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International Aviation Developments Series



U.S. International Air Passenger and Freight Statistics

December 2004



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Introduction

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

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

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

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

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

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

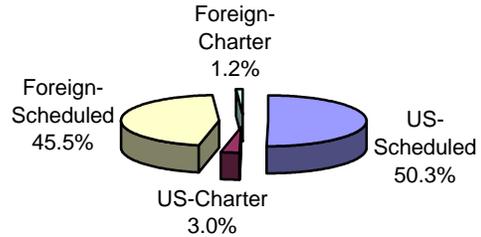
- T-100 data represents only nonstop service. The absence of U.S. nonstop service, or a low U.S. flag market share, does not necessarily correlate to the amount of service provided to that point by U.S. carriers. Many international destinations are served by U.S. carriers via connecting points. Those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

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

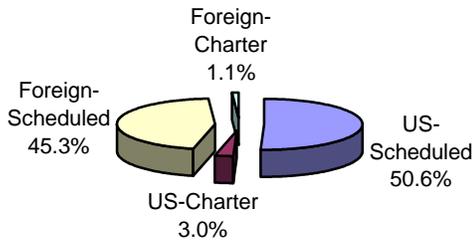
Summary for the Month of December 2004 and Year Ended December 2004

U.S. and foreign air carriers transported 141.3 million passengers between the United States and the rest of the world for the year-ended December 2004, up 12.3% from a year earlier. U.S. flag market share increased from a 51.7% share to a 53.3% share.

**U.S.-International Passengers
YE December 2004**



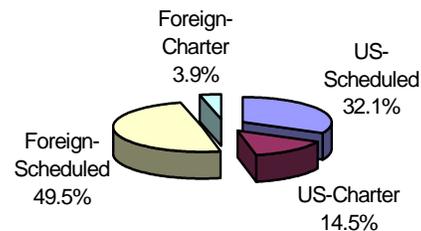
**U.S.-International Seats
YE December 2004**



For the year-ended December 2004, available seats into and out of the United States increased 7.7% from the previous year to 192.3 million. There were 1.40 million flights into and out of the U.S. during the same period, an increase of 6.8% from a year ago. The market share of seats for U.S. flag carriers rose to 53.6% from 51.6%, and U.S. carriers performed 62.5% of all departures.

U.S. and foreign airlines hauled 9.48 million freight tons to and from the United States during the year-ended December 2004, a 11.9% increase from the previous year. U.S. flag share rose from 45.3% to 46.6%.

**U.S.-International Freight
YE December 2004**



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of December 2004 increased 5.7% from a year ago to 11,699,504 passengers. U.S. airlines carried 54.0% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 2.8% of international travel.

For the year-ended December 2004, U.S.-world traffic was up 12.3% from a year earlier to 141,257,086 passengers. U.S. airlines carried 53.3% of total passengers, compared to 51.7% the previous year. U.S. and foreign charter passengers accounted for 4.2% of international travel.

World Area Trends

Eight of the nine regions experienced passenger growth between the year-ended periods December 2004 and 2003. The Middle East experienced the largest increase in nonstop passenger traffic growth to and from the U.S. for the year-ended December 2004, rising 33.3%. Passenger traffic between the U.S. and Africa contracted the most, falling 0.8% to 623,108 passengers between the year-ended periods December 2004 and 2003.

The largest U.S.-international regional gateway was U.S.-Europe, where 47.7 million passengers were transported during the year-ended December 2004 period. Europe is followed by Central America at 24.1 million passengers, and the Far East at 21.4 million passengers.

Country Trends

The top five U.S.-international country passenger gateways for the year-ended December 2004 were Canada, the United Kingdom, Mexico, Japan, and Germany. Of the top 25 country markets, 25 posted a positive passenger growth rate for the year-ended December 2004 vs. 2003, and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in 18 of the top 25 country markets, was unchanged in four country markets, and decreased in three country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the year-ended December 2004 were New York, NY (JFK), Los Angeles, CA (LAX), Miami, FL (MIA), Chicago, IL (ORD), and Newark, NJ (EWR). Load factors were 70% or higher in 29 out of the top 40 domestic gateway airports. Load factors were below 60% in three of the top 40 gateway airports. Passenger traffic for the year ended December 2004 compared to year ended December 2003 was up in 36 of the top 40 domestic gateways

The top foreign scheduled passenger gateways for the year-ended December 2004 were London, United Kingdom (LHR), Tokyo, Japan (NRT), Toronto, Canada (YYZ), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 12 international gateways, Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Amsterdam, Netherlands (AMS); Taipei, Taiwan (TPE); Osaka, Japan (KIX); Madrid, Spain (MAD); Hong Kong, Hong Kong-China (HKG); Rome, Italy (FCO); Munich, Germany (MUC); Zurich, Switzerland (ZRH) and Tel Aviv, Israel (TLV), 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, one reported traffic losses compared to the year-ended December 2003.

The top U.S.-international gateway segments were 1) New York, NY (JFK)-London, United Kingdom (LHR); 2) Honolulu, HI (HNL)-Tokyo, Japan (NRT); 3) Chicago, IL (ORD)-London, United Kingdom (LHR); 4) Los Angeles, CA (LAX)-Tokyo, Japan (NRT); and 5) Los Angeles, CA (LAX)-London, United Kingdom (LHR).

Departures and Seat Capacity

Departures between the U.S. and the rest of the world for the month of December 2004 increased 5.6% from December 2003. Available seats increased by 6.0% over the same period. U.S. airlines provided 54.3% of international seats and 62.9% of departures. Charter service for all airlines accounted for 2.9% of international seats and 5.1% of international departures.

For the year-ended December 2004, U.S.-world seats increased 7.7% from the previous year to 192.3 million. Departures increased by 6.8%. U.S. airlines provided 53.6% of seats, compared to 51.6% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 5.9% of international departures.

World Area Trends

Eight of the nine world area regions recorded an increase in annual seat capacity between the year-ended periods December 2004 and 2003. The Middle East reported the largest increase in available seats to and from the U.S., rising 32.2% to 2.1 million, while Africa-U.S. seat capacity experienced the only decline, down 10.2% to 0.9 million seats.

Between the U.S. and Europe, 58.6 million seats were available for the year-ended December 2004, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 34.5 million seats, Canada with 29.4 million seats, and the Far East with 27.1 million seats..

Country Trends

The top five U.S.-international country gateways for seat capacity in the year-ended December 2004 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, three posted negative growth rates. U.S. flag share was down in two of the 25 country markets, was unchanged in five country markets, and increased in the remaining 18 country markets.

Freight Traffic

Airfreight between the U.S. and the rest of the world in the month of December 2004 increased 14.2% from December 2003 to 813,861 tons. U.S. airlines carried 46.4% of total freight to and from international destinations. Charter service accounted for 18.8% of international freight traffic.

For the year-ended December 2004, U.S.-world airfreight increased 11.9% over the previous year, to 9.48 million tons. U.S. airlines carried 46.6% of total freight, compared to 45.3% the previous year.

World Area Trends

The Middle East experienced the greatest relative increase in nonstop freight shipments to and from the U.S. between the year-ended December 2004 and 2003, rising 25.3%. South America

posted the second largest increase, up 19.3%. Eight of the nine regions recorded a gain of freight traffic between the two periods. On an absolute basis, the Far East posted the largest increase, up 563 thousand tons to 3.7 million tons.

In addition, with 3.7 million tons transported for the year-ended December 2004, the Far East is the largest U.S. international regional freight gateway, followed closely by Europe with 3.2 million tons of freight.

Country Trends

The top five U.S.-international country gateways for freight in the year-ended December 2004 were Japan, the United Kingdom, South Korea, Taiwan, and Germany. Of the top 25 country markets, 21 posted positive freight growth rates for the year-ended December 2004 versus the year-ended December 2003. There no higher than 10%. Switzerland had the highest loss rate at 9.7%. U.S. flag share was down in nine of the 25 country markets, was unchanged in 3 country markets, and increased in the remaining 13 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
2003	1	10,434,665	11.8%	50.3%	49.7%	9,908,408	10.6%	49.4%	50.6%	526,257	40.2%	66.8%	33.2%
2003	2	8,945,178	4.1%	51.8%	48.2%	8,457,447	3.4%	50.4%	49.6%	487,731	18.1%	76.0%	24.0%
2003	3	10,327,091	-5.4%	53.4%	46.6%	9,711,656	-6.0%	51.8%	48.2%	615,435	4.7%	78.0%	22.0%
2003	4	8,928,739	-8.8%	52.5%	47.5%	8,461,772	-10.0%	51.7%	48.3%	466,967	18.4%	67.7%	32.3%
2003	5	9,377,180	-9.3%	52.1%	47.9%	8,927,800	-10.5%	51.8%	48.2%	449,380	23.1%	57.9%	42.1%
2003	6	11,122,202	-3.2%	51.9%	48.1%	10,577,258	-3.4%	51.3%	48.7%	544,944	0.6%	64.3%	35.7%
2003	7	12,576,567	2.0%	52.6%	47.4%	11,903,320	0.9%	52.2%	47.8%	673,247	24.1%	60.6%	39.4%
2003	8	12,781,493	2.0%	52.2%	47.8%	11,978,097	-1.0%	52.6%	47.4%	803,396	88.3%	46.3%	53.7%
2003	9	10,044,333	1.2%	50.0%	50.0%	9,602,670	-0.9%	50.4%	49.6%	441,663	90.3%	40.0%	60.0%
2003	10	10,200,997	1.3%	50.5%	49.5%	9,737,322	-0.1%	50.8%	49.2%	463,675	43.6%	43.4%	56.6%
2003	11	9,985,497	5.5%	51.5%	48.5%	9,627,951	5.2%	50.7%	49.3%	357,546	14.2%	71.8%	28.2%
2003	12	11,069,370	3.9%	51.7%	48.3%	10,657,186	4.4%	50.6%	49.4%	412,184	-8.0%	79.8%	20.2%
2004	1	10,961,848	5.1%	52.3%	47.7%	10,401,934	5.0%	50.8%	49.2%	559,914	6.4%	79.3%	20.7%
2004	2	10,005,929	11.9%	54.5%	45.5%	9,435,861	11.6%	52.8%	47.2%	570,068	16.9%	82.9%	17.1%
2004	3	11,750,098	13.8%	54.5%	45.5%	11,097,928	14.3%	52.8%	47.2%	652,170	6.0%	83.6%	16.4%
2004	4	11,469,771	28.5%	53.4%	46.6%	10,912,925	29.0%	52.3%	47.7%	556,846	19.2%	75.0%	25.0%
2004	5	11,550,472	23.2%	53.1%	46.9%	11,075,213	24.1%	52.4%	47.6%	475,259	5.8%	69.0%	31.0%
2004	6	12,850,195	15.5%	53.4%	46.6%	12,268,466	16.0%	52.4%	47.6%	581,729	6.8%	74.0%	26.0%
2004	7	14,310,253	13.8%	53.8%	46.2%	13,606,730	14.3%	53.0%	47.0%	703,523	4.5%	69.8%	30.2%
2004	8	13,900,817	8.8%	53.2%	46.8%	13,362,033	11.6%	52.9%	47.1%	538,784	-32.9%	60.2%	39.8%
2004	9	11,025,101	9.8%	50.8%	49.2%	10,698,138	11.4%	50.9%	49.1%	326,963	-26.0%	48.2%	51.8%
2004	10	11,199,660	9.8%	52.3%	47.7%	10,863,570	11.6%	52.4%	47.6%	336,090	-27.5%	49.4%	50.6%
2004	11	10,533,438	5.5%	53.8%	46.2%	10,268,973	6.7%	53.2%	46.8%	264,465	-26.0%	77.4%	22.6%
2004	12	11,699,504	5.7%	54.0%	46.0%	11,375,491	6.7%	53.4%	46.6%	324,013	-21.4%	75.3%	24.7%
YE	200212	125,447,577	-3.9%	51.0%	49.0%	120,485,505	-3.7%	50.5%	49.5%	4,962,072	-10.1%	64.3%	35.7%
YE	200312	125,793,312	0.3%	51.7%	48.3%	119,550,887	-0.8%	51.2%	48.8%	6,242,425	25.8%	62.0%	38.0%
YE	200412	141,257,086	12.3%	53.3%	46.7%	135,367,262	13.2%	52.5%	47.5%	5,889,824	-5.6%	71.7%	28.3%

**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
2003	1	15,584,119	14.0%	50.7%	49.3%	14,797,977	12.4%	50.0%	50.0%	786,142	56.6%	63.1%	36.9%
2003	2	13,587,101	9.2%	51.6%	48.4%	12,896,360	8.3%	50.4%	49.6%	690,741	28.8%	73.8%	26.2%
2003	3	15,459,500	7.4%	52.3%	47.7%	14,620,412	7.1%	50.9%	49.1%	839,088	13.1%	75.7%	24.3%
2003	4	13,823,843	-1.4%	52.5%	47.5%	13,121,126	-2.7%	51.7%	48.3%	702,717	33.0%	67.6%	32.4%
2003	5	13,777,199	-6.2%	51.9%	48.1%	13,134,609	-7.5%	51.7%	48.3%	642,590	32.0%	55.6%	44.4%
2003	6	14,854,960	-1.1%	52.2%	47.8%	14,109,394	-1.7%	51.5%	48.5%	745,566	11.4%	63.9%	36.1%
2003	7	16,150,771	0.7%	52.4%	47.6%	15,265,314	-0.7%	51.9%	48.1%	885,457	32.5%	60.6%	39.4%
2003	8	16,288,660	1.4%	52.3%	47.7%	15,233,411	-2.0%	52.7%	47.3%	1,055,249	103.3%	46.6%	53.4%
2003	9	14,638,723	1.8%	50.3%	49.7%	13,960,098	-0.7%	50.8%	49.2%	678,625	113.4%	40.1%	59.9%
2003	10	14,763,744	-0.8%	50.3%	49.7%	14,078,704	-2.3%	50.6%	49.4%	685,040	45.3%	42.6%	57.4%
2003	11	14,308,974	-0.6%	51.4%	48.6%	13,792,974	-1.0%	50.7%	49.3%	516,000	10.7%	69.9%	30.1%
2003	12	15,335,034	-0.8%	51.8%	48.2%	14,728,783	-0.3%	50.7%	49.3%	606,251	-11.5%	78.8%	21.2%
2004	1	15,684,177	0.6%	52.4%	47.6%	14,931,339	0.9%	51.0%	49.0%	752,838	-4.2%	79.5%	20.5%
2004	2	14,579,398	7.3%	54.1%	45.9%	13,839,015	7.3%	52.5%	47.5%	740,383	7.2%	83.5%	16.5%
2004	3	15,929,019	3.0%	54.0%	46.0%	15,107,651	3.3%	52.3%	47.7%	821,368	-2.1%	83.9%	16.1%
2004	4	15,639,576	13.1%	53.5%	46.5%	14,898,757	13.5%	52.4%	47.6%	740,819	5.4%	76.6%	23.4%
2004	5	16,044,180	16.5%	53.6%	46.4%	15,407,311	17.3%	52.9%	47.1%	636,869	-0.9%	71.8%	28.2%
2004	6	16,493,470	11.0%	54.4%	45.6%	15,755,158	11.7%	53.4%	46.6%	738,312	-1.0%	75.8%	24.2%
2004	7	17,937,214	11.1%	54.4%	45.6%	17,023,922	11.5%	53.4%	46.6%	913,292	3.1%	72.1%	27.9%
2004	8	17,762,039	9.0%	53.9%	46.1%	17,034,110	11.8%	53.4%	46.6%	727,929	-31.0%	65.0%	35.0%
2004	9	15,449,923	5.5%	51.4%	48.6%	14,957,707	7.1%	51.4%	48.6%	492,216	-27.5%	53.8%	46.2%
2004	10	15,540,813	5.3%	53.0%	47.0%	15,066,078	7.0%	52.9%	47.1%	474,735	-30.7%	55.6%	44.4%
2004	11	14,972,349	4.6%	54.3%	45.7%	14,600,790	5.9%	53.6%	46.4%	371,559	-28.0%	79.4%	20.6%
2004	12	16,247,589	6.0%	54.3%	45.7%	15,772,723	7.1%	53.6%	46.4%	474,866	-21.7%	75.5%	24.5%
YE	200212	175,449,746	-6.8%	50.9%	49.1%	168,856,610	-6.6%	50.4%	49.6%	6,593,136	-11.3%	65.0%	35.0%
YE	200312	178,572,628	1.8%	51.6%	48.4%	169,739,162	0.5%	51.1%	48.9%	8,833,466	34.0%	60.9%	39.1%
YE	200412	192,279,747	7.7%	53.6%	46.4%	184,394,561	8.6%	52.8%	47.2%	7,885,186	-10.7%	73.6%	26.4%

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

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

Departures

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2003	1	112,769	24.0%	59.7%	40.3%	106,383	22.5%	58.9%	41.1%	6,386	56.4%	72.9%	27.1%
2003	2	100,127	19.8%	60.9%	39.1%	94,331	19.1%	59.8%	40.2%	5,796	32.3%	78.4%	21.6%
2003	3	113,685	18.3%	61.1%	38.9%	106,540	18.1%	59.9%	40.1%	7,145	22.2%	78.1%	21.9%
2003	4	104,405	11.8%	62.1%	37.9%	97,884	10.1%	61.3%	38.7%	6,521	46.1%	74.4%	25.6%
2003	5	102,383	5.7%	63.3%	36.7%	96,377	4.0%	62.9%	37.1%	6,006	44.9%	70.3%	29.7%
2003	6	110,096	12.1%	61.7%	38.3%	103,546	11.5%	60.9%	39.1%	6,550	23.0%	73.6%	26.4%
2003	7	118,812	13.8%	62.0%	38.0%	111,466	12.3%	61.3%	38.7%	7,346	43.1%	72.0%	28.0%
2003	8	119,353	15.0%	62.3%	37.7%	110,422	10.8%	62.5%	37.5%	8,931	113.9%	59.1%	40.9%
2003	9	105,894	13.9%	59.4%	40.6%	99,170	10.1%	59.7%	40.3%	6,724	133.6%	55.3%	44.7%
2003	10	108,509	0.9%	58.9%	41.1%	101,404	-1.2%	58.8%	41.2%	7,105	45.6%	59.3%	40.7%
2003	11	105,560	0.4%	60.0%	40.0%	99,850	-0.3%	59.0%	41.0%	5,710	13.4%	77.3%	22.7%
2003	12	111,662	0.1%	60.6%	39.4%	105,504	0.2%	59.4%	40.6%	6,158	-1.1%	81.9%	18.1%
2004	1	113,444	0.6%	61.5%	38.5%	106,353	0.0%	60.1%	39.9%	7,091	11.0%	82.6%	17.4%
2004	2	107,710	7.6%	62.5%	37.5%	100,533	6.6%	61.0%	39.0%	7,177	23.8%	83.8%	16.2%
2004	3	118,107	3.9%	62.4%	37.6%	110,103	3.3%	60.8%	39.2%	8,004	12.0%	83.5%	16.5%
2004	4	115,862	11.0%	62.6%	37.4%	108,272	10.6%	61.4%	38.6%	7,590	16.4%	80.9%	19.1%
2004	5	117,372	14.6%	63.0%	37.0%	110,687	14.8%	61.9%	38.1%	6,685	11.3%	81.7%	18.3%
2004	6	120,029	9.0%	63.7%	36.3%	112,605	8.7%	62.5%	37.5%	7,424	13.3%	82.2%	17.8%
2004	7	130,165	9.6%	63.6%	36.4%	121,991	9.4%	62.4%	37.6%	8,174	11.3%	80.8%	19.2%
2004	8	127,623	6.9%	62.8%	37.2%	120,626	9.2%	62.0%	38.0%	6,997	-21.7%	76.6%	23.4%
2004	9	110,961	4.8%	60.6%	39.4%	104,724	5.6%	59.9%	40.1%	6,237	-7.2%	72.9%	27.1%
2004	10	112,711	3.9%	61.8%	38.2%	106,711	5.2%	61.2%	38.8%	6,000	-15.6%	74.0%	26.0%
2004	11	110,482	4.7%	62.8%	37.2%	104,841	5.0%	61.9%	38.1%	5,641	-1.2%	80.8%	19.2%
2004	12	117,945	5.6%	62.9%	37.1%	111,953	6.1%	62.1%	37.9%	5,992	-2.7%	77.7%	22.3%
YE	200212	1,184,487	-0.6%	59.0%	41.0%	1,127,917	-1.3%	58.2%	41.8%	56,570	15.3%	75.6%	24.4%
YE	200312	1,313,255	10.9%	61.0%	39.0%	1,232,877	9.3%	60.4%	39.6%	80,378	42.1%	70.5%	29.5%
YE	200412	1,402,411	6.8%	62.5%	37.5%	1,319,399	7.0%	61.4%	38.6%	83,012	3.3%	80.0%	20.0%

