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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 its final destination. Conversely, U.S. carriers serve some international points only through an international connection; therefore it might look as if no U.S. carrier serves a certain international point, when in fact U.S. carrier traffic is first flowing through a connecting city. Figures for U.S. nonstop market share do not necessarily correlate to the total service provided to that point by U.S. carriers.

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

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

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

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

- The T-100 segment data includes all traffic arriving at U.S. airports and departing from U.S. airports on nonstop commercial international flights.
- Prior to October 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.

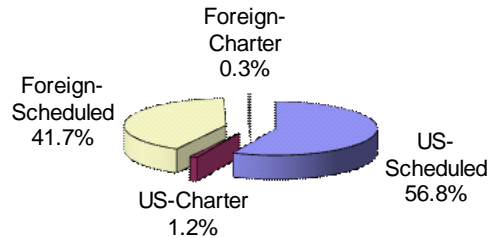
- T-100 data represents only nonstop service. The absence of U.S. nonstop service, or a low U.S. flag market share, does not necessarily correlate to the amount of service provided to that point by U.S. carriers. Many international destinations are served by U.S. carriers via connecting points. Those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

Summary for the Month of December 2012 and year-ended December 2012

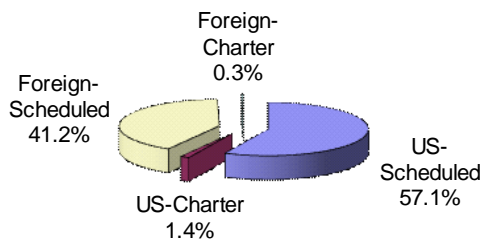
U.S. and foreign air carriers transported 173.9 million passengers between the United States and the rest of the world for the year-ended December 2012, up 4.5% from the previous year . U.S. flag market share increased from a 58.6% share to a 58% share.

U.S.-International Passengers YE December 2012



U.S.-International Seats December 2012

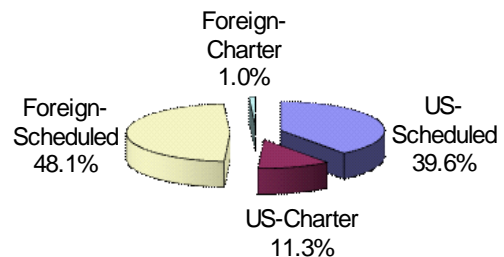
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For the year-ended December 2012, available seats into and out of the United States increased 3.1% from the previous year to 219.1 million. During the most recent period, there were 1.51 million flights into and out of the U.S., an increase of 2.2% from the previous year . The market share of seats for U.S. flag carriers declined to 58.5% from 59%, and U.S. carriers performed 66.1% of all departures.

U.S. and foreign airlines carried 9.30 million freight tons to and from the United States during the 12 months ended December 2012, a 3.4% decline from the previous year U.S. flag share rose from 49.4% to 50.9%.

U.S.-International Freight YE December 2012



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of December 2012 increased 4% from a year ago to 14,287,175 passengers. U.S. airlines carried 57.8% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.2% of international travel.

For the year-ended December 2012, U.S.-world traffic was up 4.5% from the previous year to 173,923,110 passengers. U.S. airlines carried 58.0% of total passengers, compared to 58.6% the previous year. U.S. and foreign charter passengers accounted for 1.5% of international travel.

World Area Trends

All regions experienced passenger growth between the year-ended periods December 2012 and 2011. The Middle East experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the year-ended December 2012, rising 14%. Passenger traffic between the U.S. and Europe was virtually unchanged at 0.5% to 52,214,879 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 52.2 million passengers were transported during the year-ended December 2012 period. Europe is followed by Central America at 28.1 million passengers, and the Far East was third at 25.9 million passengers.

