	EZE	51.2%	48.8%	700,560	614,609	14.0%	52.1%	47.9%	855,184	726,956	17.6%	81.9%
MIA	BOG	44.4%	55.6%	685,414	578,215	18.5%	47.7%	52.3%	808,154	705,799	14.5%	84.8%
LAX	GDL	51.5%	48.5%	673,254	720,802	-6.6%	47.0%	53.0%	770,553	846,477	-9.0%	87.4%
MIA	PTY	38.0%	62.0%	661,005	557,673	18.5%	42.2%	57.8%	880,857	770,559	14.3%	75.0%
JFK	MAD	33.6%	66.4%	659,560	679,692	-3.0%	33.0%	67.0%	801,807	831,619	-3.6%	82.3%
ATL	CUN	100.0%	0.0%	650,161	637,266	2.0%	100.0%	0.0%	733,340	714,317	2.7%	88.7%
MCO	LGW	0.0%	100.0%	644,439	616,765	4.5%	0.0%	100.0%	781,179	761,264	2.6%	82.5%
MIA	LIM	38.0%	62.0%	644,196	596,759	7.9%	42.2%	57.8%	756,112	700,855	7.9%	85.2%
JFK	TLV	38.4%	61.6%	643,226	647,277	-0.6%	37.2%	62.8%	731,816	750,045	-2.4%	87.9%
JFK	GRU	53.2%	46.8%	635,435	563,133	12.8%	51.8%	48.2%	770,351	651,828	18.2%	82.5%
ORD	NRT	54.4%	45.6%	633,932	605,663	4.7%	52.5%	47.5%	784,225	773,715	1.4%	80.8%
DFW	LHR	67.4%	32.6%	629,173	557,937	12.8%	66.4%	33.6%	722,727	649,774	11.2%	87.1%
IAD	FRA	57.7%	42.3%	627,194	625,971	0.2%	62.9%	37.1%	776,450	805,097	-3.6%	80.8%
SFO	FRA	51.5%	48.5%	622,019	597,434	4.1%	55.1%	44.9%	712,879	685,166	4.0%	87.3%
DTW	AMS	100.0%	0.0%	613,983	596,568	2.9%	100.0%	0.0%	720,878	706,133	2.1%	85.2%
IAH	MEX	74.7%	25.3%	604,986	635,141	-4.7%	75.8%	24.2%	833,562	895,247	-6.9%	72.6%
SFO	NRT	72.8%	27.2%	598,533	560,922	6.7%	72.8%	27.2%	700,602	677,923	3.3%	85.4%
ORD	FRA	51.9%	48.1%	598,304	623,086	-4.0%	51.6%	48.4%	713,914	764,459	-6.6%	83.8%
JFK	AMS	28.2%	71.8%	576,561	555,726	3.7%	25.5%	74.5%	659,817	622,101	6.1%	87.4%
JFK	NRT	45.6%	54.4%	570,491	614,811	-7.2%	57.0%	43.0%	711,164	784,489	-9.3%	80.2%
LAX	CDG	0.0%	100.0%	566,606	569,103	-0.4%	0.0%	100.0%	652,458	644,782	1.2%	86.8%
JFK	ICN	0.0%	100.0%	555,687	527,484	5.3%	0.0%	100.0%	695,986	686,228	1.4%	79.8%
JFK	DXB	0.0%	100.0%	548,002	511,002	7.2%	0.0%	100.0%	631,212	611,085	3.3%	86.8%

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.