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
2003	1	635,158	12.8%	46.7%	53.3%	555,565	6.7%	42.3%	57.7%	79,593	88.0%	77.3%	22.7%
2003	2	649,342	10.8%	46.5%	53.5%	575,171	7.8%	42.4%	57.6%	74,171	41.1%	77.9%	22.1%
2003	3	763,876	6.0%	44.2%	55.8%	666,129	3.2%	40.1%	59.9%	97,747	29.3%	72.4%	27.6%
2003	4	678,447	2.4%	45.8%	54.2%	582,288	-4.0%	40.6%	59.4%	96,158	71.7%	77.1%	22.9%
2003	5	684,626	0.7%	45.2%	54.8%	593,562	-5.4%	40.3%	59.7%	91,064	73.7%	76.9%	23.1%
2003	6	694,545	-1.4%	44.1%	55.9%	605,708	-6.2%	39.3%	60.7%	88,837	51.9%	76.8%	23.2%
2003	7	691,071	-2.2%	45.6%	54.4%	601,230	-6.6%	41.0%	59.0%	89,841	43.0%	76.3%	23.7%
2003	8	680,323	0.4%	46.4%	53.6%	580,327	-6.7%	41.2%	58.8%	99,996	78.1%	76.7%	23.3%
2003	9	709,724	2.7%	44.4%	55.6%	606,819	-3.7%	40.2%	59.8%	102,905	69.7%	69.5%	30.5%
2003	10	789,262	-6.8%	44.7%	55.3%	665,206	-10.3%	38.6%	61.4%	124,056	17.6%	77.2%	22.8%
2003	11	780,551	1.2%	45.5%	54.5%	657,405	-1.1%	39.0%	61.0%	123,145	15.9%	80.0%	20.0%
2003	12	712,939	5.0%	45.7%	54.3%	603,247	1.9%	39.3%	60.7%	109,692	25.7%	80.5%	19.5%
2004	1	660,921	4.1%	46.2%	53.8%	553,240	-0.4%	38.8%	61.2%	107,681	35.3%	84.0%	16.0%
2004	2	726,455	11.9%	47.1%	52.9%	601,374	4.6%	39.5%	60.5%	125,080	68.6%	84.0%	16.0%
2004	3	826,439	8.2%	47.0%	53.0%	678,025	1.8%	39.7%	60.3%	148,415	51.8%	80.4%	19.6%
2004	4	769,610	13.4%	47.2%	52.8%	626,765	7.6%	39.9%	60.1%	142,845	48.6%	79.0%	21.0%
2004	5	793,837	16.0%	46.5%	53.5%	651,969	9.8%	39.0%	61.0%	141,867	55.8%	80.9%	19.1%
2004	6	779,879	12.3%	46.2%	53.8%	644,967	6.5%	39.0%	61.0%	134,912	51.9%	80.6%	19.4%
2004	7	803,296	16.2%	46.4%	53.6%	653,630	8.7%	38.9%	61.1%	149,666	66.6%	79.1%	20.9%
2004	8	789,028	16.0%	46.0%	54.0%	634,438	9.3%	38.8%	61.2%	154,590	54.6%	75.8%	24.2%
2004	9	809,429	14.0%	46.2%	53.8%	650,582	7.2%	39.1%	60.9%	158,847	54.4%	75.1%	24.9%
2004	10	877,288	11.2%	46.5%	53.5%	713,723	7.3%	39.5%	60.5%	163,564	31.8%	76.9%	23.1%
2004	11	827,798	6.1%	47.2%	52.8%	667,138	1.5%	40.0%	60.0%	160,660	30.5%	77.1%	22.9%
2004	12	813,861	14.2%	46.4%	53.6%	660,952	9.6%	39.6%	60.4%	152,909	39.4%	76.1%	23.9%
YE	200212	8,289,634	5.0%	45.3%	54.7%	7,473,674	2.4%	42.0%	58.0%	815,960	36.6%	75.8%	24.2%
YE	200312	8,469,863	2.2%	45.3%	54.7%	7,292,658	-2.4%	40.3%	59.7%	1,177,205	44.3%	76.6%	23.4%
YE	200412	9,477,841	11.9%	46.6%	53.4%	7,736,804	6.1%	39.3%	60.7%	1,741,037	47.9%	78.8%	21.2%

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

Passengers

Region	Period		Total Passengers				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2003	12	62,563	14.3%	12.0%	88.0%	-	0.0%	0.0%	54,055	9.3%	100.0%	7,533	500.2%	88.5%	975	-75.6%	11.5%
	2004	12	48,682	-22.2%	5.8%	94.2%	-	0.0%	0.0%	45,857	-15.2%	100.0%	2,825	-62.5%	100.0%	-	-100.0%	0.0%
	YE	200212	583,844	-20.0%	4.2%	95.8%	20	-100.0%	0.0%	550,810	-15.8%	100.0%	24,308	107.5%	73.6%	8,706	0.0%	26.4%
	YE	200312	628,009	7.6%	7.7%	92.3%	65	225.0%	0.0%	564,120	2.4%	100.0%	48,560	99.8%	76.1%	15,264	75.3%	23.9%
	YE	200412	623,108	-0.8%	5.8%	94.2%	-	-100.0%	0.0%	587,194	4.1%	100.0%	35,837	-26.2%	99.8%	77	-99.5%	0.2%
Australia/Oceania	2003	12	287,245	0.8%	20.4%	79.6%	56,558	-20.4%	19.9%	228,297	9.6%	80.1%	2,171	128.3%	90.8%	219	-95.5%	9.2%
	2004	12	291,575	1.5%	22.6%	77.4%	65,802	16.3%	22.6%	225,669	-1.2%	77.4%	104	-95.2%	100.0%	-	-100.0%	0.0%
	YE	200212	2,917,168	-4.3%	26.5%	73.5%	762,885	-6.3%	26.8%	2,087,353	-0.6%	73.2%	11,532	-85.3%	17.2%	55,398	-0.3%	82.8%
	YE	200312	3,061,185	4.9%	22.3%	77.7%	651,878	-14.6%	21.6%	2,366,252	13.4%	78.4%	30,895	167.9%	71.8%	12,160	-78.0%	28.2%
	YE	200412	3,293,620	7.6%	21.3%	78.7%	688,932	5.7%	21.0%	2,592,080	9.5%	79.0%	12,566	-59.3%	99.7%	42	-99.7%	0.3%
Canada	2003	12	1,409,695	-0.4%	55.4%	44.6%	776,269	9.9%	55.3%	627,237	-9.9%	44.7%	4,327	-58.5%	69.9%	1,862	-26.3%	30.1%
	2004	12	1,565,634	11.1%	57.4%	42.6%	898,268	15.7%	58.1%	646,533	3.1%	41.9%	875	-79.8%	4.2%	19,958	971.9%	95.8%
	YE	200212	16,943,439	-0.6%	53.4%	46.6%	9,015,702	5.2%	53.7%	7,779,911	-6.1%	46.3%	38,768	-71.3%	26.2%	109,058	79.6%	73.8%
	YE	200312	17,054,590	0.7%	57.4%	42.6%	9,721,533	7.8%	57.6%	7,166,457	-7.9%	42.4%	74,331	91.7%	44.6%	92,269	-15.4%	55.4%
	YE	200412	19,256,759	12.9%	59.8%	40.2%	11,467,591	18.0%	60.5%	7,481,070	4.4%	39.5%	56,674	-23.8%	18.4%	251,424	172.5%	81.6%
Central America	2003	12	1,972,943	6.0%	64.9%	35.1%	1,126,951	12.8%	62.3%	681,075	0.9%	37.7%	153,475	7.2%	93.1%	11,442	-74.3%	6.9%
	2004	12	2,239,230	13.5%	66.8%	33.2%	1,369,388	21.5%	65.2%	729,928	7.2%	34.8%	127,239	-17.1%	90.9%	12,675	10.8%	9.1%
	YE	200212	19,663,075	-1.4%	63.3%	36.7%	10,706,123	0.3%	61.9%	6,576,583	-4.3%	38.1%	1,739,164	2.5%	73.1%	641,205	-8.3%	26.9%
	YE	200312	20,869,548	6.1%	65.0%	35.0%	11,649,754	8.8%	64.5%	6,401,637	-2.7%	35.5%	1,915,733	10.2%	68.0%	902,424	40.7%	32.0%
	YE	200412	24,066,600	15.3%	67.9%	32.1%	14,034,302	20.5%	64.9%	7,588,534	18.5%	35.1%	2,304,096	20.3%	94.3%	139,668	-84.5%	5.7%
Europe	2003	12	3,459,799	4.6%	41.1%	58.9%	1,418,531	3.6%	41.4%	2,005,104	5.2%	58.6%	2,981	192.0%	8.2%	33,183	7.6%	91.8%
	2004	12	3,588,003	3.7%	42.3%	57.7%	1,503,332	6.0%	42.4%	2,038,683	1.7%	57.6%	12,887	332.3%	28.0%	33,101	-0.2%	72.0%
	YE	200212	43,157,828	-6.2%	42.6%	57.4%	18,351,321	-0.8%	43.4%	23,965,180	-8.4%	56.6%	47,522	-63.0%	5.6%	793,805	-34.9%	94.4%
	YE	200312	43,163,445	0.0%	39.9%	60.1%	17,148,922	-6.6%	40.6%	25,074,747	4.6%	59.4%	65,453	37.7%	7.0%	874,323	10.1%	93.0%
	YE	200412	47,699,426	10.5%	40.9%	59.1%	19,410,997	13.2%	41.7%	27,129,142	8.2%	58.3%	93,452	42.8%	8.1%	1,065,835	21.9%	91.9%

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

Passengers, Available Seats, Departures and Freight Totals By Month

Passengers

Region	Period		Total Passengers				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2003	12	1,727,038	2.8%	39.2%	60.8%	674,526	5.9%	39.3%	1,040,219	0.4%	60.7%	2,410	293.8%	19.6%	9,883	62.8%	80.4%
	2004	12	1,808,637	4.7%	41.6%	58.4%	748,470	11.0%	41.7%	1,046,870	0.6%	58.3%	3,098	28.5%	23.3%	10,199	3.2%	76.7%
	YE	200212	20,306,297	-2.0%	39.1%	60.9%	7,911,843	-6.5%	39.1%	12,337,905	1.2%	60.9%	22,788	50.5%	40.3%	33,761	-23.8%	59.7%
	YE	200312	17,725,921	-12.7%	40.6%	59.4%	7,184,002	-9.2%	40.7%	10,476,790	-15.1%	59.3%	10,449	-54.1%	16.0%	54,680	62.0%	84.0%
	YE	200412	21,406,673	20.8%	41.1%	58.9%	8,758,121	21.9%	41.1%	12,554,839	19.8%	58.9%	29,824	185.4%	31.8%	63,889	16.8%	68.2%
Middle East	2003	12	108,050	18.1%	18.4%	81.6%	19,904	8.2%	18.4%	88,146	20.6%	81.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	123,097	13.9%	25.1%	74.9%	30,842	55.0%	25.1%	92,248	4.7%	74.9%	-	0.0%	0.0%	7	0.0%	100.0%
	YE	200212	1,087,809	-11.0%	22.2%	77.8%	241,473	-21.1%	22.2%	846,247	-7.0%	77.8%	74	-98.8%	83.1%	15	0.0%	16.9%
	YE	200312	1,209,132	11.2%	18.7%	81.3%	225,458	-6.6%	18.6%	983,576	16.2%	81.4%	85	14.9%	86.7%	13	-13.3%	13.3%
	YE	200412	1,612,371	33.3%	23.8%	76.2%	384,399	70.5%	23.8%	1,227,821	24.8%	76.2%	134	57.6%	88.7%	17	30.8%	11.3%
South America	2003	12	720,982	6.5%	64.0%	36.0%	433,677	7.7%	63.2%	252,405	1.2%	36.8%	27,521	39.1%	78.9%	7,379	42.7%	21.1%
	2004	12	784,050	8.7%	67.6%	32.4%	489,014	12.8%	65.8%	253,934	0.6%	34.2%	41,010	49.0%	99.8%	92	-98.8%	0.2%
	YE	200212	7,107,203	-11.6%	64.1%	35.9%	4,498,765	-9.9%	63.9%	2,539,177	-16.1%	36.1%	57,549	425.9%	83.1%	11,712	59.5%	16.9%
	YE	200312	7,015,282	-1.3%	63.9%	36.1%	4,298,627	-4.4%	63.6%	2,458,794	-3.2%	36.4%	184,031	219.8%	71.4%	73,830	530.4%	28.6%
	YE	200412	7,682,499	9.5%	65.6%	34.4%	4,790,740	11.4%	64.9%	2,592,132	5.4%	35.1%	248,497	35.0%	82.9%	51,130	-30.7%	17.1%
The Caribbean	2003	12	1,321,055	3.2%	77.1%	22.9%	889,951	5.4%	75.8%	284,281	8.1%	24.2%	128,460	-8.4%	87.5%	18,363	-43.9%	12.5%
	2004	12	1,250,596	-5.3%	81.9%	18.1%	968,723	8.9%	81.4%	221,930	-21.9%	18.6%	55,891	-56.5%	93.2%	4,052	-77.9%	6.8%
	YE	200212	13,680,914	-1.3%	77.3%	22.7%	9,322,454	-0.7%	75.7%	2,991,753	-4.3%	24.3%	1,247,982	3.0%	91.3%	118,725	-12.8%	8.7%
	YE	200312	15,066,200	10.1%	78.7%	21.3%	10,317,284	10.7%	78.3%	2,860,991	-4.4%	21.7%	1,543,021	23.6%	81.7%	344,904	190.5%	18.3%
	YE	200412	15,616,030	3.6%	82.9%	17.1%	11,494,349	11.4%	81.6%	2,585,019	-9.6%	18.4%	1,443,874	-6.4%	94.0%	92,788	-73.1%	6.0%

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.

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

Available Seats

Region	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Foreign Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2003	12	87,904	4.5%	16.4%	83.6%	-	0.0%	0.0%	71,464	-4.3%	100.0%	14,440	391.2%	87.8%	2,000	-69.2%	12.2%
	2004	12	66,740	-24.1%	10.9%	89.1%	-	0.0%	0.0%	59,482	-16.8%	100.0%	7,258	-49.7%	100.0%	-	-100.0%	0.0%
	YE	200212	878,266	-24.2%	7.1%	92.9%	111	-99.9%	0.0%	798,631	-21.2%	100.0%	61,948	13.8%	77.9%	17,576	0.0%	22.1%
	YE	200312	972,239	10.7%	12.0%	88.0%	576	418.9%	0.1%	830,840	4.0%	99.9%	115,608	86.6%	82.1%	25,215	43.5%	17.9%
	YE	200412	873,217	-10.2%	10.2%	89.8%	-	-100.0%	0.0%	784,141	-5.6%	100.0%	88,848	-23.1%	99.7%	228	-99.1%	0.3%
Australia/Oceania	2003	12	396,638	4.6%	20.2%	79.8%	77,039	-18.8%	19.6%	316,194	14.8%	80.4%	3,185	19.4%	93.5%	220	-96.5%	6.5%
	2004	12	406,626	2.5%	21.8%	78.2%	88,213	14.5%	21.7%	317,793	0.5%	78.3%	620	-80.5%	100.0%	-	-100.0%	0.0%
	YE	200212	3,942,060	-29.4%	27.6%	72.4%	1,068,861	-11.4%	27.7%	2,786,252	-8.4%	72.3%	18,449	-81.8%	21.2%	68,498	-3.6%	78.8%
	YE	200312	4,181,234	6.1%	23.8%	76.2%	951,962	-10.9%	23.1%	3,172,384	13.9%	76.9%	41,490	124.9%	72.9%	15,398	-77.5%	27.1%
	YE	200412	4,551,924	8.9%	22.0%	78.0%	982,086	3.2%	21.7%	3,551,026	11.9%	78.3%	18,728	-54.9%	99.6%	84	-99.5%	0.4%
Canada	2003	12	2,325,241	-3.9%	53.8%	46.2%	1,240,205	1.3%	53.6%	1,072,401	-8.6%	46.4%	10,055	-47.7%	79.6%	2,580	-29.7%	20.4%
	2004	12	2,411,261	3.7%	56.4%	43.6%	1,355,854	9.3%	57.1%	1,019,731	-4.9%	42.9%	3,801	-62.2%	10.7%	31,875	1135.5%	89.3%
	YE	200212	27,349,775	-18.7%	53.1%	46.9%	14,448,997	-0.9%	53.3%	12,678,827	-4.2%	46.7%	82,674	-54.4%	37.2%	139,277	87.1%	62.8%
	YE	200312	28,177,924	3.0%	56.6%	43.4%	15,812,272	9.4%	56.7%	12,081,612	-4.7%	43.3%	149,084	80.3%	52.5%	134,956	-3.1%	47.5%
	YE	200412	29,367,341	4.2%	59.3%	40.7%	17,295,571	9.4%	59.8%	11,628,783	-3.7%	40.2%	107,166	-28.1%	24.2%	335,821	148.8%	75.8%
Central America	2003	12	2,823,781	4.2%	63.1%	36.9%	1,575,470	10.8%	60.6%	1,022,363	1.0%	39.4%	206,992	4.2%	91.6%	18,956	-75.4%	8.4%
	2004	12	3,178,576	12.6%	65.8%	34.2%	1,915,421	21.6%	64.2%	1,065,890	4.3%	35.8%	176,247	-14.9%	89.3%	21,018	10.9%	10.7%
	YE	200212	29,055,304	-53.8%	60.6%	39.4%	15,346,627	2.6%	59.2%	10,580,553	-3.1%	40.8%	2,252,366	-5.4%	72.0%	875,758	-4.5%	28.0%
	YE	200312	30,688,162	5.6%	61.9%	38.1%	16,446,800	7.2%	61.6%	10,254,883	-3.1%	38.4%	2,550,123	13.2%	64.0%	1,436,356	64.0%	36.0%
	YE	200412	34,485,522	12.4%	65.4%	34.6%	19,632,710	19.4%	62.7%	11,672,793	13.8%	37.3%	2,928,011	14.8%	92.1%	252,008	-82.5%	7.9%
Europe	2003	12	4,252,763	-2.2%	40.6%	59.4%	1,719,900	-3.8%	40.9%	2,486,243	-1.5%	59.1%	7,347	211.4%	15.8%	39,273	12.7%	84.2%
	2004	12	4,523,208	6.4%	41.7%	58.3%	1,865,097	8.4%	41.8%	2,599,881	4.6%	58.2%	20,825	183.4%	35.8%	37,405	-4.8%	64.2%
	YE	200212	54,480,656	-56.3%	42.8%	57.2%	23,229,178	-6.0%	43.4%	30,233,238	-14.3%	56.6%	82,708	-55.2%	8.1%	935,532	-39.0%	91.9%
	YE	200312	54,444,338	-0.1%	40.0%	60.0%	21,651,019	-6.8%	40.6%	31,693,048	4.8%	59.4%	108,157	30.8%	9.8%	992,114	6.0%	90.2%
	YE	200412	58,617,552	7.7%	40.7%	59.3%	23,729,911	9.6%	41.4%	33,532,590	5.8%	58.6%	152,986	41.4%	11.3%	1,202,065	21.2%	88.7%

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

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Please see the report's introduction for further details.