Country Trends

The top five U.S.-international country passenger gateways for the year-ended December 2012 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 country markets, 20 posted a positive passenger growth rate for the year-ended period and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in six of the top 25 country markets, was unchanged in six country markets, and decreased in 13 country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the year-ended December 2012 were New York, NY (JFK), Miami, FL (MIA), Los Angeles, CA (LAX), Newark, NJ (EWR), and Chicago, IL (ORD). Load factors were 70% or higher in 33 out of the top 40 domestic gateway airports. Load factors were below 60% in only one of the top 40 domestic gateway airports. Passenger traffic for the year-ended December 2012 compared to year-ended December 2011 was up in 31 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the year-ended December 2012 were London, United Kingdom (LHR), Toronto, Canada (YYZ), Tokyo, Japan (NRT), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 28 international gateways, Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Sao Paulo, Brazil (GRU); Guadalajara, Mexico (GDL); Madrid, Spain (MAD); Montego Bay, Jamaica (MBJ); Munich, Germany (MUC); San Jose, Costa Rica (SJO); Rome, Italy (FCO); San Jose del Cabo, Mexico (SJD); Beijing, China (PEK); Dubai, United Arab Emirates (DXB); Shanghai, China (PVG); Taipei, Taiwan (TPE); Sydney, Australia (SYD); Bogota, Colombia (BOG); Zurich, Switzerland (ZRH); Dublin, Ireland (DUB); Tel Aviv, Israel (TLV); Punta Cana, Dominican Republic (PUJ); Lima, Peru (LIM); London, United Kingdom (LGW); Puerto Vallarta, Mexico (PVR); Aruba, Aruba (AUA) and Brussels, Belgium (BRU), 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, ten reported traffic losses compared to the year-ended December 2011. The top U.S.-international gateway segments were 1) New York, NY (JFK)-London, United Kingdom

(LHR); 2) Honolulu, HI (HNL)-Tokyo, Japan (NRT); 3) Los Angeles, CA (LAX)-London, United Kingdom (LHR); 4) New York, NY (JFK)-Paris, France (CDG); and 5) Los Angeles, CA (LAX)-Tokyo, Japan (NRT).

Departures and Seat Capacity

Departures between the U.S. and the rest of the world for the month of December 2012 were virtually unchanged from December 2011. Available seats increased by 2.1% over the same period. U.S. airlines provided 58.0% of international seats and 65.4% of departures. Charter service for all airlines accounted for 1.5% of international seats and 3.0% of international departures.

For the year-ended December 2012, U.S.-world seats increased 3.1% from the previous year to 219.1 million. Departures increased by 2.2% to 1.51 million. U.S. airlines provided 58.5% of seats, compared to 59.0% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.3% 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 2012 and 2011. The Middle East reported the largest relative increase in available seats to and from the U.S., rising 8.3% to 7.2 million, while Europe-U.S. seat capacity experienced the only decline, down 1.4% to 63.3 million seats.

Between the U.S. and Europe, 63.3 million seats were available for the year-ended December 2012, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 36.1 million seats, Canada with 32.9 million seats, and the Far East with 31.9 million seats.

Country Trends

The top five U.S.-international country gateways for seat capacity in the year-ended December 2012 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, five posted negative growth rates. U.S. flag share was down in 12 of the 25 country markets, was unchanged in six country markets, and increased in the remaining seven country markets.

Freight Traffic

Air freight between the U.S. and the rest of the world in the month of December 2012 decreased 4.3% from December 2011 to 771,466 tons. U.S. airlines carried 49.7% of total freight to and from international destinations. Charter service accounted for 14.4% of international freight traffic.

For the year-ended December 2012, U.S.-world airfreight decreased 3.4% over the previous year to 9.30 million tons. U.S. airlines carried 50.9% of total freight, compared to 49.4% 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 2012 and 2011, rising 13.6%. Africa posted the second largest increase, up 13.4%. Four of the nine regions recorded a gain of freight traffic

between the two 12 month ended periods. On an absolute basis, The Middle East posted the largest increase, up 33 thousand tons to 0.3 million tons.

Between the U.S. and the Far East, 3.4 million tons were transported for the year-ended December 2012, this area making the Far East the largest U.S. international regional freight gateway, followed closely by Europe with 2.9 million tons of freight.

Country Trends

The top five U.S.-international country gateways for freight in the year-ended December 2012 were Japan, the United Kingdom, Germany, South Korea, and China. Of the top 25 country markets, nine posted positive freight growth rates for the year-ended December 2012 versus the year-ended December 2011. South Korea had the highest loss rate at 17.5%. U.S. flag share was down in seven of the 25 country markets, was unchanged in 3 country markets, and increased in the remaining 15 country markets.