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

Available Seats

Region	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2003	12	2,247,922	-3.4%	36.8%	63.2%	822,671	-2.0%	37.0%	1,399,000	-5.3%	63.0%	4,960	156.7%	18.9%	21,291	159.9%	81.1%
	2004	12	2,414,703	7.4%	39.8%	60.2%	955,343	16.1%	40.0%	1,432,346	2.4%	60.0%	6,762	36.3%	25.0%	20,252	-4.9%	75.0%
	YE	200212	26,746,634	-82.6%	37.1%	62.9%	9,871,246	-14.2%	37.0%	16,786,542	-3.7%	63.0%	46,450	70.6%	52.3%	42,396	-25.0%	47.7%
	YE	200312	24,483,110	-8.5%	38.3%	61.7%	9,359,780	-5.2%	38.4%	15,016,328	-10.5%	61.6%	20,099	-56.7%	18.8%	86,903	105.0%	81.2%
	YE	200412	27,067,384	10.6%	39.1%	60.9%	10,539,727	12.6%	39.2%	16,375,644	9.1%	60.8%	54,118	169.3%	35.6%	97,895	12.6%	64.4%
Middle East	2003	12	143,295	14.0%	16.9%	83.1%	24,257	-1.2%	16.9%	119,038	17.7%	83.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	166,627	16.3%	23.9%	76.1%	39,411	62.5%	23.7%	126,845	6.6%	76.3%	355	0.0%	95.7%	16	0.0%	4.3%
	YE	200212	1,431,478	-99.1%	21.2%	78.8%	302,872	-25.9%	21.2%	1,127,325	-12.0%	78.8%	1,253	-81.5%	97.8%	28	0.0%	2.2%
	YE	200312	1,617,711	13.0%	17.4%	82.6%	280,671	-7.3%	17.4%	1,336,896	18.6%	82.6%	112	-91.1%	77.8%	32	14.3%	22.2%
	YE	200412	2,138,775	32.2%	21.7%	78.3%	463,333	65.1%	21.7%	1,674,708	25.3%	78.3%	702	526.8%	95.6%	32	0.0%	4.4%
South America	2003	12	963,555	-1.0%	63.2%	36.8%	570,715	0.0%	62.6%	341,293	-4.2%	37.4%	38,200	-2.9%	74.1%	13,347	100.2%	25.9%
	2004	12	1,041,335	8.1%	68.0%	32.0%	652,450	14.3%	66.2%	333,106	-2.4%	33.8%	55,674	45.7%	99.8%	105	-99.2%	0.2%
	YE	200212	11,158,805	-93.3%	64.0%	36.0%	7,023,116	-7.5%	63.7%	4,005,418	-13.1%	36.3%	113,047	555.6%	86.8%	17,224	49.6%	13.2%
	YE	200312	10,336,074	-7.4%	62.7%	37.3%	6,174,474	-12.1%	62.4%	3,717,595	-7.2%	37.6%	302,137	167.3%	68.0%	141,868	723.7%	32.0%
	YE	200412	11,089,384	7.3%	66.7%	33.3%	6,943,570	12.5%	65.7%	3,620,739	-2.6%	34.3%	450,582	49.1%	85.8%	74,493	-47.5%	14.2%
The Caribbean	2003	12	2,093,935	0.2%	77.7%	22.3%	1,433,340	3.1%	76.6%	437,190	2.8%	23.4%	192,730	-6.4%	86.3%	30,675	-55.4%	13.7%
	2004	12	2,038,513	-2.6%	82.0%	18.0%	1,585,588	10.6%	81.5%	360,272	-17.6%	18.5%	86,819	-55.0%	93.7%	5,834	-81.0%	6.3%
	YE	200212	20,406,768	-89.2%	75.5%	24.5%	13,773,078	-1.3%	74.2%	4,795,738	-3.1%	25.8%	1,627,181	-0.7%	88.5%	210,771	16.9%	11.5%
	YE	200312	23,671,836	16.0%	77.0%	23.0%	16,143,694	17.2%	77.0%	4,814,328	0.4%	23.0%	2,093,291	28.6%	77.1%	620,523	194.4%	22.9%
	YE	200412	24,088,648	1.8%	81.7%	18.3%	17,688,059	9.6%	80.5%	4,279,170	-11.1%	19.5%	2,003,621	-4.3%	94.4%	117,798	-81.0%	5.6%

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

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Please see the report's introduction for further details.

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

Region		Period		Total Departures				Scheduled Service						Nonscheduled Service					
				Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
								Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2003	12	295	7.3%	17.6%	82.4%	-	0.0%	0.0%	233	-1.3%	100.0%	52	126.1%	83.9%	10	-37.5%	16.1%	
	2004	12	241	-18.3%	14.5%	85.5%	-	0.0%	0.0%	206	-11.6%	100.0%	35	-32.7%	100.0%	-	-100.0%	0.0%	
	YE	200212	3,039	-16.1%	16.4%	83.6%	22	-94.5%	0.9%	2,500	-16.2%	99.1%	475	100.4%	91.9%	42	4100.0%	8.1%	
	YE	200312	3,255	7.1%	15.6%	84.4%	8	-63.6%	0.3%	2,647	5.9%	99.7%	500	5.3%	83.3%	100	138.1%	16.7%	
	YE	200412	3,090	-5.1%	13.0%	87.0%	-	-100.0%	0.0%	2,683	1.4%	100.0%	403	-19.4%	99.0%	4	-96.0%	1.0%	
Australia/Oceania	2003	12	2,037	-13.0%	25.3%	74.7%	390	-55.5%	20.4%	1,521	14.9%	79.6%	125	-2.3%	99.2%	1	-91.7%	0.8%	
	2004	12	1,922	-5.6%	26.9%	73.1%	401	2.8%	22.2%	1,405	-7.6%	77.8%	116	-7.2%	100.0%	-	-100.0%	0.0%	
	YE	200212	16,885	-15.4%	39.7%	60.3%	5,790	12.0%	36.6%	10,050	2.2%	63.4%	914	-22.2%	87.5%	131	-16.6%	12.5%	
	YE	200312	22,318	32.2%	35.8%	64.2%	6,683	15.4%	31.9%	14,283	42.1%	68.1%	1,318	44.2%	97.5%	34	-74.0%	2.5%	
	YE	200412	22,735	1.9%	26.3%	73.7%	4,851	-27.4%	22.5%	16,754	17.3%	77.5%	1,123	-14.8%	99.4%	7	-79.4%	0.6%	
Canada	2003	12	30,085	-0.3%	60.9%	39.1%	17,795	1.3%	60.4%	11,691	-3.8%	39.6%	521	66.5%	87.0%	78	-48.0%	13.0%	
	2004	12	31,181	3.6%	65.2%	34.8%	19,915	11.9%	65.3%	10,572	-9.6%	34.7%	430	-17.5%	62.0%	264	238.5%	38.0%	
	YE	200212	312,277	-0.2%	59.7%	40.3%	183,125	3.7%	59.5%	124,528	10.3%	40.5%	3,388	24.3%	73.3%	1,236	126.0%	26.7%	
	YE	200312	366,939	17.5%	63.3%	36.7%	226,336	23.6%	63.0%	133,192	7.0%	37.0%	5,783	70.7%	78.0%	1,628	31.7%	22.0%	
	YE	200412	392,570	7.0%	65.6%	34.4%	251,285	11.0%	65.5%	132,119	-0.8%	34.5%	6,318	9.3%	68.9%	2,848	74.9%	31.1%	
Central America	2003	12	22,333	4.0%	64.2%	35.8%	12,775	9.3%	62.0%	7,841	0.3%	38.0%	1,554	4.0%	90.5%	163	-65.3%	9.5%	
	2004	12	25,453	14.0%	67.2%	32.8%	15,747	23.3%	65.8%	8,180	4.3%	34.2%	1,346	-13.4%	88.2%	180	10.4%	11.8%	
	YE	200212	231,062	-57.4%	62.3%	37.7%	127,352	2.2%	60.9%	81,689	-2.7%	39.1%	16,564	8.2%	75.2%	5,457	4.4%	24.8%	
	YE	200312	246,454	6.7%	63.3%	36.7%	136,565	7.2%	62.9%	80,560	-1.4%	37.1%	19,366	16.9%	66.0%	9,963	82.6%	34.0%	
	YE	200412	274,493	11.4%	66.3%	33.7%	159,916	17.1%	63.9%	90,348	12.1%	36.1%	22,098	14.1%	91.2%	2,131	-78.6%	8.8%	
Europe	2003	12	18,354	-0.7%	45.5%	54.5%	7,968	-4.0%	44.8%	9,810	0.7%	55.2%	389	28.4%	67.5%	187	38.5%	32.5%	
	2004	12	19,560	6.6%	46.7%	53.3%	8,530	7.1%	45.4%	10,245	4.4%	54.6%	613	57.6%	78.1%	172	-8.0%	21.9%	
	YE	200212	233,831	-70.7%	46.9%	53.1%	107,182	-6.2%	47.0%	120,876	-10.1%	53.0%	2,495	-7.9%	43.2%	3,278	-35.5%	56.8%	
	YE	200312	234,985	0.5%	45.0%	55.0%	101,361	-5.4%	44.6%	125,814	4.1%	55.4%	4,302	72.4%	55.1%	3,508	7.0%	44.9%	
	YE	200412	249,211	6.1%	46.3%	53.7%	108,781	7.3%	45.6%	129,857	3.2%	54.4%	6,590	53.2%	62.3%	3,983	13.5%	37.7%	

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Passengers, Available Seats, Departures and Freight Totals By Month

Region		Period		Total Departures				Scheduled Service						Nonscheduled Service					
				Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
								Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2003	12	10,358	-0.7%	40.8%	59.2%	3,917	3.1%	39.8%	5,923	-6.6%	60.2%	304	41.4%	58.7%	214	193.2%	41.3%	
	2004	12	11,610	12.1%	43.1%	56.9%	4,537	15.8%	41.5%	6,408	8.2%	58.5%	466	53.3%	70.1%	199	-7.0%	29.9%	
	YE	200212	120,956	-86.9%	40.2%	59.8%	45,244	-11.0%	38.8%	71,231	3.3%	61.2%	3,430	306.4%	76.5%	1,051	-19.5%	23.5%	
	YE	200312	117,803	-2.6%	41.0%	59.0%	45,009	-0.5%	39.8%	68,054	-4.5%	60.2%	3,303	-3.7%	69.7%	1,437	36.7%	30.3%	
	YE	200412	131,111	11.3%	42.4%	57.6%	50,212	11.6%	40.5%	73,774	8.4%	59.5%	5,325	61.2%	74.7%	1,800	25.3%	25.3%	
Middle East	2003	12	559	12.7%	31.7%	68.3%	174	3.0%	31.3%	382	17.9%	68.7%	3	0.0%	100.0%	-	0.0%	0.0%	
	2004	12	613	9.7%	29.5%	70.5%	152	-12.6%	26.1%	431	12.8%	73.9%	29	866.7%	96.7%	1	0.0%	3.3%	
	YE	200212	5,025	-99.5%	29.2%	70.8%	1,431	-16.4%	28.7%	3,553	-10.0%	71.3%	37	23.3%	90.2%	4	0.0%	9.8%	
	YE	200312	6,333	26.0%	31.5%	68.5%	1,886	31.8%	30.4%	4,324	21.7%	69.6%	111	200.0%	90.2%	12	200.0%	9.8%	
	YE	200412	7,901	24.8%	32.7%	67.3%	2,537	34.5%	32.3%	5,310	22.8%	67.7%	50	-55.0%	92.6%	4	-66.7%	7.4%	
South America	2003	12	6,473	-1.6%	61.0%	39.0%	3,315	-6.9%	58.2%	2,385	8.7%	41.8%	636	0.8%	82.3%	137	-29.4%	17.7%	
	2004	12	7,066	9.2%	63.2%	36.8%	3,626	9.4%	61.4%	2,284	-4.2%	38.6%	839	31.9%	72.6%	317	131.4%	27.4%	
	YE	200212	74,946	-92.5%	63.5%	36.5%	43,306	-7.4%	62.4%	26,115	-12.4%	37.6%	4,277	64.0%	77.4%	1,248	1004.4%	22.6%	
	YE	200312	72,311	-3.5%	60.4%	39.6%	37,399	-13.6%	58.9%	26,069	-0.2%	41.1%	6,242	45.9%	70.6%	2,601	108.4%	29.4%	
	YE	200412	78,747	8.9%	61.8%	38.2%	39,261	5.0%	59.5%	26,684	2.4%	40.5%	9,384	50.3%	73.3%	3,418	31.4%	26.7%	
The Caribbean	2003	12	21,168	-0.6%	84.1%	15.9%	16,345	0.2%	84.3%	3,039	3.9%	15.7%	1,460	-12.2%	81.8%	324	-19.4%	18.2%	
	2004	12	20,299	-4.1%	85.7%	14.3%	16,618	1.7%	86.0%	2,696	-11.3%	14.0%	780	-46.6%	79.2%	205	-36.7%	20.8%	
	YE	200212	186,466	-84.4%	82.6%	17.4%	142,855	-0.3%	82.1%	31,068	-3.7%	17.9%	11,162	13.1%	89.0%	1,381	22.8%	11.0%	
	YE	200312	242,857	30.2%	84.4%	15.6%	189,341	32.5%	85.0%	33,346	7.3%	15.0%	15,704	40.7%	77.9%	4,466	223.4%	22.1%	
	YE	200412	242,553	-0.1%	86.2%	13.8%	193,913	2.4%	86.2%	31,114	-6.7%	13.8%	15,126	-3.7%	86.3%	2,400	-46.3%	13.7%	

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

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Please see the report's introduction for further details.

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

Freight (Tons)

Region	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2003	12	1,107	-14.1%	4.6%	95.4%	-	0.0%	0.0%	1,056	-1.9%	100.0%	51	5257.4%	100.0%	-	-100.0%	0.0%
	2004	12	1,264	14.2%	0.0%	100.0%	-	0.0%	0.0%	1,264	19.7%	100.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	200212	13,291	-20.2%	0.6%	99.4%	1	-99.9%	0.0%	12,845	-13.6%	100.0%	80	-87.4%	17.9%	366	4042.7%	82.1%
	YE	200312	14,869	11.9%	7.7%	92.3%	-	-100.0%	0.0%	13,440	4.6%	100.0%	1,147	1333.7%	80.2%	282	-22.8%	19.8%
	YE	200412	13,267	-10.8%	1.2%	98.8%	-	0.0%	0.0%	13,026	-3.1%	100.0%	153	-86.6%	63.8%	87	-69.1%	36.2%
Australia/Oceania	2003	12	11,506	-8.2%	42.7%	57.3%	3,472	-32.5%	34.5%	6,588	5.9%	65.5%	1,445	36.3%	100.0%	-	-100.0%	0.0%
	2004	12	14,870	29.2%	38.6%	61.4%	2,787	-19.7%	23.4%	9,132	38.6%	76.6%	2,951	104.1%	100.0%	-	0.0%	0.0%
	YE	200212	149,972	-7.9%	44.7%	55.3%	57,976	4.5%	41.4%	82,228	-0.7%	58.6%	9,068	21.5%	92.8%	701	29.9%	7.2%
	YE	200312	139,943	-6.7%	46.4%	53.6%	51,035	-12.0%	40.6%	74,661	-9.2%	59.4%	13,860	52.8%	97.3%	388	-44.6%	2.7%
	YE	200412	162,789	16.3%	40.8%	59.2%	47,357	-7.2%	33.0%	96,212	28.9%	67.0%	19,027	37.3%	99.0%	194	-50.1%	1.0%
Canada	2003	12	28,959	8.7%	70.3%	29.7%	15,281	5.3%	66.8%	7,590	0.6%	33.2%	5,087	177.1%	83.6%	1,001	-63.7%	16.4%
	2004	12	28,700	-0.9%	70.4%	29.6%	15,442	1.1%	69.2%	6,882	-9.3%	30.8%	4,773	-6.2%	74.9%	1,603	60.2%	25.1%
	YE	200212	322,650	-27.7%	63.2%	36.8%	176,268	8.6%	62.4%	106,181	16.4%	37.6%	27,692	11.6%	68.9%	12,509	162.4%	31.1%
	YE	200312	333,696	3.4%	70.0%	30.0%	186,275	5.7%	69.5%	81,857	-22.9%	30.5%	47,324	70.9%	72.2%	18,240	45.8%	27.8%
	YE	200412	345,983	3.7%	73.3%	26.7%	194,987	4.7%	71.8%	76,690	-6.3%	28.2%	58,487	23.6%	78.7%	15,818	-13.3%	21.3%
Central America	2003	12	46,535	-2.1%	73.2%	26.8%	23,163	-9.7%	66.5%	11,651	0.2%	33.5%	10,892	12.4%	92.9%	830	52.1%	7.1%
	2004	12	45,113	-3.1%	71.9%	28.1%	23,765	2.6%	66.7%	11,882	2.0%	33.3%	8,692	-20.2%	91.8%	774	-6.7%	8.2%
	YE	200212	571,161	-42.6%	67.7%	32.3%	298,859	7.7%	62.4%	180,069	-8.5%	37.6%	87,867	18.8%	95.3%	4,366	527.5%	4.7%
	YE	200312	516,153	-9.6%	70.5%	29.5%	255,682	-14.4%	64.1%	143,021	-20.6%	35.9%	108,189	23.1%	92.1%	9,261	112.1%	7.9%
	YE	200412	535,578	3.8%	72.9%	27.1%	256,280	0.2%	65.3%	136,061	-4.9%	34.7%	134,342	24.2%	93.8%	8,895	-4.0%	6.2%
Europe	2003	12	250,641	3.7%	41.8%	58.2%	81,493	-4.7%	36.5%	141,717	5.4%	63.5%	23,247	20.8%	84.7%	4,186	69.2%	15.3%
	2004	12	273,429	9.1%	44.2%	55.8%	88,840	9.0%	37.7%	146,953	3.7%	62.3%	31,971	37.5%	84.9%	5,664	35.3%	15.1%
	YE	200212	3,008,763	-25.4%	41.1%	58.9%	1,105,252	3.0%	39.1%	1,717,905	-4.1%	60.9%	131,710	5.8%	71.0%	53,897	12.8%	29.0%
	YE	200312	3,066,764	1.9%	41.6%	58.4%	1,045,848	-5.4%	37.5%	1,740,304	1.3%	62.5%	229,144	74.0%	81.7%	51,468	-4.5%	18.3%
	YE	200412	3,211,662	4.7%	44.5%	55.5%	1,054,944	0.9%	37.9%	1,725,264	-0.9%	62.1%	375,569	63.9%	87.0%	55,885	8.6%	13.0%

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.

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

Freight (Tons)

Region	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2003	12	263,690	10.4%	38.7%	61.3%	79,476	5.3%	34.3%	152,210	5.4%	65.7%	22,682	51.2%	70.9%	9,322	129.8%	29.1%
	2004	12	313,200	18.8%	40.3%	59.7%	91,165	14.7%	33.9%	177,981	16.9%	66.1%	35,148	55.0%	79.8%	8,906	-4.5%	20.2%
	YE	200212	2,998,789	351.0%	37.2%	62.8%	954,558	0.9%	34.5%	1,813,784	17.8%	65.5%	161,045	253.6%	69.9%	69,403	-19.7%	30.1%
	YE	200312	3,115,426	3.9%	38.8%	61.2%	965,828	1.2%	34.5%	1,829,692	0.9%	65.5%	241,786	50.1%	75.6%	78,120	12.6%	24.4%
	YE	200412	3,678,038	18.1%	39.6%	60.4%	1,066,233	10.4%	33.6%	2,111,098	15.4%	66.4%	390,465	61.5%	78.0%	110,242	41.1%	22.0%
Middle East	2003	12	3,536	5.9%	29.8%	70.2%	934	12.8%	27.4%	2,481	4.5%	72.6%	121	-12.7%	100.0%	-	0.0%	0.0%
	2004	12	7,149	102.2%	48.3%	51.7%	1,361	45.7%	26.9%	3,698	49.1%	73.1%	2,089	1632.1%	100.0%	-	0.0%	0.0%
	YE	200212	35,431	-94.7%	28.3%	71.7%	9,331	-5.2%	27.0%	25,240	-3.7%	73.0%	691	63.8%	80.4%	169	92.1%	19.6%
	YE	200312	43,201	21.9%	32.5%	67.5%	10,392	11.4%	26.7%	28,484	12.9%	73.3%	3,652	428.3%	84.4%	673	299.6%	15.6%
	YE	200412	54,136	25.3%	35.4%	64.6%	16,024	54.2%	31.5%	34,881	22.5%	68.5%	3,141	-14.0%	97.2%	90	-86.7%	2.8%
South America	2003	12	90,984	-2.5%	50.2%	49.8%	24,210	-37.3%	37.3%	40,652	40.6%	62.7%	21,506	19.5%	82.3%	4,616	-40.6%	17.7%
	2004	12	113,937	25.2%	48.5%	51.5%	27,129	12.1%	40.4%	40,038	-1.5%	59.6%	28,165	31.0%	60.2%	18,606	303.1%	39.8%
	YE	200212	1,029,048	33.1%	59.3%	40.7%	425,379	-7.2%	53.5%	370,058	-12.1%	46.5%	184,757	11.8%	79.1%	48,853	1509.6%	20.9%
	YE	200312	1,070,498	4.0%	51.4%	48.6%	325,830	-23.4%	43.6%	420,802	13.7%	56.4%	224,057	21.3%	69.2%	99,809	104.3%	30.8%
	YE	200412	1,276,865	19.3%	49.6%	50.4%	283,008	-13.1%	37.1%	480,486	14.2%	62.9%	350,287	56.3%	68.2%	163,084	63.4%	31.8%
The Carribean	2003	12	15,982	14.8%	78.2%	21.8%	9,178	19.8%	81.4%	2,097	9.4%	18.6%	3,314	48.6%	70.4%	1,393	-34.2%	29.6%
	2004	12	16,200	1.4%	83.2%	16.8%	10,927	19.1%	86.5%	1,706	-18.6%	13.5%	2,558	-22.8%	71.7%	1,009	-27.6%	28.3%
	YE	200212	160,529	-79.7%	78.0%	22.0%	109,780	-6.9%	79.7%	27,964	-18.4%	20.3%	15,444	65.5%	67.8%	7,341	254.5%	32.2%
	YE	200312	169,313	5.5%	77.3%	22.7%	98,269	-10.5%	82.2%	21,238	-24.1%	17.8%	32,606	111.1%	65.5%	17,199	134.3%	34.5%
	YE	200412	199,523	17.8%	82.4%	17.6%	123,802	26.0%	85.8%	20,451	-3.7%	14.2%	40,532	24.3%	73.3%	14,739	-14.3%	26.7%

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 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	2003	12	1,409,695	-0.4%	55.4%	44.6%	776,269	9.9%	55.3%	627,237	-9.9%	44.7%	4,327	-58.5%	69.9%	1,862	-26.3%	30.1%	
	2004	12	1,565,634	11.1%	57.4%	42.6%	898,268	15.7%	58.1%	646,533	3.1%	41.9%	875	-79.8%	4.2%	19,958	971.9%	95.8%	
	YE	200212	16,943,415	-0.6%	53.4%	46.6%	9,015,702	5.2%	53.7%	7,779,911	-6.1%	46.3%	38,744	-71.3%	26.2%	109,058	79.6%	73.8%	
	YE	200312	17,054,590	0.7%	57.4%	42.6%	9,721,533	7.8%	57.6%	7,166,457	-7.9%	42.4%	74,331	91.9%	44.6%	92,269	-15.4%	55.4%	
	YE	200412	19,256,696	12.9%	59.8%	40.2%	11,467,591	18.0%	60.5%	7,481,070	4.4%	39.5%	56,611	-23.8%	18.4%	251,424	172.5%	81.6%	
United Kingdom	2003	12	1,376,890	3.5%	40.6%	59.4%	559,417	0.6%	41.5%	787,021	5.2%	58.5%	240	-32.0%	0.8%	30,212	17.3%	99.2%	
	2004	12	1,384,442	0.5%	41.3%	58.7%	570,884	2.0%	42.2%	782,628	-0.6%	57.8%	1,130	370.8%	3.7%	29,800	-1.4%	96.3%	
	YE	200212	16,548,578	-1.5%	41.6%	58.4%	6,874,949	2.1%	43.4%	8,966,506	-0.5%	56.6%	1,662	-79.3%	0.2%	705,461	-32.6%	99.8%	
	YE	200312	16,454,775	-0.6%	39.2%	60.8%	6,454,293	-6.1%	41.2%	9,205,245	2.7%	58.8%	1,136	-31.6%	0.1%	794,101	12.6%	99.9%	
	YE	200412	17,924,391	8.9%	40.0%	60.0%	7,160,347	10.9%	42.3%	9,760,290	6.0%	57.7%	4,195	269.3%	0.4%	999,559	25.9%	99.6%	
Mexico	2003	12	1,420,350	6.4%	67.2%	32.8%	814,100	15.2%	64.2%	454,005	-0.1%	35.8%	140,803	9.2%	92.5%	11,442	-74.1%	7.5%	
	2004	12	1,638,290	15.3%	68.1%	31.9%	996,216	22.4%	66.1%	510,179	12.4%	33.9%	119,220	-15.3%	90.4%	12,675	10.8%	9.6%	
	YE	200212	14,499,640	-3.2%	64.1%	35.9%	7,609,189	0.0%	62.5%	4,565,770	-9.2%	37.5%	1,683,935	2.3%	72.4%	640,746	-6.8%	27.6%	
	YE	200312	15,327,501	5.7%	66.8%	33.2%	8,429,164	10.8%	66.8%	4,193,977	-8.1%	33.2%	1,805,313	7.2%	66.8%	899,047	40.3%	33.2%	
	YE	200412	17,851,135	16.5%	69.8%	30.2%	10,251,938	21.6%	66.1%	5,258,922	25.4%	33.9%	2,200,607	21.9%	94.0%	139,668	-84.5%	6.0%	
Japan	2003	12	1,089,796	4.4%	52.1%	47.9%	565,584	4.5%	52.5%	512,536	2.3%	47.5%	2,275	389.2%	19.5%	9,401	643.8%	80.5%	
	2004	12	1,084,525	-0.5%	57.3%	42.7%	618,727	9.4%	57.7%	453,670	-11.5%	42.3%	3,097	36.1%	25.5%	9,031	-3.9%	74.5%	
	YE	200212	12,662,564	-3.4%	52.4%	47.6%	6,635,579	-1.1%	52.5%	6,005,249	-5.2%	47.5%	4,866	-65.2%	22.4%	16,870	-56.9%	77.6%	
	YE	200312	11,255,708	-11.1%	55.6%	44.4%	6,244,899	-5.9%	55.7%	4,968,573	-17.3%	44.3%	8,933	83.6%	21.2%	33,303	97.4%	78.8%	
	YE	200412	13,055,435	16.0%	56.6%	43.4%	7,356,831	17.8%	56.7%	5,625,675	13.2%	43.3%	28,232	216.0%	38.7%	44,697	34.2%	61.3%	
Germany	2003	12	550,026	8.6%	42.7%	57.3%	234,418	8.5%	42.7%	315,033	8.5%	57.3%	555	0.0%	96.5%	20	0.0%	3.5%	
	2004	12	584,026	6.2%	41.4%	58.6%	237,374	1.3%	41.0%	342,218	8.6%	59.0%	4,434	698.9%	100.0%	-	-100.0%	0.0%	
	YE	200212	6,652,781	-2.6%	40.6%	59.4%	2,702,454	-3.3%	40.6%	3,948,035	-2.1%	59.4%	1,862	548.8%	81.2%	430	-68.4%	18.8%	
	YE	200312	6,979,040	4.9%	37.0%	63.0%	2,559,958	-5.3%	37.0%	4,359,328	10.4%	63.0%	22,907	1130.2%	38.3%	36,847	8469.1%	61.7%	
	YE	200412	7,854,598	12.5%	36.9%	63.1%	2,876,196	12.4%	36.7%	4,957,912	13.7%	63.3%	19,707	-14.0%	96.2%	783	-97.9%	3.8%	

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

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

Please see the report's introduction for further details.

2/ Ranking based on latest monthly data.

Table 3 : Top 25 Foreign Country Gateways 1/

Country 2/		Period		Total Traffic			Scheduled Service						Nonscheduled Service						
				Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
								Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
France	2003	12	448,601	5.9%	42.6%	57.4%	190,886	-2.7%	42.6%	257,715	15.8%	57.4%	-	0.0%	0.0%	-	-100.0%	0.0%	
	2004	12	448,718	0.0%	44.4%	55.6%	199,096	4.3%	44.4%	249,622	-3.1%	55.6%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200212	5,636,174	-6.1%	49.4%	50.6%	2,786,483	-8.3%	50.0%	2,785,123	-3.3%	50.0%	543	-40.1%	0.8%	64,025	-23.5%	99.2%	
	YE	200312	5,443,176	-3.4%	42.9%	57.1%	2,336,723	-16.1%	43.0%	3,092,638	11.0%	57.0%	179	-67.0%	1.3%	13,636	-78.7%	98.7%	
	YE	200412	5,950,823	9.3%	43.2%	56.8%	2,573,156	10.1%	43.2%	3,376,963	9.2%	56.8%	422	135.8%	59.9%	282	-97.9%	40.1%	
Netherlands	2003	12	324,832	-4.2%	59.9%	40.1%	194,585	3.5%	59.9%	130,247	-13.7%	40.1%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	12	351,984	8.4%	59.9%	40.1%	210,930	8.4%	59.9%	141,054	8.3%	40.1%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200212	4,206,830	-1.9%	61.2%	38.8%	2,575,776	8.4%	61.2%	1,631,054	-14.6%	38.8%	-	-100.0%	0.0%	-	-100.0%	0.0%	
	YE	200312	4,112,949	-2.2%	59.4%	40.6%	2,443,962	-5.1%	59.4%	1,668,987	2.3%	40.6%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200412	4,425,526	7.6%	58.9%	41.1%	2,604,338	6.6%	58.9%	1,820,103	9.1%	41.1%	1,085	0.0%	100.0%	-	0.0%	0.0%	
Dominican Republic	2003	12	286,817	-0.4%	93.9%	6.1%	226,694	9.1%	96.8%	7,477	-16.6%	3.2%	42,739	-0.8%	81.2%	9,907	-64.9%	18.8%	
	2004	12	318,162	10.9%	98.2%	1.8%	300,906	32.7%	98.9%	3,492	-53.3%	1.1%	11,664	-72.7%	84.7%	2,100	-78.8%	15.3%	
	YE	200212	2,838,137	-4.2%	92.0%	8.0%	2,201,345	-11.8%	93.8%	144,844	3.5%	6.2%	410,532	44.6%	83.5%	81,416	92.6%	16.5%	
	YE	200312	3,390,510	19.5%	89.8%	10.2%	2,474,756	12.4%	96.0%	103,292	-28.7%	4.0%	570,727	39.0%	70.2%	241,735	196.9%	29.8%	
	YE	200412	3,700,469	9.1%	96.7%	3.3%	3,043,976	23.0%	97.7%	71,845	-30.4%	2.3%	533,780	-6.5%	91.3%	50,868	-79.0%	8.7%	
Bahamas	2003	12	245,794	5.9%	74.3%	25.7%	177,291	3.2%	73.7%	63,158	20.2%	26.3%	5,345	-31.5%	100.0%	-	0.0%	0.0%	
	2004	12	227,971	-7.3%	76.3%	23.7%	171,286	-3.4%	76.0%	54,121	-14.3%	24.0%	2,564	-52.0%	100.0%	-	0.0%	0.0%	
	YE	200212	2,442,966	0.2%	76.7%	23.3%	1,806,619	7.1%	76.1%	568,671	-8.2%	23.9%	66,418	-47.6%	98.1%	1,258	-81.6%	1.9%	
	YE	200312	2,914,297	19.3%	80.0%	20.0%	2,226,148	23.2%	79.3%	582,480	2.4%	20.7%	105,145	58.3%	99.5%	524	-58.3%	0.5%	
	YE	200412	2,976,206	2.1%	83.7%	16.3%	2,332,874	4.8%	82.8%	484,029	-16.9%	17.2%	159,149	51.4%	99.9%	154	-70.6%	0.1%	
South Korea	2003	12	218,220	11.2%	6.2%	93.8%	13,433	0.0%	6.2%	204,305	6.7%	93.8%	-	0.0%	0.0%	482	-90.0%	100.0%	
	2004	12	224,138	2.7%	5.3%	94.7%	11,852	-11.8%	5.3%	211,118	3.3%	94.7%	-	0.0%	0.0%	1,168	142.3%	100.0%	
	YE	200212	2,484,395	-0.6%	0.0%	100.0%	-	-100.0%	0.0%	2,467,661	4.3%	100.0%	-	0.0%	0.0%	16,734	243.0%	100.0%	
	YE	200312	2,376,873	-4.3%	4.1%	95.9%	97,459	0.0%	4.1%	2,258,292	-8.5%	95.9%	-	0.0%	0.0%	21,122	26.2%	100.0%	
	YE	200412	2,737,115	15.2%	5.7%	94.3%	154,972	59.0%	5.7%	2,563,713	13.5%	94.3%	-	0.0%	0.0%	18,430	-12.7%	100.0%	

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Jamaica	2003	12	225,828	4.2%	42.2%	57.8%	88,276	8.5%	40.4%	130,204	3.3%	59.6%	7,129	-21.7%	97.0%	219	49.0%	3.0%	
	2004	12	208,830	-7.5%	47.5%	52.5%	91,988	4.2%	45.6%	109,564	-15.9%	54.4%	7,278	2.1%	100.0%	-	-100.0%	0.0%	
	YE	200212	2,466,172	-0.3%	38.8%	61.2%	800,275	0.5%	34.8%	1,500,673	0.4%	65.2%	157,725	-4.6%	95.5%	7,499	-58.4%	4.5%	
	YE	200312	2,516,224	2.0%	44.8%	55.2%	979,790	22.4%	41.7%	1,370,250	-8.7%	58.3%	148,135	-6.1%	89.1%	18,049	140.7%	10.9%	
	YE	200412	2,616,330	4.0%	46.8%	53.2%	1,068,131	9.0%	43.7%	1,374,427	0.3%	56.3%	157,097	6.0%	90.4%	16,675	-7.6%	9.6%	
Italy	2003	12	137,721	-3.0%	45.8%	54.2%	63,063	-5.8%	45.8%	74,654	-0.4%	54.2%	4	0.0%	100.0%	-	0.0%	0.0%	
	2004	12	154,829	12.4%	44.4%	55.6%	68,821	9.1%	44.5%	85,991	15.2%	55.5%	-	-100.0%	0.0%	17	0.0%	100.0%	
	YE	200212	2,081,849	-16.6%	55.9%	44.1%	1,163,843	-2.7%	56.0%	915,728	-28.3%	44.0%	641	-97.1%	28.1%	1,637	542.0%	71.9%	
	YE	200312	1,954,349	-6.1%	50.0%	50.0%	972,595	-16.4%	49.9%	977,328	6.7%	50.1%	4,417	589.1%	99.8%	9	-99.5%	0.2%	
	YE	200412	2,495,617	27.7%	52.0%	48.0%	1,294,992	33.1%	52.0%	1,197,286	22.5%	48.0%	3,320	-24.8%	99.4%	19	111.1%	0.6%	
Taiwan	2003	12	163,671	-15.0%	1.6%	98.4%	2,583	-81.9%	1.6%	161,088	-9.6%	98.4%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	12	179,927	9.9%	1.2%	98.8%	2,243	-13.2%	1.2%	177,684	10.3%	98.8%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200212	2,188,493	4.1%	9.3%	90.7%	204,602	-29.6%	9.3%	1,983,887	9.5%	90.7%	4	0.0%	100.0%	-	0.0%	0.0%	
	YE	200312	1,775,278	-18.9%	3.4%	96.6%	60,952	-70.2%	3.4%	1,714,326	-13.6%	96.6%	-	-100.0%	0.0%	-	0.0%	0.0%	
	YE	200412	2,108,349	18.8%	1.4%	98.6%	29,679	-51.3%	1.4%	2,078,670	21.3%	98.6%	-	0.0%	0.0%	-	0.0%	0.0%	
Brazil	2003	12	179,203	-1.3%	65.0%	35.0%	116,524	5.0%	65.0%	62,679	-11.2%	35.0%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	12	191,258	6.7%	65.0%	35.0%	124,243	6.6%	65.0%	67,006	6.9%	35.0%	9	0.0%	100.0%	-	0.0%	0.0%	
	YE	200212	1,983,837	-12.6%	59.7%	40.3%	1,182,323	-7.2%	59.7%	798,846	-19.1%	40.3%	2,042	-53.8%	76.5%	626	-82.6%	23.5%	
	YE	200312	1,909,324	-3.8%	63.4%	36.6%	1,210,850	2.4%	63.4%	697,556	-12.7%	36.6%	167	-91.8%	18.2%	751	20.0%	81.8%	
	YE	200412	1,997,417	4.6%	63.9%	36.1%	1,272,033	5.1%	63.8%	720,905	3.3%	36.2%	3,414	1944.3%	76.2%	1,065	41.8%	23.8%	
Costa Rica	2003	12	143,055	10.7%	66.2%	33.8%	93,478	13.3%	65.9%	48,358	7.2%	34.1%	1,219	-9.7%	100.0%	-	-100.0%	0.0%	
	2004	12	169,884	18.8%	79.6%	20.4%	134,155	43.5%	79.5%	34,661	-28.3%	20.5%	1,068	-12.4%	100.0%	-	0.0%	0.0%	
	YE	200212	1,227,829	1.8%	69.2%	30.8%	821,500	0.9%	68.5%	378,039	11.5%	31.5%	28,014	-33.8%	99.0%	276	-97.4%	1.0%	
	YE	200312	1,418,702	15.5%	65.3%	34.7%	902,591	9.9%	64.8%	489,818	29.6%	35.2%	23,193	-17.2%	88.2%	3,100	1023.2%	11.8%	
	YE	200412	1,784,996	25.8%	72.6%	27.4%	1,254,689	39.0%	72.0%	488,737	-0.2%	28.0%	41,570	79.2%	100.0%	-	-100.0%	0.0%	