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

Passengers

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	1	12,906,205	2.5%	59.8%	40.2%	12,709,351	2.1%	59.5%	40.5%	196,854	39.4%	81.5%	18.5%
2011	2	11,166,018	2.9%	59.8%	40.2%	10,971,643	2.2%	59.4%	40.6%	194,375	58.4%	85.8%	14.2%
2011	3	13,715,222	1.9%	60.5%	39.5%	13,494,901	1.4%	60.0%	40.0%	220,321	45.7%	88.9%	11.1%
2011	4	13,725,439	9.2%	58.6%	41.4%	13,529,549	8.7%	58.2%	41.8%	195,890	47.6%	86.1%	13.9%
2011	5	14,098,325	4.1%	58.3%	41.7%	13,937,060	3.9%	58.1%	41.9%	161,265	24.0%	75.3%	24.7%
2011	6	15,018,885	2.8%	59.1%	40.9%	14,820,920	2.6%	58.9%	41.1%	197,965	19.1%	75.8%	24.2%
2011	7	16,972,654	4.1%	60.0%	40.0%	16,664,922	3.7%	59.7%	40.3%	307,732	29.0%	78.0%	22.0%
2011	8	16,037,731	2.9%	58.6%	41.4%	15,788,942	2.7%	58.5%	41.5%	248,789	17.8%	68.5%	31.5%
2011	9	13,408,101	5.0%	56.1%	43.9%	13,248,723	4.9%	55.9%	44.1%	159,378	16.3%	65.1%	34.9%
2011	10	13,340,635	2.4%	56.0%	44.0%	13,213,593	2.3%	55.8%	44.2%	127,042	17.9%	75.3%	24.7%
2011	11	12,293,297	4.5%	57.1%	42.9%	12,163,874	4.2%	56.7%	43.3%	129,423	43.7%	91.0%	9.0%
2011	12	13,737,757	5.0%	58.5%	41.5%	13,574,812	4.8%	58.1%	41.9%	162,945	27.6%	88.2%	11.8%
2012	1	13,441,718	4.1%	58.5%	41.5%	13,224,553	4.1%	58.0%	42.0%	217,165	10.3%	88.2%	11.8%
2012	2	11,942,221	7.0%	59.3%	40.7%	11,745,990	7.1%	58.9%	41.1%	196,231	1.0%	86.4%	13.6%
2012	3	14,670,996	7.0%	59.8%	40.2%	14,426,597	6.9%	59.3%	40.7%	244,399	10.9%	84.5%	15.5%
2012	4	14,286,844	4.1%	58.2%	41.8%	14,049,154	3.8%	57.8%	42.2%	237,690	21.3%	85.4%	14.6%
2012	5	14,536,926	3.1%	57.8%	42.2%	14,345,231	2.9%	57.5%	42.5%	191,695	18.9%	77.9%	22.1%
2012	6	15,906,101	5.9%	58.5%	41.5%	15,644,840	5.6%	58.1%	41.9%	261,261	32.0%	79.6%	20.4%
2012	7	17,362,586	2.3%	59.2%	40.8%	17,037,841	2.2%	58.8%	41.2%	324,745	5.5%	78.1%	21.9%
2012	8	16,966,380	5.8%	57.8%	42.2%	16,682,631	5.7%	57.6%	42.4%	283,749	14.1%	65.8%	34.2%
2012	9	14,009,304	4.5%	55.6%	44.4%	13,843,933	4.5%	55.4%	44.6%	165,371	3.8%	67.9%	32.1%
2012	10	13,595,634	1.9%	55.9%	44.1%	13,449,497	1.8%	55.6%	44.4%	146,137	15.0%	78.3%	21.7%
2012	11	12,917,225	5.1%	56.8%	43.2%	12,781,580	5.1%	56.5%	43.5%	135,645	4.8%	87.4%	12.6%
2012	12	14,287,175	4.0%	57.8%	42.2%	14,110,161	3.9%	57.5%	42.5%	177,014	8.6%	87.5%	12.5%
YE	201012	160,163,877	5.7%	58.6%	41.4%	158,407,315	5.6%	58.5%	41.5%	1,756,562	18.2%	70.0%	30.0%
YE	201112	166,420,269	3.9%	58.6%	41.4%	164,118,290	3.6%	58.3%	41.7%	2,301,979	31.1%	79.7%	20.3%
YE	201212	173,923,110	4.5%	58.0%	42.0%	171,342,008	4.4%	57.6%	42.4%	2,581,102	12.1%	80.2%	19.8%