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Spain	2003	12	126,713	13.0%	41.1%	58.9%	52,042	18.6%	41.1%	74,671	9.4%	58.9%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	12	115,974	-8.5%	44.3%	55.7%	51,426	-1.2%	44.3%	64,548	-13.6%	55.7%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200212	1,573,978	-5.3%	44.0%	56.0%	692,948	7.5%	44.0%	880,208	-9.3%	56.0%	16	-99.9%	1.9%	806	-97.6%	98.1%	
	YE	200312	1,582,075	0.5%	43.9%	56.1%	694,457	0.2%	44.0%	884,861	0.5%	56.0%	176	1000.0%	6.4%	2,581	220.2%	93.6%	
	YE	200412	1,736,500	9.8%	45.6%	54.4%	788,599	13.6%	45.5%	943,155	6.6%	54.5%	3,857	2091.5%	81.3%	889	-65.6%	18.7%	
Ireland	2003	12	104,267	13.1%	19.5%	80.5%	19,223	4.9%	18.6%	83,953	14.4%	81.4%	1,091	530.6%	100.0%	-	-100.0%	0.0%	
	2004	12	119,049	14.2%	25.1%	74.9%	29,840	55.2%	25.1%	89,209	6.3%	74.9%	-	-100.0%	0.0%	-	0.0%	0.0%	
	YE	200212	1,368,303	-15.0%	25.3%	74.7%	344,578	-7.5%	25.3%	1,019,920	-14.8%	74.7%	2,280	-90.7%	59.9%	1,525	-89.8%	40.1%	
	YE	200312	1,580,604	15.5%	28.2%	71.8%	438,210	27.2%	28.1%	1,122,734	10.1%	71.9%	8,309	264.4%	42.3%	11,351	644.3%	57.7%	
	YE	200412	1,666,951	5.5%	28.8%	71.2%	474,140	8.2%	28.5%	1,187,309	5.8%	71.5%	5,470	-34.2%	99.4%	32	-99.7%	0.6%	
Hong Kong-China	2003	12	116,427	-4.9%	41.3%	58.7%	48,112	6.6%	41.3%	68,315	-11.6%	58.7%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	12	141,585	21.6%	36.6%	63.4%	51,818	7.7%	36.6%	89,767	31.4%	63.4%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200212	1,389,964	-3.7%	40.2%	59.8%	558,824	-20.2%	40.2%	831,140	12.0%	59.8%	-	-100.0%	0.0%	-	0.0%	0.0%	
	YE	200312	1,038,337	-25.3%	35.7%	64.3%	370,476	-33.7%	35.7%	667,861	-19.6%	64.3%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200412	1,528,535	47.2%	38.1%	61.9%	582,887	57.3%	38.1%	945,648	41.6%	61.9%	-	0.0%	0.0%	-	0.0%	0.0%	
Australia	2003	12	121,579	-4.7%	33.0%	67.0%	40,161	4.1%	33.0%	81,418	-8.5%	67.0%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	12	126,520	4.1%	38.7%	61.3%	48,966	21.9%	38.7%	77,554	-4.7%	61.3%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200212	1,345,184	-3.5%	30.8%	69.2%	414,162	1.0%	30.8%	930,594	-5.2%	69.2%	22	-98.4%	5.1%	406	-32.4%	94.9%	
	YE	200312	1,284,275	-4.5%	31.0%	69.0%	398,173	-3.9%	31.0%	885,875	-4.8%	69.0%	167	659.1%	73.6%	60	-85.2%	26.4%	
	YE	200412	1,442,331	12.3%	33.8%	66.2%	487,584	22.5%	33.8%	954,626	7.8%	66.2%	107	-35.9%	88.4%	14	-76.7%	11.6%	
Switzerland	2003	12	112,994	2.5%	35.4%	64.6%	39,970	38.5%	35.4%	73,024	-10.2%	64.6%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	12	116,604	3.2%	42.8%	57.2%	49,932	24.9%	42.8%	66,661	-8.7%	57.2%	-	0.0%	0.0%	11	0.0%	100.0%	
	YE	200212	1,447,087	-21.3%	28.6%	71.4%	413,440	0.6%	28.8%	1,021,121	-27.7%	71.2%	128	-96.2%	1.0%	12,398	0.9%	99.0%	
	YE	200312	1,393,184	-3.7%	32.4%	67.6%	450,837	9.0%	32.5%	937,713	-8.2%	67.5%	-	-100.0%	0.0%	4,634	-62.6%	100.0%	
	YE	200412	1,415,432	1.6%	41.3%	58.7%	584,912	29.7%	41.4%	827,065	-11.8%	58.6%	-	0.0%	0.0%	3,455	-25.4%	100.0%	

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Colombia	2003	12	144,687	11.0%	49.5%	50.5%	63,164	2.0%	47.2%	70,520	3.3%	52.8%	8,443	6708.9%	76.7%	2,560	0.0%	23.3%	
	2004	12	145,108	0.3%	47.6%	52.4%	68,957	9.2%	47.6%	76,034	7.8%	52.4%	117	-98.6%	100.0%	-	-100.0%	0.0%	
	YE	200212	1,172,980	-9.7%	47.4%	52.6%	555,961	-5.4%	47.4%	616,800	-13.2%	52.6%	219	-37.2%	100.0%	-	0.0%	0.0%	
	YE	200312	1,204,570	2.7%	49.0%	51.0%	565,120	1.6%	48.3%	604,988	-1.9%	51.7%	25,610	11594.1%	74.3%	8,852	0.0%	25.7%	
	YE	200412	1,318,764	9.5%	48.0%	52.0%	629,340	11.4%	47.8%	686,181	13.4%	52.2%	3,243	-87.3%	100.0%	-	-100.0%	0.0%	
Venezuela	2003	12	119,800	24.6%	78.9%	21.1%	75,476	41.8%	74.9%	25,246	6.2%	25.1%	19,078	2.0%	100.0%	-	-100.0%	0.0%	
	2004	12	162,022	35.2%	82.2%	17.8%	93,356	23.7%	76.4%	28,761	13.9%	23.6%	39,905	109.2%	100.0%	-	0.0%	0.0%	
	YE	200212	1,151,659	-20.3%	72.4%	27.6%	780,727	-17.6%	71.1%	317,972	-35.0%	28.9%	52,516	1094.1%	99.2%	444	-87.7%	0.8%	
	YE	200312	964,585	-16.2%	77.9%	22.1%	593,417	-24.0%	73.5%	213,619	-32.8%	26.5%	157,549	200.0%	100.0%	-	-100.0%	0.0%	
	YE	200412	1,265,326	31.2%	81.2%	18.8%	789,565	33.1%	76.9%	237,440	11.2%	23.1%	238,321	51.3%	100.0%	-	0.0%	0.0%	
El Salvador	2003	12	110,612	4.9%	38.7%	61.3%	42,757	4.4%	38.7%	67,855	5.2%	61.3%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	12	125,215	13.2%	38.3%	61.7%	47,776	11.7%	38.2%	77,307	13.9%	61.8%	132	0.0%	100.0%	-	0.0%	0.0%	
	YE	200212	1,047,145	7.8%	42.0%	58.0%	439,056	-4.6%	42.0%	607,465	19.0%	58.0%	624	524.0%	100.0%	-	0.0%	0.0%	
	YE	200312	1,082,485	3.4%	39.6%	60.4%	422,784	-3.7%	39.3%	653,487	7.6%	60.7%	6,214	895.8%	100.0%	-	0.0%	0.0%	
	YE	200412	1,224,371	13.1%	40.2%	59.8%	491,353	16.2%	40.2%	732,104	12.0%	59.8%	914	-85.3%	100.0%	-	0.0%	0.0%	
Aruba	2003	12	72,626	-0.5%	100.0%	0.0%	65,077	1.9%	100.0%	-	0.0%	0.0%	7,549	-11.5%	100.0%	-	-100.0%	0.0%	
	2004	12	81,951	12.8%	99.3%	0.7%	75,196	15.5%	100.0%	-	0.0%	0.0%	6,194	-17.9%	91.7%	561	0.0%	8.3%	
	YE	200212	897,537	-5.2%	97.0%	3.0%	775,071	4.8%	97.1%	23,432	-0.5%	2.9%	95,153	-39.1%	96.1%	3,881	-85.9%	3.9%	
	YE	200312	922,614	2.8%	99.7%	0.3%	823,900	6.3%	100.0%	-	-100.0%	0.0%	95,594	0.5%	96.8%	3,120	-19.6%	3.2%	
	YE	200412	1,090,412	18.2%	99.9%	0.1%	975,987	18.5%	100.0%	-	0.0%	0.0%	113,864	19.1%	99.5%	561	-82.0%	0.5%	
China	2003	12	74,882	14.6%	42.4%	57.6%	31,749	16.8%	42.4%	43,133	13.0%	57.6%	-	0.0%	0.0%	-	0.0%	0.0%	
	2004	12	97,065	29.6%	51.8%	48.2%	50,269	58.3%	51.8%	46,796	8.5%	48.2%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200212	868,475	-2.4%	44.6%	55.4%	387,026	-21.9%	44.6%	481,313	22.3%	55.4%	136	-52.1%	100.0%	-	0.0%	0.0%	
	YE	200312	636,567	-26.7%	44.2%	55.8%	281,448	-27.3%	44.2%	355,103	-26.2%	55.8%	16	-88.2%	100.0%	-	0.0%	0.0%	
	YE	200412	1,080,965	69.8%	44.9%	55.1%	485,155	72.4%	44.9%	595,156	67.6%	55.1%	654	3987.5%	100.0%	-	0.0%	0.0%	

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2/ Ranking based on latest monthly 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	2003	12	2,325,241	-3.9%	53.8%	46.2%	1,240,205	1.3%	53.6%	1,072,401	-8.6%	46.4%	10,055	-47.7%	79.6%	2,580	-29.7%	20.4%
	2004	12	2,411,261	3.7%	56.4%	43.6%	1,355,854	9.3%	57.1%	1,019,731	-4.9%	42.9%	3,801	-62.2%	10.7%	31,875	1135.5%	89.3%
	YE	200212	27,348,677	-2.6%	53.1%	46.9%	14,448,997	-0.9%	53.3%	12,678,827	-4.2%	46.7%	81,576	-55.0%	36.9%	139,277	87.1%	63.1%
	YE	200312	28,177,924	3.0%	56.6%	43.4%	15,812,272	9.4%	56.7%	12,081,612	-4.7%	43.3%	149,084	82.8%	52.5%	134,956	-3.1%	47.5%
	YE	200412	29,367,278	4.2%	59.3%	40.7%	17,295,571	9.4%	59.8%	11,628,783	-3.7%	40.2%	107,103	-28.2%	24.2%	335,821	148.8%	75.8%
Mexico	2003	12	2,052,643	3.4%	64.8%	35.2%	1,140,110	10.3%	61.8%	704,592	0.5%	38.2%	188,985	9.0%	90.9%	18,956	-75.3%	9.1%
	2004	12	2,338,236	13.9%	66.9%	33.1%	1,401,044	22.9%	65.1%	752,076	6.7%	34.9%	164,098	-13.2%	88.6%	21,018	10.9%	11.4%
	YE	200212	21,495,045	-3.5%	61.0%	39.0%	10,953,308	1.0%	59.3%	7,505,042	-8.6%	40.7%	2,161,554	-6.5%	71.2%	875,141	-2.9%	28.8%
	YE	200312	22,730,363	5.7%	62.9%	37.1%	11,953,139	9.1%	63.0%	7,006,241	-6.6%	37.0%	2,339,112	8.2%	62.0%	1,431,871	63.6%	38.0%
	YE	200412	25,474,567	12.1%	66.5%	33.5%	14,199,378	18.8%	63.1%	8,293,655	18.4%	36.9%	2,729,526	16.7%	91.5%	252,008	-82.4%	8.5%
United Kingdom	2003	12	1,677,229	-0.2%	39.6%	60.4%	664,183	-4.0%	40.5%	976,539	1.8%	59.5%	624	49.6%	1.7%	35,883	24.8%	98.3%
	2004	12	1,765,159	5.2%	40.2%	59.8%	706,288	6.3%	40.9%	1,022,175	4.7%	59.1%	3,180	409.6%	8.7%	33,516	-6.6%	91.3%
	YE	200212	21,358,614	-6.7%	41.7%	58.3%	8,904,229	-3.1%	43.4%	11,621,884	-6.3%	56.6%	4,850	-77.3%	0.6%	827,651	-35.6%	99.4%
	YE	200312	21,127,027	-1.1%	39.1%	60.9%	8,250,355	-7.3%	40.8%	11,980,293	3.1%	59.2%	2,799	-42.3%	0.3%	893,580	8.0%	99.7%
	YE	200412	22,505,755	6.5%	39.5%	60.5%	8,879,017	7.6%	41.5%	12,494,948	4.3%	58.5%	10,970	291.9%	1.0%	1,120,820	25.4%	99.0%
Japan	2003	12	1,399,132	-1.0%	49.3%	50.7%	685,700	-3.3%	49.9%	688,148	-1.9%	50.1%	4,745	240.1%	18.8%	20,539	993.7%	81.2%
	2004	12	1,430,377	2.2%	55.0%	45.0%	779,686	13.7%	55.5%	625,451	-9.1%	44.5%	6,758	42.4%	26.8%	18,482	-10.0%	73.2%
	YE	200212	16,507,540	-10.3%	50.1%	49.9%	8,251,365	-8.8%	50.1%	8,225,123	-11.4%	49.9%	10,916	-54.8%	35.2%	20,136	-57.5%	64.8%
	YE	200312	15,237,457	-7.7%	53.2%	46.8%	8,091,305	-1.9%	53.4%	7,069,576	-14.0%	46.6%	16,853	54.4%	22.0%	59,723	196.6%	78.0%
	YE	200412	16,312,176	7.1%	54.2%	45.8%	8,798,464	8.7%	54.3%	7,392,593	4.6%	45.7%	48,685	188.9%	40.2%	72,434	21.3%	59.8%
Germany	2003	12	670,726	3.6%	42.4%	57.6%	282,784	-0.5%	42.3%	386,327	6.5%	57.7%	1,555	89.6%	96.3%	60	0.0%	3.7%
	2004	12	721,133	7.5%	41.1%	58.9%	288,808	2.1%	40.5%	424,775	10.0%	59.5%	7,550	385.5%	100.0%	-	-100.0%	0.0%
	YE	200212	8,163,438	-10.3%	41.2%	58.8%	3,361,194	-9.2%	41.2%	4,796,518	-11.1%	58.8%	5,144	1058.6%	89.8%	582	-73.7%	10.2%
	YE	200312	8,561,069	4.9%	38.1%	61.9%	3,229,542	-3.9%	38.1%	5,254,276	9.5%	61.9%	34,295	566.7%	44.4%	42,956	7280.8%	55.6%
	YE	200412	9,476,284	10.7%	37.1%	62.9%	3,484,073	7.9%	36.9%	5,960,934	13.4%	63.1%	29,752	-13.2%	95.1%	1,525	-96.4%	4.9%

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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
France	2003	12	560,107	0.0%	42.0%	58.0%	235,503	-10.3%	42.0%	324,604	11.3%	58.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	2004	12	553,688	-1.1%	45.3%	54.7%	250,687	6.4%	45.3%	303,001	-6.7%	54.7%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200212	7,067,575	-11.6%	49.7%	50.3%	3,508,507	-13.8%	50.2%	3,479,968	-8.9%	49.8%	1,596	-28.8%	2.0%	77,504	-22.3%	98.0%
	YE	200312	6,870,090	-2.8%	43.4%	56.6%	2,983,664	-15.0%	43.5%	3,868,796	11.2%	56.5%	269	-83.1%	1.5%	17,361	-77.6%	98.5%
	YE	200412	7,288,117	6.1%	44.0%	56.0%	3,202,633	7.3%	44.0%	4,084,251	5.6%	56.0%	805	199.3%	65.3%	428	-97.5%	34.7%
Dominican Republic	2003	12	466,772	-5.5%	93.0%	7.0%	365,515	3.0%	95.5%	17,130	12.4%	4.5%	68,509	7.9%	81.4%	15,618	-74.2%	18.6%
	2004	12	498,001	6.7%	97.4%	2.6%	466,897	27.7%	98.1%	9,262	-45.9%	1.9%	18,398	-73.1%	84.2%	3,444	-77.9%	15.8%
	YE	200212	4,300,146	0.5%	90.2%	9.8%	3,339,324	-8.1%	92.8%	259,858	23.0%	7.2%	540,157	43.9%	77.1%	160,807	192.1%	22.9%
	YE	200312	5,451,048	26.8%	88.2%	11.8%	3,979,706	19.2%	95.3%	196,495	-24.4%	4.7%	830,116	53.7%	65.1%	444,731	176.6%	34.9%
	YE	200412	5,537,303	1.6%	96.3%	3.7%	4,596,600	15.5%	97.0%	140,661	-28.4%	3.0%	735,850	-11.4%	92.0%	64,192	-85.6%	8.0%
Netherlands	2003	12	395,743	-11.6%	59.6%	40.4%	236,005	-5.7%	59.6%	159,738	-19.1%	40.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	426,408	7.7%	60.5%	39.5%	257,794	9.2%	60.5%	168,614	5.6%	39.5%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200212	5,159,176	-4.7%	60.8%	39.2%	3,135,796	5.5%	60.8%	2,023,380	-17.1%	39.2%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE	200312	4,998,849	-3.1%	59.0%	41.0%	2,949,649	-5.9%	59.0%	2,049,200	1.3%	41.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200412	5,188,997	3.8%	58.8%	41.2%	3,050,432	3.4%	58.8%	2,137,029	4.3%	41.2%	1,536	0.0%	100.0%	-	0.0%	0.0%
Bahamas	2003	12	406,272	-7.1%	77.0%	23.0%	302,403	-7.8%	76.4%	93,400	0.5%	23.6%	10,469	-35.8%	100.0%	-	0.0%	0.0%
	2004	12	404,053	-0.5%	79.2%	20.8%	314,411	4.0%	78.9%	84,185	-9.9%	21.1%	5,457	-47.9%	100.0%	-	0.0%	0.0%
	YE	200212	3,774,945	-1.9%	74.2%	25.8%	2,680,064	6.4%	73.4%	972,467	-10.8%	26.6%	120,974	-47.5%	98.8%	1,440	-83.8%	1.2%
	YE	200312	4,834,440	28.1%	77.5%	22.5%	3,577,735	33.5%	76.7%	1,085,515	11.6%	23.3%	169,940	40.5%	99.3%	1,250	-13.2%	0.7%
	YE	200412	4,723,084	-2.3%	82.2%	17.8%	3,604,981	0.8%	81.1%	842,705	-22.4%	18.9%	275,178	61.9%	99.9%	220	-82.4%	0.1%
Jamaica	2003	12	333,150	3.3%	41.5%	58.5%	128,502	13.3%	39.8%	194,722	0.8%	60.2%	9,706	-38.0%	97.8%	220	-5.6%	2.2%
	2004	12	329,732	-1.0%	47.1%	52.9%	143,861	12.0%	45.2%	174,438	-10.4%	54.8%	11,433	17.8%	100.0%	-	-100.0%	0.0%
	YE	200212	3,578,161	2.6%	36.9%	63.1%	1,112,632	5.4%	33.1%	2,247,559	2.0%	66.9%	207,411	0.4%	95.2%	10,559	-49.9%	4.8%
	YE	200312	3,762,859	5.2%	42.1%	57.9%	1,389,636	24.9%	39.2%	2,154,928	-4.1%	60.8%	193,826	-6.5%	88.8%	24,469	131.7%	11.2%
	YE	200412	3,938,906	4.7%	44.7%	55.3%	1,556,331	12.0%	41.9%	2,158,831	0.2%	58.1%	203,724	5.1%	91.1%	20,020	-18.2%	8.9%

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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
South Korea	2003	12	304,625	3.8%	5.6%	94.4%	17,054	0.0%	5.6%	286,819	-0.2%	94.4%	-	0.0%	0.0%	752	-88.1%	100.0%
	2004	12	322,198	5.8%	4.9%	95.1%	15,770	-7.5%	4.9%	304,658	6.2%	95.1%	-	0.0%	0.0%	1,770	135.4%	100.0%
	YE	200212	3,524,429	0.3%	0.0%	100.0%	-	-100.0%	0.0%	3,502,469	5.8%	100.0%	-	0.0%	0.0%	21,960	158.7%	100.0%
	YE	200312	3,398,685	-3.6%	3.4%	96.6%	116,966	0.0%	3.5%	3,255,139	-7.1%	96.5%	-	0.0%	0.0%	26,580	21.0%	100.0%
	YE	200412	3,587,490	5.6%	5.3%	94.7%	190,289	62.7%	5.3%	3,372,388	3.6%	94.7%	1,004	0.0%	4.0%	23,809	-10.4%	96.0%
Italy	2003	12	181,366	-11.8%	44.2%	55.8%	80,022	-20.9%	44.2%	101,171	-3.1%	55.8%	173	0.0%	100.0%	-	0.0%	0.0%
	2004	12	210,596	16.1%	42.1%	57.9%	88,462	10.5%	42.1%	121,789	20.4%	57.9%	278	60.7%	80.6%	67	0.0%	19.4%
	YE	200212	2,611,317	-21.8%	55.1%	44.9%	1,438,108	-9.9%	55.1%	1,169,986	-31.8%	44.9%	1,454	-94.5%	45.1%	1,769	580.4%	54.9%
	YE	200312	2,450,599	-6.2%	48.7%	51.3%	1,185,064	-17.6%	48.5%	1,258,017	7.5%	51.5%	7,470	413.8%	99.4%	48	-97.3%	0.6%
	YE	200412	3,078,864	25.6%	50.2%	49.8%	1,539,087	29.9%	50.1%	1,534,097	21.9%	49.9%	5,595	-25.1%	98.5%	85	77.1%	1.5%
Brazil	2003	12	230,445	-8.5%	63.4%	36.6%	146,140	-8.7%	63.4%	84,305	-8.2%	36.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	247,413	7.4%	65.7%	34.3%	162,558	11.2%	65.7%	84,837	0.6%	34.3%	18	0.0%	100.0%	-	0.0%	0.0%
	YE	200212	3,142,619	-11.7%	63.0%	37.0%	1,977,672	-5.0%	63.0%	1,160,090	-20.9%	37.0%	3,394	-45.4%	69.9%	1,463	-65.7%	30.1%
	YE	200312	2,666,526	-15.1%	63.9%	36.1%	1,702,373	-13.9%	63.9%	962,194	-17.1%	36.1%	488	-85.6%	24.9%	1,471	0.5%	75.1%
	YE	200412	2,696,356	1.1%	65.0%	35.0%	1,747,907	2.7%	65.0%	942,175	-2.1%	35.0%	4,595	841.6%	73.2%	1,679	14.1%	26.8%
Taiwan	2003	12	204,457	-22.7%	2.1%	97.9%	4,340	-77.8%	2.1%	200,117	-18.3%	97.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	2004	12	222,652	8.9%	1.8%	98.2%	4,030	-7.1%	1.8%	218,622	9.2%	98.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200212	2,835,710	0.4%	9.1%	90.9%	258,117	-33.8%	9.1%	2,577,426	5.9%	90.9%	167	0.0%	100.0%	-	0.0%	0.0%
	YE	200312	2,540,045	-10.4%	3.7%	96.3%	92,790	-64.1%	3.7%	2,447,255	-5.1%	96.3%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	200412	2,621,019	3.2%	1.6%	98.4%	43,090	-53.6%	1.6%	2,577,929	5.3%	98.4%	-	0.0%	0.0%	-	0.0%	0.0%
Costa Rica	2003	12	189,101	14.2%	67.6%	32.4%	126,375	22.9%	67.4%	61,204	0.3%	32.6%	1,522	0.1%	100.0%	-	-100.0%	0.0%
	2004	12	230,182	21.7%	79.2%	20.8%	181,222	43.4%	79.1%	47,772	-21.9%	20.9%	1,188	-21.9%	100.0%	-	0.0%	0.0%
	YE	200212	1,690,605	3.5%	68.3%	31.7%	1,117,514	2.9%	67.6%	536,334	11.6%	32.4%	36,479	-31.1%	99.2%	278	-98.0%	0.8%
	YE	200312	1,913,407	13.2%	64.4%	35.6%	1,201,994	7.6%	64.0%	676,976	26.2%	36.0%	30,593	-16.1%	88.8%	3,844	1282.7%	11.2%
	YE	200412	2,521,307	31.8%	73.5%	26.5%	1,791,399	49.0%	72.8%	667,842	-1.3%	27.2%	62,066	102.9%	100.0%	-	-100.0%	0.0%

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Spain	2003	12	156,798	-25.3%	40.6%	59.4%	63,601	12.9%	40.6%	93,197	-39.3%	59.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	154,713	-1.3%	42.3%	57.7%	65,473	2.9%	42.3%	89,240	-4.2%	57.7%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200212	2,036,101	-12.2%	42.2%	57.8%	858,779	-0.3%	42.2%	1,175,746	-15.0%	57.8%	24	-99.9%	1.5%	1,552	-97.4%	98.5%
	YE	200312	1,979,313	-2.8%	43.4%	56.6%	859,482	0.1%	43.5%	1,114,572	-5.2%	56.5%	247	929.2%	4.7%	5,012	222.9%	95.3%
	YE	200412	2,156,283	8.9%	45.0%	55.0%	962,017	11.9%	44.8%	1,185,740	6.4%	55.2%	7,569	2964.4%	88.8%	957	-80.9%	11.2%
Venezuela	2003	12	161,915	-2.1%	78.5%	21.5%	100,709	12.8%	74.3%	34,776	-9.1%	25.7%	26,430	-28.8%	100.0%	-	-100.0%	0.0%
	2004	12	208,234	28.6%	82.3%	17.7%	117,279	16.5%	76.1%	36,919	6.2%	23.9%	54,036	104.4%	100.0%	-	0.0%	0.0%
	YE	200212	1,910,890	-13.1%	71.7%	28.3%	1,265,682	-10.2%	70.1%	540,346	-30.3%	29.9%	104,238	1402.2%	99.4%	624	-91.0%	0.6%
	YE	200312	1,472,873	-22.9%	75.9%	24.1%	852,873	-32.6%	70.6%	354,993	-34.3%	29.4%	265,007	154.2%	100.0%	-	-100.0%	0.0%
	YE	200412	2,124,590	44.2%	80.8%	19.2%	1,281,575	50.3%	75.8%	408,552	15.1%	24.2%	434,439	63.9%	100.0%	24	0.0%	0.0%
Australia	2003	12	154,388	-6.3%	30.4%	69.6%	46,903	2.7%	30.4%	107,485	-9.6%	69.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	2004	12	183,055	18.6%	33.1%	66.9%	60,606	29.2%	33.1%	122,449	13.9%	66.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200212	1,802,474	-13.8%	29.8%	70.2%	536,982	-12.2%	29.8%	1,264,821	-14.2%	70.2%	251	-83.5%	37.4%	420	-88.9%	62.6%
	YE	200312	1,711,135	-5.1%	31.3%	68.7%	535,668	-0.2%	31.3%	1,174,986	-7.1%	68.7%	383	52.6%	79.6%	98	-76.7%	20.4%
	YE	200412	1,961,942	14.7%	32.0%	68.0%	628,023	17.2%	32.0%	1,333,692	13.5%	68.0%	191	-50.1%	84.1%	36	-63.3%	15.9%
Ireland	2003	12	123,698	14.8%	20.7%	79.3%	22,572	-0.3%	18.7%	98,057	16.4%	81.3%	3,069	409.0%	100.0%	-	-100.0%	0.0%
	2004	12	136,384	10.3%	24.7%	75.3%	33,502	48.4%	24.6%	102,650	4.7%	75.4%	232	-92.4%	100.0%	-	0.0%	0.0%
	YE	200212	1,642,536	-22.9%	25.4%	74.6%	410,655	-10.3%	25.1%	1,224,176	-23.7%	74.9%	6,020	-83.1%	78.1%	1,685	-94.9%	21.9%
	YE	200312	1,859,797	13.2%	29.0%	71.0%	519,762	26.6%	28.4%	1,307,291	6.8%	71.6%	20,496	240.5%	62.6%	12,248	626.9%	37.4%
	YE	200412	1,931,856	3.9%	29.0%	71.0%	548,341	5.5%	28.6%	1,371,952	4.9%	71.4%	11,503	-43.9%	99.5%	60	-99.5%	0.5%
Hong Kong-China	2003	12	151,988	-7.8%	38.1%	61.9%	57,923	1.2%	38.1%	94,065	-12.5%	61.9%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	182,501	20.1%	33.6%	66.4%	61,383	6.0%	33.6%	121,118	28.8%	66.4%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200212	1,816,678	-11.8%	38.5%	61.5%	699,475	-30.2%	38.5%	1,116,691	5.5%	61.5%	512	41.4%	100.0%	-	0.0%	0.0%
	YE	200312	1,442,309	-20.6%	33.7%	66.3%	486,729	-30.4%	33.7%	955,580	-14.4%	66.3%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	200412	1,909,334	32.4%	36.6%	63.4%	698,280	43.5%	36.6%	1,211,054	26.7%	63.4%	-	0.0%	0.0%	-	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 latest year ended data.

Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Colombia	2003	12	187,504	4.1%	49.9%	50.1%	81,886	-0.5%	47.7%	89,848	-7.9%	52.3%	11,770	6823.5%	74.6%	4,000	0.0%	25.4%
	2004	12	171,436	-8.6%	49.2%	50.8%	84,172	2.8%	49.1%	87,094	-3.1%	50.9%	170	-98.6%	100.0%	-	-100.0%	0.0%
	YE	200212	1,893,923	-3.3%	45.7%	54.3%	864,419	-6.1%	45.7%	1,029,048	-0.9%	54.3%	456	20.0%	100.0%	-	0.0%	0.0%
	YE	200312	1,939,881	2.4%	48.7%	51.3%	909,274	5.2%	48.2%	975,775	-5.2%	51.8%	35,489	7682.7%	64.7%	19,343	0.0%	35.3%
	YE	200412	1,905,139	-1.8%	50.2%	49.8%	952,259	4.7%	50.1%	948,473	-2.8%	49.9%	4,369	-87.7%	99.1%	38	-99.8%	0.9%
Switzerland	2003	12	137,882	-3.5%	37.1%	62.9%	51,139	24.5%	37.1%	86,743	-14.8%	62.9%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	145,627	5.6%	44.6%	55.4%	64,977	27.1%	44.6%	80,618	-7.1%	55.4%	-	0.0%	0.0%	32	0.0%	100.0%
	YE	200212	1,805,598	-25.5%	31.3%	68.7%	564,715	-3.4%	31.6%	1,224,755	-32.6%	68.4%	215	-95.7%	1.3%	15,913	-6.2%	98.7%
	YE	200312	1,809,806	0.2%	34.7%	65.3%	628,672	11.3%	34.8%	1,175,410	-4.0%	65.2%	-	-100.0%	0.0%	5,724	-64.0%	100.0%
	YE	200412	1,758,526	-2.8%	43.1%	56.9%	758,206	20.6%	43.2%	995,004	-15.3%	56.8%	-	0.0%	0.0%	5,316	-7.1%	100.0%
El Salvador	2003	12	154,758	7.1%	39.1%	60.9%	60,498	9.4%	39.1%	94,260	5.6%	60.9%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	172,034	11.2%	38.6%	61.4%	66,079	9.2%	38.5%	105,600	12.0%	61.5%	355	0.0%	100.0%	-	0.0%	0.0%
	YE	200212	1,475,123	13.8%	42.9%	57.1%	630,276	2.6%	42.8%	842,596	23.6%	57.2%	2,251	550.6%	100.0%	-	0.0%	0.0%
	YE	200312	1,524,120	3.3%	40.9%	59.1%	607,359	-3.6%	40.3%	900,664	6.9%	59.7%	16,097	615.1%	100.0%	-	0.0%	0.0%
	YE	200412	1,734,405	13.8%	42.2%	57.8%	728,808	20.0%	42.1%	1,002,955	11.4%	57.9%	2,642	-83.6%	100.0%	-	0.0%	0.0%
Aruba	2003	12	112,283	6.5%	100.0%	0.0%	102,374	9.6%	100.0%	-	0.0%	0.0%	9,909	-12.5%	100.0%	-	-100.0%	0.0%
	2004	12	129,852	15.6%	99.4%	0.6%	120,191	17.4%	100.0%	-	0.0%	0.0%	8,923	-10.0%	92.4%	738	0.0%	7.6%
	YE	200212	1,228,557	-6.0%	96.3%	3.7%	1,058,571	2.5%	96.3%	40,800	5.3%	3.7%	124,725	-36.2%	96.5%	4,461	-88.8%	3.5%
	YE	200312	1,256,577	2.3%	99.7%	0.3%	1,139,740	7.7%	100.0%	-	-100.0%	0.0%	112,643	-9.7%	96.4%	4,194	-6.0%	3.6%
	YE	200412	1,484,848	18.2%	100.0%	0.0%	1,346,200	18.1%	100.0%	-	0.0%	0.0%	137,910	22.4%	99.5%	738	-82.4%	0.5%
Peru	2003	12	115,943	-3.1%	56.9%	43.1%	65,920	-3.0%	56.9%	50,023	-3.2%	43.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	130,966	13.0%	60.4%	39.6%	79,045	19.9%	60.4%	51,816	3.6%	39.6%	-	0.0%	0.0%	105	0.0%	100.0%
	YE	200212	1,274,726	4.5%	60.8%	39.2%	773,484	-8.6%	60.7%	499,971	34.1%	39.3%	1,038	141.4%	81.7%	233	0.0%	18.3%
	YE	200312	1,359,769	6.7%	58.0%	42.0%	788,794	2.0%	58.0%	570,396	14.1%	42.0%	346	-66.7%	59.8%	233	0.0%	40.2%
	YE	200412	1,444,519	6.2%	62.4%	37.6%	901,364	14.3%	62.4%	542,147	-5.0%	37.6%	516	49.1%	51.2%	492	111.2%	48.8%

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

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Please see the report's introduction for further details.

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

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Japan	2003	12	92,084	1.8%	55.8%	44.2%	47,267	4.8%	53.8%	40,666	-2.3%	46.2%	4,151	21.7%	100.0%	-	-100.0%	0.0%
	2004	12	105,270	14.3%	57.2%	42.8%	51,811	9.6%	53.5%	45,031	10.7%	46.5%	8,368	101.6%	99.3%	61	0.0%	0.7%
	YE	200212	1,199,573	7.5%	55.8%	44.2%	611,147	1.7%	53.6%	528,880	7.0%	46.4%	58,038	177.9%	97.5%	1,508	188.7%	2.5%
	YE	200312	1,128,535	-5.9%	56.8%	43.2%	592,147	-3.1%	54.9%	486,272	-8.1%	45.1%	48,960	-15.6%	97.7%	1,156	-23.3%	2.3%
	YE	200412	1,248,777	10.7%	58.4%	41.6%	647,572	9.4%	55.5%	519,030	6.7%	44.5%	81,383	66.2%	99.0%	792	-31.5%	1.0%
United Kingdom	2003	12	73,937	4.1%	47.3%	52.7%	31,130	-3.0%	44.8%	38,351	12.5%	55.2%	3,864	-11.9%	86.7%	592	30.3%	13.3%
	2004	12	81,875	10.7%	48.1%	51.9%	33,479	7.5%	44.3%	42,055	9.7%	55.7%	5,925	53.3%	93.4%	416	-29.7%	6.6%
	YE	200212	896,134	0.4%	51.5%	48.5%	436,442	3.7%	50.6%	425,900	1.3%	49.4%	24,990	-34.6%	74.0%	8,802	-34.7%	26.0%
	YE	200312	909,680	1.5%	49.1%	50.9%	401,767	-7.9%	47.0%	453,917	6.6%	53.0%	44,785	79.2%	82.9%	9,211	4.7%	17.1%
	YE	200412	966,736	6.3%	49.7%	50.3%	402,871	0.3%	45.9%	475,534	4.8%	54.1%	77,968	74.1%	88.3%	10,362	12.5%	11.7%
South Korea	2003	12	72,047	22.8%	34.0%	66.0%	13,950	-0.3%	26.7%	38,255	0.5%	73.3%	10,520	236.0%	53.0%	9,322	166.0%	47.0%
	2004	12	76,414	6.1%	35.8%	64.2%	13,765	-1.3%	25.2%	40,802	6.7%	74.8%	13,599	29.3%	62.2%	8,248	-11.5%	37.8%
	YE	200212	737,114	12.3%	26.9%	73.1%	161,275	3.6%	25.3%	475,695	20.0%	74.7%	37,371	94.0%	37.3%	62,772	-26.3%	62.7%
	YE	200312	828,741	12.4%	33.1%	66.9%	173,306	7.5%	26.5%	479,467	0.8%	73.5%	100,924	170.1%	57.4%	75,044	19.5%	42.6%
	YE	200412	955,555	15.3%	36.0%	64.0%	165,329	-4.6%	24.5%	508,207	6.0%	75.5%	178,257	76.6%	63.2%	103,761	38.3%	36.8%
Taiwan	2003	12	54,513	16.0%	15.2%	84.8%	3,870	12.7%	7.7%	46,205	16.2%	92.3%	4,439	16.5%	100.0%	-	0.0%	0.0%
	2004	12	58,765	7.8%	12.5%	87.5%	3,921	1.3%	7.1%	51,442	11.3%	92.9%	3,403	-23.3%	100.0%	-	0.0%	0.0%
	YE	200212	560,449	18.3%	10.2%	89.8%	42,632	-26.2%	7.8%	503,000	21.7%	92.2%	14,656	413.1%	98.9%	161	291.3%	1.1%
	YE	200312	631,230	12.6%	15.2%	84.8%	41,868	-1.8%	7.3%	535,416	6.4%	92.7%	53,946	268.1%	100.0%	-	-100.0%	0.0%
	YE	200412	749,648	18.8%	14.9%	85.1%	48,025	14.7%	7.0%	637,702	19.1%	93.0%	63,921	18.5%	100.0%	-	0.0%	0.0%
Germany	2003	12	45,526	-2.2%	36.5%	63.5%	13,730	4.5%	32.2%	28,902	0.7%	67.8%	2,893	-36.4%	100.0%	-	-100.0%	0.0%
	2004	12	56,134	23.3%	44.3%	55.7%	15,507	12.9%	36.8%	26,578	-8.0%	63.2%	9,343	222.9%	66.5%	4,706	0.0%	33.5%
	YE	200212	591,528	5.6%	32.8%	67.2%	176,681	1.4%	31.6%	381,622	5.0%	68.4%	17,101	235.8%	51.5%	16,125	-6.4%	48.5%
	YE	200312	598,335	1.2%	35.0%	65.0%	174,365	-1.3%	31.0%	387,290	1.5%	69.0%	34,848	103.8%	95.0%	1,832	-88.6%	5.0%
	YE	200412	648,591	8.4%	43.6%	56.4%	193,081	10.7%	35.9%	344,136	-11.1%	64.1%	89,442	156.7%	80.3%	21,932	1097.0%	19.7%

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

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Freight (Tons)

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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	
Colombia	2003	12	31,175	7.6%	45.2%	54.8%	5,102	-35.6%	24.0%	16,141	53.4%	76.0%	8,980	-7.0%	90.4%	952	9.9%	9.6%
	2004	12	41,012	31.6%	45.0%	55.0%	2,179	-57.3%	12.0%	15,929	-1.3%	88.0%	16,280	81.3%	71.1%	6,624	595.5%	28.9%
	YE	200212	327,871	-4.0%	55.8%	44.2%	88,479	-28.6%	39.3%	136,784	-14.9%	60.7%	94,592	67.4%	92.2%	8,015	1425.5%	7.8%
	YE	200312	401,591	22.5%	48.8%	51.2%	75,588	-14.6%	29.8%	177,987	30.1%	70.2%	120,452	27.3%	81.4%	27,564	243.9%	18.6%
	YE	200412	496,156	23.5%	48.7%	51.3%	37,205	-50.8%	15.8%	197,886	11.2%	84.2%	204,262	69.6%	78.2%	56,802	106.1%	21.8%
France	2003	12	29,540	-5.8%	51.4%	48.6%	14,809	-7.7%	50.8%	14,362	-3.1%	49.2%	370	124.3%	100.0%	-	-100.0%	0.0%
	2004	12	35,298	19.5%	50.8%	49.2%	17,899	20.9%	51.0%	17,191	19.7%	49.0%	33	-91.2%	15.6%	175	0.0%	84.4%
	YE	200212	403,393	-5.3%	50.4%	49.6%	202,805	-4.8%	50.5%	198,758	-5.7%	49.5%	497	-44.6%	27.2%	1,331	-6.5%	72.8%
	YE	200312	358,340	-11.2%	50.3%	49.7%	179,096	-11.7%	50.2%	177,725	-10.6%	49.8%	1,199	141.0%	78.9%	320	-76.0%	21.1%
	YE	200412	392,303	9.5%	49.3%	50.7%	192,251	7.3%	49.9%	193,356	8.8%	50.1%	1,161	-3.2%	17.3%	5,535	1630.0%	82.7%
Netherlands	2003	12	32,639	5.1%	32.4%	67.6%	7,351	-2.0%	25.0%	22,069	0.6%	75.0%	3,219	99.2%	100.0%	-	0.0%	0.0%
	2004	12	34,793	6.6%	32.1%	67.9%	9,625	30.9%	29.0%	23,612	7.0%	71.0%	1,555	-51.7%	100.0%	-	0.0%	0.0%
	YE	200212	340,238	1.5%	28.3%	71.7%	93,324	13.8%	27.7%	243,760	-2.9%	72.3%	3,099	67.4%	98.3%	55	-77.1%	1.7%
	YE	200312	357,984	5.2%	30.5%	69.5%	88,137	-5.6%	26.2%	248,897	2.1%	73.8%	20,950	575.9%	100.0%	-	-100.0%	0.0%
	YE	200412	387,690	8.3%	33.2%	66.8%	99,841	13.3%	27.8%	259,093	4.1%	72.2%	28,741	37.2%	100.0%	14	0.0%	0.0%
China	2003	12	18,745	7.4%	42.5%	57.5%	6,892	54.2%	39.0%	10,778	-8.6%	61.0%	1,074	-9.1%	100.0%	-	0.0%	0.0%
	2004	12	37,326	99.1%	43.5%	56.5%	13,156	90.9%	38.4%	21,108	95.8%	61.6%	3,063	185.0%	100.0%	-	0.0%	0.0%
	YE	200212	178,469	32.2%	25.8%	74.2%	40,921	19.5%	23.6%	132,382	32.2%	76.4%	5,167	#####	100.0%	-	-100.0%	0.0%
	YE	200312	222,351	24.6%	33.2%	66.8%	61,744	50.9%	29.4%	148,551	12.2%	70.6%	12,012	132.5%	99.6%	44	0.0%	0.4%
	YE	200412	346,339	55.8%	35.9%	64.1%	111,111	80.0%	33.4%	221,807	49.3%	66.6%	13,381	11.4%	99.7%	39	-11.1%	0.3%
Canada	2003	12	28,959	8.7%	70.3%	29.7%	15,281	5.3%	66.8%	7,590	0.6%	33.2%	5,087	177.1%	83.6%	1,001	-63.7%	16.4%
	2004	12	28,700	-0.9%	70.4%	29.6%	15,442	1.1%	69.2%	6,882	-9.3%	30.8%	4,773	-6.2%	74.9%	1,603	60.2%	25.1%
	YE	200212	322,641	14.0%	63.2%	36.8%	176,268	8.6%	62.4%	106,181	16.4%	37.6%	27,684	11.6%	68.9%	12,509	162.4%	31.1%
	YE	200312	333,696	3.4%	70.0%	30.0%	186,275	5.7%	69.5%	81,857	-22.9%	30.5%	47,324	70.9%	72.2%	18,240	45.8%	27.8%
	YE	200412	345,983	3.7%	73.3%	26.7%	194,987	4.7%	71.8%	76,690	-6.3%	28.2%	58,487	23.6%	78.7%	15,818	-13.3%	21.3%

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

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Please see the report's introduction for further details.

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

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Hong Kong-China	2003	12	22,327	3.0%	33.7%	66.3%	7,383	-11.6%	33.3%	14,794	20.0%	66.7%	149	-85.0%	100.0%	-	0.0%	0.0%
	2004	12	30,558	36.9%	42.4%	57.6%	8,390	13.6%	32.6%	17,350	17.3%	67.4%	4,567	2957.1%	94.8%	251	0.0%	5.2%
	YE	200212	285,606	35.1%	45.1%	54.9%	97,329	5.5%	38.3%	156,693	34.1%	61.7%	31,585	1246.0%	100.0%	-	0.0%	0.0%
	YE	200312	270,842	-5.2%	37.7%	62.3%	95,088	-2.3%	36.0%	168,802	7.7%	64.0%	6,921	-78.1%	99.5%	31	0.0%	0.5%
	YE	200412	306,710	13.2%	35.4%	64.6%	92,804	-2.4%	32.0%	196,950	16.7%	68.0%	15,727	127.2%	92.8%	1,228	3808.1%	7.2%
Mexico	2003	12	26,921	6.4%	67.5%	32.5%	11,807	12.6%	59.8%	7,933	-5.9%	40.2%	6,352	8.8%	88.4%	830	52.1%	11.6%
	2004	12	25,537	-5.1%	68.0%	32.0%	11,827	0.2%	61.4%	7,447	-6.1%	38.6%	5,549	-12.6%	88.6%	713	-14.0%	11.4%
	YE	200212	319,919	1.4%	56.6%	43.4%	123,952	-1.1%	47.8%	135,099	4.1%	52.2%	56,967	-4.7%	93.6%	3,902	726.6%	6.4%
	YE	200312	306,900	-4.1%	63.2%	36.8%	127,985	3.3%	55.1%	104,377	-22.7%	44.9%	65,839	15.6%	88.3%	8,699	122.9%	11.7%
	YE	200412	301,380	-1.8%	68.1%	31.9%	130,430	1.9%	59.7%	87,968	-15.7%	40.3%	74,713	13.5%	90.0%	8,269	-4.9%	10.0%
Belgium	2003	12	19,964	21.7%	59.2%	40.8%	6,529	-18.6%	44.7%	8,088	30.7%	55.3%	5,287	140.3%	98.9%	60	0.0%	1.1%
	2004	12	17,773	-11.0%	57.8%	42.2%	3,400	-47.9%	31.2%	7,505	-7.2%	68.8%	6,869	29.9%	100.0%	-	-100.0%	0.0%
	YE	200212	188,847	-0.2%	62.4%	37.6%	81,139	17.5%	53.4%	70,922	-15.2%	46.6%	36,678	1.0%	99.7%	108	12.3%	0.3%
	YE	200312	229,782	21.7%	62.2%	37.8%	96,065	18.4%	52.9%	85,520	20.6%	47.1%	46,901	27.9%	97.3%	1,296	1103.2%	2.7%
	YE	200412	251,115	9.3%	56.8%	43.2%	49,975	-48.0%	31.5%	108,434	26.8%	68.5%	92,706	97.7%	100.0%	-	-100.0%	0.0%
Brazil	2003	12	16,636	-7.4%	53.5%	46.5%	8,012	-28.5%	52.5%	7,253	56.6%	47.5%	881	433.2%	64.3%	490	-75.0%	35.7%
	2004	12	20,137	21.0%	59.8%	40.2%	9,731	21.5%	55.8%	7,709	6.3%	44.2%	2,318	163.0%	86.0%	378	-22.8%	14.0%
	YE	200212	228,592	-4.6%	59.9%	40.1%	131,522	2.1%	63.5%	75,528	-9.2%	36.5%	5,390	-80.4%	25.0%	16,152	169867.2%	75.0%
	YE	200312	209,066	-8.5%	55.5%	44.5%	105,823	-19.5%	60.6%	68,733	-9.0%	39.4%	10,183	88.9%	29.5%	24,327	50.6%	70.5%
	YE	200412	248,281	18.8%	60.0%	40.0%	105,341	-0.5%	53.1%	92,942	35.2%	46.9%	43,525	327.4%	87.1%	6,474	-73.4%	12.9%
Italy	2003	12	10,377	-7.9%	51.5%	48.5%	2,332	-22.4%	31.7%	5,032	-24.6%	68.3%	3,014	90.2%	100.0%	-	0.0%	0.0%
	2004	12	10,865	4.7%	47.8%	52.2%	2,641	13.3%	31.8%	5,671	12.7%	68.2%	2,553	-15.3%	100.0%	-	0.0%	0.0%
	YE	200212	131,096	-4.4%	37.5%	62.5%	39,053	-9.9%	32.4%	81,615	-12.4%	67.6%	10,170	4327.3%	97.5%	258	-19.3%	2.5%
	YE	200312	136,252	3.9%	49.5%	50.5%	31,185	-20.1%	31.2%	68,654	-15.9%	68.8%	36,214	256.1%	99.5%	200	-22.7%	0.5%
	YE	200412	129,370	-5.1%	51.9%	48.1%	36,336	16.5%	36.9%	62,228	-9.4%	63.1%	30,791	-15.0%	99.9%	16	-91.9%	0.1%

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

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

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Peru	2003	12	11,864	-26.0%	46.3%	53.7%	884	-86.5%	17.5%	4,181	4.5%	82.5%	4,606	53.8%	67.8%	2,192	-12.1%	32.2%
	2004	12	15,689	32.2%	36.6%	63.4%	4,127	366.7%	50.4%	4,068	-2.7%	49.6%	1,617	-64.9%	21.6%	5,876	168.0%	78.4%
	YE	200212	102,348	29.6%	50.1%	49.9%	36,587	8.9%	46.6%	41,894	20.8%	53.4%	14,719	37.8%	61.7%	9,149	0.0%	38.3%
	YE	200312	113,696	11.1%	35.7%	64.3%	16,375	-55.2%	25.4%	48,219	15.1%	74.6%	24,164	64.2%	49.2%	24,939	172.6%	50.8%
	YE	200412	125,720	10.6%	23.9%	76.1%	18,528	13.1%	28.4%	46,723	-3.1%	71.6%	11,504	-52.4%	19.0%	48,966	96.3%	81.0%
Chile	2003	12	12,995	14.6%	58.3%	41.7%	3,788	-34.4%	41.2%	5,415	34.2%	58.8%	3,792	544.5%	100.0%	-	-100.0%	0.0%
	2004	12	12,169	-6.4%	47.1%	52.9%	4,142	9.4%	43.9%	5,283	-2.4%	56.1%	1,593	-58.0%	58.1%	1,151	0.0%	41.9%
	YE	200212	122,603	15.0%	57.3%	42.7%	60,018	24.2%	57.7%	44,017	-15.4%	42.3%	10,212	76.5%	55.0%	8,355	1918.0%	45.0%
	YE	200312	109,683	-10.5%	50.5%	49.5%	41,721	-30.5%	45.7%	49,577	12.6%	54.3%	13,700	34.2%	74.5%	4,685	-43.9%	25.5%
	YE	200412	120,196	9.6%	47.8%	52.2%	43,988	5.4%	44.3%	55,312	11.6%	55.7%	13,508	-1.4%	64.6%	7,388	57.7%	35.4%
Ecuador	2003	12	7,449	-15.6%	49.6%	50.4%	1,963	-35.5%	34.3%	3,758	66.0%	65.7%	1,729	-51.0%	100.0%	-	0.0%	0.0%
	2004	12	9,010	20.9%	66.7%	33.3%	2,049	4.4%	40.6%	2,997	-20.2%	59.4%	3,964	129.3%	100.0%	-	0.0%	0.0%
	YE	200212	114,245	19.2%	71.8%	28.2%	45,515	14.2%	58.5%	32,224	19.5%	41.5%	36,477	25.6%	99.9%	28	0.0%	0.1%
	YE	200312	119,794	4.9%	69.9%	30.1%	38,647	-15.1%	52.2%	35,440	10.0%	47.8%	45,093	23.6%	98.7%	613	2083.8%	1.3%
	YE	200412	109,725	-8.4%	66.2%	33.8%	24,589	-36.4%	39.9%	37,018	4.5%	60.1%	48,033	6.5%	99.8%	84	-86.2%	0.2%
Switzerland	2003	12	6,476	-9.1%	21.3%	78.7%	1,382	5.2%	21.3%	5,094	-12.3%	78.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2004	12	7,072	9.2%	30.1%	69.9%	2,131	54.2%	30.1%	4,942	-3.0%	69.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200212	88,562	-13.4%	19.1%	80.9%	16,901	6.2%	19.1%	71,523	-17.0%	80.9%	3	-98.4%	2.1%	136	0.0%	97.9%
	YE	200312	91,048	2.8%	21.5%	78.5%	19,558	15.7%	21.5%	71,468	-0.1%	78.5%	2	-40.5%	7.6%	21	-84.8%	92.4%
	YE	200412	82,262	-9.7%	28.6%	71.4%	23,522	20.3%	28.6%	58,740	-17.8%	71.4%	-	-100.0%	0.0%	-	-100.0%	0.0%
Dominican Republic	2003	12	5,648	0.7%	82.2%	17.8%	3,691	-2.5%	87.3%	536	62.7%	12.7%	953	175.8%	67.0%	469	-59.2%	33.0%
	2004	12	6,248	10.6%	91.7%	8.3%	5,573	51.0%	95.3%	277	-48.3%	4.7%	156	-83.7%	39.1%	242	-48.4%	60.9%
	YE	200212	70,062	1.1%	87.2%	12.8%	54,186	-10.6%	89.8%	6,162	1.9%	10.2%	6,875	185.7%	70.8%	2,840	1379.6%	29.2%
	YE	200312	73,313	4.6%	80.0%	20.0%	46,992	-13.3%	88.2%	6,309	2.4%	11.8%	11,640	69.3%	58.2%	8,372	194.8%	41.8%
	YE	200412	80,462	9.8%	88.5%	11.5%	65,512	39.4%	92.0%	5,719	-9.3%	8.0%	5,663	-51.4%	61.3%	3,569	-57.4%	38.7%

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

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Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Australia	2003	12	5,096	-2.1%	63.5%	36.5%	2,560	-29.0%	57.9%	1,860	16.4%	42.1%	676	0.0%	100.0%	-	0.0%	0.0%
	2004	12	7,888	54.8%	50.4%	49.6%	1,970	-23.1%	33.5%	3,911	110.3%	66.5%	2,007	196.7%	100.0%	-	0.0%	0.0%
	YE	200212	67,505	19.2%	58.6%	41.4%	39,245	44.6%	58.5%	27,886	-3.8%	41.5%	336	-31.4%	89.7%	39	0.0%	10.3%
	YE	200312	64,735	-4.1%	66.8%	33.2%	38,412	-2.1%	64.2%	21,458	-23.1%	35.8%	4,829	1337.5%	99.2%	37	-4.1%	0.8%
	YE	200412	80,306	24.1%	57.3%	42.7%	35,960	-6.4%	51.3%	34,158	59.2%	48.7%	10,077	108.7%	98.9%	111	200.4%	1.1%
Venezuela	2003	12	3,614	-10.7%	56.5%	43.5%	1,276	6.6%	47.4%	1,418	-21.1%	52.6%	766	-18.0%	83.2%	155	27.0%	16.8%
	2004	12	7,489	107.2%	37.8%	62.2%	1,248	-2.1%	47.8%	1,362	-3.9%	52.2%	1,579	106.3%	32.4%	3,300	2027.6%	67.6%
	YE	200212	68,603	-22.3%	65.1%	34.9%	26,460	-33.0%	53.4%	23,058	7.6%	46.6%	18,178	-33.5%	95.2%	907	1033.6%	4.8%
	YE	200312	40,954	-40.3%	45.4%	54.6%	11,378	-57.0%	40.6%	16,612	-28.0%	59.4%	7,210	-60.3%	55.6%	5,754	534.2%	44.4%
	YE	200412	77,142	88.4%	45.1%	54.9%	15,720	38.2%	48.9%	16,457	-0.9%	51.1%	19,092	164.8%	42.5%	25,873	349.7%	57.5%
Argentina	2003	12	5,690	24.9%	61.6%	38.4%	2,838	8.0%	64.2%	1,580	70.3%	35.8%	665	0.0%	52.3%	607	-39.3%	47.7%
	2004	12	6,252	9.9%	59.8%	40.2%	3,184	12.2%	62.9%	1,875	18.7%	37.1%	558	-16.1%	46.7%	635	4.7%	53.3%
	YE	200212	44,372	-41.3%	72.5%	27.5%	31,734	-19.5%	76.6%	9,684	-71.8%	23.4%	451	-60.8%	15.3%	2,503	275.3%	84.7%
	YE	200312	55,397	24.8%	62.2%	37.8%	32,120	1.2%	68.7%	14,657	51.3%	31.3%	2,351	421.7%	27.3%	6,270	150.5%	72.7%
	YE	200412	69,333	25.2%	58.5%	41.5%	32,570	1.4%	59.1%	22,579	54.1%	40.9%	7,988	239.8%	56.3%	6,195	-1.2%	43.7%
Spain	2003	12	5,044	-12.5%	50.9%	49.1%	2,457	-2.3%	49.8%	2,476	-22.0%	50.2%	111	49.4%	100.0%	-	0.0%	0.0%
	2004	12	5,735	13.7%	47.8%	52.2%	2,625	6.8%	46.7%	2,995	21.0%	53.3%	114	2.9%	100.0%	-	0.0%	0.0%
	YE	200212	64,786	-7.7%	47.2%	52.8%	30,060	-3.6%	46.8%	34,121	-10.9%	53.2%	529	49.5%	87.5%	76	-82.3%	12.5%
	YE	200312	59,474	-8.2%	47.0%	53.0%	27,772	-7.6%	46.9%	31,435	-7.9%	53.1%	198	-62.7%	74.2%	69	-9.1%	25.8%
	YE	200412	67,990	14.3%	50.6%	49.4%	34,024	22.5%	50.5%	33,316	6.0%	49.5%	371	87.9%	57.2%	278	304.2%	42.8%
Costa Rica	2003	12	5,591	-1.2%	77.4%	22.6%	3,104	-15.7%	71.1%	1,262	27.3%	28.9%	1,225	23.9%	100.0%	-	0.0%	0.0%
	2004	12	5,166	-7.6%	74.3%	25.7%	3,013	-3.0%	69.4%	1,329	5.3%	30.6%	825	-32.7%	100.0%	-	0.0%	0.0%
	YE	200212	70,919	5.8%	82.0%	18.0%	48,598	12.0%	79.3%	12,718	-23.0%	20.7%	9,583	35.2%	99.8%	19	0.0%	0.2%
	YE	200312	65,203	-8.1%	82.5%	17.5%	42,104	-13.4%	78.7%	11,421	-10.2%	21.3%	11,678	21.9%	100.0%	-	-100.0%	0.0%
	YE	200412	66,042	1.3%	75.0%	25.0%	32,600	-22.6%	66.4%	16,490	44.4%	33.6%	16,902	44.7%	99.7%	49	0.0%	0.3%

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

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

Gateway City	Apt.	YE Dec. 2004			YE Dec. 2003			Yr/Yr Growth	YE Dec. 2004 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	16,783,259	37.6%	62.4%	14,406,145	34.6%	65.4%	16.5%	76.1%
Los Angeles, CA	LAX	15,787,046	20.4%	79.6%	13,878,538	19.9%	80.1%	13.8%	75.7%
Miami, FL	MIA	13,994,513	56.8%	43.2%	13,823,836	54.6%	45.4%	1.2%	67.2%
Chicago, IL	ORD	9,858,038	54.2%	45.8%	8,647,346	52.0%	48.0%	14.0%	75.2%
Newark, NJ	EWR	8,589,443	63.1%	36.9%	7,369,793	61.6%	38.4%	16.5%	76.8%
San Francisco, CA	SFO	7,288,543	43.4%	56.6%	6,462,027	43.7%	56.3%	12.8%	79.9%
Atlanta, GA	ATL	6,627,417	78.9%	21.1%	5,866,374	79.5%	20.5%	13.0%	76.1%
Houston, TX	IAH	6,084,542	80.3%	19.7%	5,165,935	81.2%	18.8%	17.8%	70.3%
Washington, DC	IAD	4,504,308	45.3%	54.7%	3,922,401	44.5%	55.5%	14.8%	78.0%
Dallas/Ft. Worth, TX	DFW	4,307,080	89.0%	11.0%	3,668,174	88.3%	11.7%	17.4%	70.3%
Honolulu, HI	HNL	4,281,163	27.9%	72.1%	3,743,693	25.2%	74.8%	14.4%	79.2%
Boston, MA	BOS	3,577,400	28.8%	71.2%	3,189,665	26.5%	73.5%	12.2%	73.6%
Philadelphia, PA	PHL	3,531,816	79.4%	20.6%	3,083,446	78.5%	21.5%	14.5%	73.3%
Detroit, MI	DTW	3,380,013	91.0%	9.0%	3,017,496	88.8%	11.2%	12.0%	77.4%
Minneapolis/St. Paul, MN	MSP	2,302,354	90.1%	9.9%	2,040,114	94.1%	5.9%	12.9%	74.1%
Guam, TT	GUM	2,254,134	57.3%	42.7%	1,717,860	57.6%	42.4%	31.2%	71.5%
Seattle, WA	SEA	2,252,592	63.4%	36.6%	2,101,379	64.3%	35.7%	7.2%	74.6%
San Juan, PR	SJU	1,910,013	86.7%	13.3%	1,872,040	84.8%	15.2%	2.0%	57.9%
Orlando, FL	MCO	1,891,306	6.4%	93.6%	1,677,019	7.9%	92.1%	12.8%	80.1%
Charlotte, NC	CLT	1,780,229	92.3%	7.7%	1,421,613	97.3%	2.7%	25.2%	73.6%
Phoenix, AZ	PHX	1,538,966	77.3%	22.7%	1,326,467	71.0%	29.0%	16.0%	73.6%
Fort Lauderdale, FL	FLL	1,504,311	47.1%	52.9%	1,170,745	37.5%	62.5%	28.5%	65.4%
New York, NY	LGA	1,286,227	39.0%	61.0%	1,099,757	42.1%	57.9%	17.0%	62.2%
Denver, CO	DEN	1,268,166	53.2%	46.8%	1,095,134	52.7%	47.3%	15.8%	74.5%
Las Vegas, NV	LAS	1,081,899	27.7%	72.3%	738,110	20.3%	79.7%	46.6%	70.2%
Cincinnati, OH	CVG	949,949	91.6%	8.4%	789,553	88.7%	11.3%	20.3%	74.1%
Saipan, TT	SPN	917,496	44.4%	55.6%	750,772	45.7%	54.3%	22.2%	74.7%
Baltimore, MD	BWI	567,196	17.0%	83.0%	508,484	12.6%	87.4%	11.5%	72.7%
Portland, OR	PDX	386,238	40.2%	59.8%	274,692	28.2%	71.8%	40.6%	69.9%
Pittsburgh, PA	PIT	381,995	92.9%	7.1%	395,748	93.9%	6.1%	-3.5%	64.6%
Anchorage, AK	ANC	369,080	7.8%	92.2%	360,758	6.4%	93.6%	2.3%	78.0%
Memphis, TN	MEM	360,380	100.0%	0.0%	354,559	82.8%	17.2%	1.6%	79.3%
Tampa, FL	TPA	316,326	7.1%	92.9%	321,125	7.6%	92.4%	-1.5%	74.0%
Washington, DC	DCA	305,107	39.2%	60.8%	250,382	37.7%	62.3%	21.9%	59.6%
San Jose, CA	SJC	292,012	52.1%	47.9%	265,924	55.5%	44.5%	9.8%	72.8%
Chicago, IL	MDW	244,282	100.0%	0.0%	203,306	95.0%	5.0%	20.2%	71.3%
Cleveland, OH	CLE	213,020	81.7%	18.3%	221,620	75.9%	24.1%	-3.9%	59.6%
Salt Lake City, UT	SLC	186,712	84.2%	15.8%	167,428	88.6%	11.4%	11.5%	61.1%
Oakland, CA	OAK	181,437	0.4%	99.6%	161,973	2.1%	97.9%	12.0%	62.4%
Raleigh/Durham, NC	RDU	177,326	62.3%	37.7%	186,225	54.7%	45.3%	-4.8%	63.0%

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 Dec. 2004			YE Dec. 2003			Yr/Yr Growth	YE Dec. 2004 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	11,421,345	33.2%	66.8%	10,393,618	33.2%	66.8%	9.9%	79.4%
Tokyo, Japan	NRT	9,656,941	59.8%	40.2%	8,342,975	59.2%	40.8%	15.7%	81.2%
Toronto, Canada	YYZ	7,716,745	46.7%	53.3%	6,979,163	40.6%	59.4%	10.6%	62.9%
Frankfurt, Germany	FRA	6,194,975	37.5%	62.5%	5,594,546	36.6%	63.4%	10.7%	83.1%
Paris, France	CDG	5,801,423	41.9%	58.1%	5,334,375	43.5%	56.5%	8.8%	81.2%
Can Cun, Mexico	CUN	3,397,600	90.9%	9.1%	2,663,568	87.6%	12.4%	27.6%	73.4%
Amsterdam, Netherlands	AMS	4,354,459	58.9%	41.1%	4,124,062	58.9%	41.1%	5.6%	85.0%
Mexico City, Mexico	MEX	4,015,540	52.9%	47.1%	3,775,551	53.9%	46.1%	6.4%	65.7%
Vancouver, Canada	YVR	4,032,531	67.5%	32.5%	3,872,654	66.6%	33.4%	4.1%	68.9%
London, United Kingdom	LGW	3,647,948	61.2%	38.8%	3,716,476	57.8%	42.2%	-1.8%	78.5%
Montreal, Canada	YUL	2,728,572	59.7%	40.3%	2,422,968	58.5%	41.5%	12.6%	61.8%
Seoul, South Korea	ICN	2,688,376	6.0%	94.0%	2,331,896	2.4%	97.6%	15.3%	76.3%
Nassau, Bahamas	NAS	2,047,701	81.9%	18.1%	1,953,566	83.4%	16.6%	4.8%	64.3%
Taipei, Taiwan	TPE	2,078,162	1.4%	98.6%	1,807,803	5.4%	94.6%	15.0%	80.0%
Osaka, Japan	KIX	2,024,829	34.7%	65.3%	1,657,025	43.5%	56.5%	22.2%	80.9%
Montego Bay, Jamaica	MBJ	1,755,517	48.5%	51.5%	1,586,843	46.6%	53.4%	10.6%	68.1%
Sao Paulo, Brazil	GRU	1,755,804	63.2%	36.8%	1,681,310	60.4%	39.6%	4.4%	74.4%
Guadalajara, Mexico	GDL	1,747,790	38.0%	62.0%	1,471,678	38.8%	61.2%	18.8%	70.0%
Santo Domingo, Dominican Rep	SDQ	1,597,932	95.7%	4.3%	1,386,669	93.6%	6.4%	15.2%	65.3%
Manchester, United Kingdom	MAN	1,372,782	45.7%	54.3%	1,103,155	51.3%	48.7%	24.4%	80.3%
Madrid, Spain	MAD	1,615,035	40.7%	59.3%	1,435,612	40.2%	59.8%	12.5%	81.4%
San Jose, Costa Rica	SJO	1,579,868	67.2%	32.8%	1,316,147	64.2%	35.8%	20.0%	71.7%
Calgary, Canada	YYC	1,554,609	77.3%	22.7%	1,506,808	72.6%	27.4%	3.2%	67.4%
Hong Kong, Hong Kong-China	HKG	1,463,495	39.2%	60.8%	1,058,685	34.4%	65.6%	38.2%	79.5%
San Jose Del Cabo, Mexico	SJD	1,350,944	83.4%	16.6%	1,143,036	85.4%	14.6%	18.2%	72.1%
Rome, Italy	FCO	1,260,357	65.7%	34.3%	970,922	66.8%	33.2%	29.8%	84.6%
Munich, Germany	MUC	1,245,779	33.1%	66.9%	920,653	37.2%	62.8%	35.3%	85.7%
Zurich, Switzerland	ZRH	1,202,927	39.0%	61.0%	1,244,910	30.7%	69.3%	-3.4%	80.9%
Puerto Vallarta, Mexico	PVR	985,505	90.6%	9.4%	838,085	89.6%	10.4%	17.6%	78.9%
San Salvador, El Salvador	SAL	1,187,287	39.9%	60.1%	1,065,478	39.7%	60.3%	11.4%	71.0%
Sydney, Australia	SYD	1,150,799	38.0%	62.0%	1,100,380	33.7%	66.3%	4.6%	75.4%
Lima, Peru	LIM	1,050,632	60.5%	39.5%	983,408	60.0%	40.0%	6.8%	75.5%
Aruba, Aruba	AUA	945,002	100.0%	0.0%	810,018	99.7%	0.3%	16.7%	72.6%
Milan, Italy	MXP	1,036,610	29.7%	70.3%	903,552	30.1%	69.9%	14.7%	77.9%
Guatemala City, Guatemala	GUA	967,277	68.8%	31.2%	933,200	68.8%	31.2%	3.7%	70.8%
Monterrey, Mexico	MTY	957,246	50.8%	49.2%	772,911	55.6%	44.4%	23.8%	61.0%
Caracas, Venezuela	CCS	816,133	82.3%	17.7%	666,246	78.2%	21.8%	22.5%	62.0%
Tel Aviv, Israel	TLV	908,376	28.8%	71.2%	688,480	22.9%	77.1%	31.9%	84.5%
Auckland, New Zealand	AKL	905,028	0.0%	100.0%	849,449	9.9%	90.1%	6.5%	73.5%
Nagoya, Japan	NGO	867,907	59.4%	40.6%	697,666	55.6%	44.4%	24.4%	75.8%

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 Dec. 2004	YE Dec. 2003	Yr/Yr Growth	US Market Share	Foreign Market Share	YE Dec. 2004	YE Dec. 2003	Yr/Yr Growth	YE Dec. 2004 LF
JFK	LHR	34.8%	65.2%	2,985,153	2,692,463	10.9%	32.0%	68.0%	3,814,047	3,665,801	4.0%	78.3%
HNL	NRT	37.8%	62.2%	1,921,681	1,662,890	15.6%	34.0%	66.0%	2,295,608	2,094,471	9.6%	83.7%
ORD	LHR	68.9%	31.1%	1,539,713	1,397,120	10.2%	67.5%	32.5%	1,958,054	1,795,867	9.0%	78.6%
LAX	NRT	37.0%	63.0%	1,471,474	1,295,825	13.6%	27.8%	72.2%	1,871,848	1,766,490	6.0%	78.6%
LAX	LHR	26.7%	73.3%	1,445,985	1,331,133	8.6%	23.6%	76.4%	1,712,033	1,579,864	8.4%	84.5%
LAX	TPE	0.0%	100.0%	1,155,837	984,624	17.4%	0.0%	100.0%	1,465,551	1,449,458	1.1%	78.9%
JFK	CDG	38.9%	61.1%	1,120,878	999,458	12.1%	37.2%	62.8%	1,364,020	1,250,068	9.1%	82.2%
IAD	LHR	48.6%	51.4%	1,070,141	984,448	8.7%	44.4%	55.6%	1,421,449	1,322,975	7.4%	75.3%
SFO	LHR	36.5%	63.5%	982,151	918,924	6.9%	32.4%	67.6%	1,210,986	1,146,798	5.6%	81.1%
GUM	NRT	69.9%	30.1%	943,819	678,391	39.1%	61.4%	38.6%	1,263,613	1,065,369	18.6%	74.7%
JFK	NRT	54.7%	45.3%	944,103	853,474	10.6%	51.5%	48.5%	1,187,942	1,199,472	-1.0%	79.5%
ORD	YYZ	75.4%	24.6%	919,085	788,290	16.6%	71.9%	28.1%	1,503,889	1,464,309	2.7%	61.1%
SFO	NRT	64.2%	35.8%	904,997	862,293	5.0%	62.4%	37.6%	1,107,498	1,123,607	-1.4%	81.7%
BOS	LHR	29.8%	70.2%	886,419	880,189	0.7%	29.0%	71.0%	1,110,860	1,134,413	-2.1%	79.8%
ORD	FRA	49.3%	50.7%	873,856	737,062	18.6%	56.7%	43.3%	1,059,884	898,443	18.0%	82.4%
MIA	LHR	21.8%	78.2%	833,737	696,011	19.8%	26.5%	73.5%	985,475	844,213	16.7%	84.6%
LAX	YVR	62.3%	37.7%	806,043	737,882	9.2%	56.3%	43.7%	1,145,271	1,053,791	8.7%	70.4%
LAX	AKL	0.0%	100.0%	787,181	803,571	-2.0%	4.6%	95.4%	1,056,585	1,044,952	1.1%	74.5%
LAX	ICN	0.0%	100.0%	772,634	661,491	16.8%	0.0%	100.0%	995,341	925,245	7.6%	77.6%
MCO	LGW	0.0%	100.0%	757,679	744,693	1.7%	0.0%	100.0%	881,233	869,996	1.3%	86.0%
LGW	YYZ	32.9%	67.1%	750,602	589,623	27.3%	32.8%	67.2%	1,165,427	1,053,754	10.6%	64.4%
JFK	FRA	14.9%	85.1%	740,844	651,909	13.6%	14.0%	86.0%	948,839	881,181	7.7%	78.1%
HNL	KIX	37.3%	62.7%	721,458	637,284	13.2%	42.2%	57.8%	871,596	872,619	-0.1%	82.8%
DTW	AMS	100.0%	0.0%	705,996	734,378	-3.9%	90.5%	9.5%	778,557	861,455	-9.6%	90.7%
LAX	MEX	21.6%	78.4%	700,798	601,960	16.4%	24.3%	75.7%	1,005,700	952,171	5.6%	69.7%
MIA	CCS	73.1%	26.9%	543,722	514,612	5.7%	72.2%	27.8%	767,257	670,174	14.5%	70.9%
ORD	NRT	73.1%	26.9%	690,678	676,886	2.0%	69.7%	30.3%	840,184	847,456	-0.9%	82.2%
LAX	SYD	30.7%	69.3%	688,031	680,224	1.1%	28.6%	71.4%	929,013	875,683	6.1%	74.1%
IAD	FRA	52.0%	48.0%	687,063	629,366	9.2%	51.4%	48.6%	791,717	751,755	5.3%	86.8%
EWL	LHR	0.0%	100.0%	676,658	708,671	-4.5%	17.6%	82.4%	877,466	937,622	-6.4%	77.1%
MIA	SJO	55.7%	44.3%	666,204	664,316	0.3%	49.5%	50.5%	968,477	922,295	5.0%	68.8%
SFO	HKG	32.9%	67.1%	667,527	495,935	34.6%	29.7%	70.3%	807,142	661,769	22.0%	82.7%
JFK	SDQ	100.0%	0.0%	652,180	412,948	57.9%	100.0%	0.0%	940,415	590,357	59.3%	69.4%
MIA	NAS	63.4%	36.6%	652,415	647,821	0.7%	65.9%	34.1%	1,067,428	1,146,330	-6.9%	61.1%
LAX	GDL	24.0%	76.0%	635,977	480,677	32.3%	21.7%	78.3%	898,676	758,248	18.5%	70.8%
MIA	GRU	48.9%	51.1%	632,718	571,803	10.7%	56.8%	43.2%	904,666	826,464	9.5%	69.9%
EWL	CDG	36.6%	63.4%	630,386	474,902	32.7%	36.6%	63.4%	793,467	614,691	29.1%	79.4%
DFW	CUN	100.0%	0.0%	439,341	341,069	28.8%	100.0%	0.0%	587,683	453,752	29.5%	74.8%
IAH	MEX	71.2%	28.8%	582,314	543,918	7.1%	69.5%	30.5%	853,827	815,040	4.8%	68.2%
ATL	CDG	49.3%	50.7%	581,017	546,404	6.3%	52.3%	47.7%	701,214	681,881	2.8%	82.9%
SFO	YVR	74.6%	25.4%	569,020	599,293	-5.1%	71.2%	28.8%	814,377	856,290	-4.9%	69.9%
SFO	ICN	28.8%	71.2%	536,247	438,944	22.2%	18.8%	81.2%	697,563	620,173	12.5%	76.9%
IAH	CUN	100.0%	0.0%	459,957	385,667	19.3%	100.0%	0.0%	563,067	486,088	15.8%	81.7%
MIA	MAD	24.0%	76.0%	518,648	568,777	-8.8%	21.0%	79.0%	637,403	695,825	-8.4%	81.4%
EWL	YYZ	63.2%	36.8%	516,499	426,677	21.1%	60.4%	39.6%	889,600	819,541	8.5%	58.1%
ATL	LGW	77.2%	22.8%	515,403	472,318	9.1%	69.7%	30.3%	650,538	613,623	6.0%	79.2%
LAX	YYZ	24.4%	75.6%	507,277	395,884	28.1%	19.8%	80.2%	720,614	617,876	16.6%	70.4%
JFK	STI	100.0%	0.0%	504,305	312,958	61.1%	100.0%	0.0%	709,531	417,116	70.1%	71.1%
LAX	CDG	0.0%	100.0%	502,253	467,724	7.4%	0.0%	100.0%	597,276	574,602	3.9%	84.1%
MSP	AMS	78.4%	21.6%	488,656	389,313	25.5%	100.0%	0.0%	550,961	436,944	26.1%	88.7%

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.