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

Seats

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	1	17,424,869	3.0%	60.2%	39.8%	17,133,828	2.6%	59.8%	40.2%	291,041	33.9%	84.3%	15.7%
2011	2	15,626,597	5.0%	60.5%	39.5%	15,360,323	4.4%	60.0%	40.0%	266,274	53.2%	86.7%	13.3%
2011	3	18,030,303	4.5%	60.8%	39.2%	17,741,822	4.2%	60.4%	39.6%	288,481	35.2%	88.6%	11.4%
2011	4	17,740,000	8.1%	59.5%	40.5%	17,462,584	7.8%	59.0%	41.0%	277,416	31.4%	87.9%	12.1%
2011	5	17,735,374	2.0%	59.1%	40.9%	17,497,380	1.9%	58.8%	41.2%	237,994	16.2%	80.1%	19.9%
2011	6	18,312,260	2.5%	59.8%	40.2%	18,033,414	2.4%	59.5%	40.5%	278,846	10.0%	80.0%	20.0%
2011	7	20,055,278	3.0%	60.1%	39.9%	19,650,540	2.6%	59.6%	40.4%	404,738	24.4%	80.4%	19.6%
2011	8	19,164,034	2.4%	58.9%	41.1%	18,820,967	2.2%	58.6%	41.4%	343,067	19.6%	74.4%	25.6%
2011	9	17,176,148	6.7%	56.6%	43.4%	16,920,196	6.4%	56.3%	43.7%	255,952	28.7%	73.5%	26.5%
2011	10	17,257,403	5.0%	56.6%	43.4%	17,050,002	4.9%	56.3%	43.7%	207,401	21.6%	81.4%	18.6%
2011	11	16,121,944	4.2%	57.4%	42.6%	15,901,146	3.7%	56.9%	43.1%	220,798	55.5%	92.9%	7.1%
2011	12	17,813,875	5.4%	58.7%	41.3%	17,541,302	5.2%	58.2%	41.8%	272,573	27.1%	90.8%	9.2%
2012	1	17,915,226	2.8%	59.2%	40.8%	17,583,362	2.6%	58.6%	41.4%	331,864	14.0%	90.5%	9.5%
2012	2	16,575,344	6.1%	59.9%	40.1%	16,290,110	6.1%	59.4%	40.6%	285,234	7.1%	88.8%	11.2%
2012	3	18,694,184	3.7%	60.2%	39.8%	18,358,900	3.5%	59.7%	40.3%	335,284	16.2%	86.2%	13.8%
2012	4	18,106,239	2.1%	58.8%	41.2%	17,770,523	1.8%	58.2%	41.8%	335,716	21.0%	87.4%	12.6%
2012	5	18,405,230	3.8%	58.6%	41.4%	18,136,020	3.6%	58.3%	41.7%	269,210	13.1%	80.1%	19.9%
2012	6	19,081,750	4.2%	59.2%	40.8%	18,712,187	3.8%	58.8%	41.2%	369,563	32.5%	82.9%	17.1%
2012	7	20,565,434	2.5%	59.3%	40.7%	20,126,060	2.4%	58.8%	41.2%	439,374	8.6%	81.5%	18.5%
2012	8	20,110,191	4.9%	58.2%	41.8%	19,715,035	4.8%	57.9%	42.1%	395,156	15.2%	73.3%	26.7%
2012	9	17,581,084	2.4%	56.3%	43.7%	17,312,914	2.3%	56.0%	44.0%	268,170	4.8%	75.1%	24.9%
2012	10	17,244,250	-0.1%	56.6%	43.4%	17,007,939	-0.2%	56.2%	43.8%	236,311	13.9%	83.6%	16.4%
2012	11	16,617,397	3.1%	57.1%	42.9%	16,402,124	3.2%	56.7%	43.3%	215,273	-2.5%	88.2%	11.8%
2012	12	18,195,220	2.1%	58.0%	42.0%	17,927,991	2.2%	57.5%	42.5%	267,229	-2.0%	88.9%	11.1%
YE	201012	203,791,577	2.1%	59.0%	41.0%	201,179,732	2.0%	58.8%	41.2%	2,611,845	18.7%	75.5%	24.5%
YE	201112	212,458,085	4.3%	59.0%	41.0%	209,113,504	3.9%	58.7%	41.3%	3,344,581	28.1%	83.1%	16.9%
YE	201212	219,091,549	3.1%	58.5%	41.5%	215,343,165	3.0%	58.0%	42.0%	3,748,384	12.1%	83.6%	16.4%

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

Departures

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	1	122,301	1.6%	66.7%	33.3%	117,518	0.8%	65.9%	34.1%	4,783	27.0%	86.4%	13.6%
2011	2	110,629	2.9%	66.9%	33.1%	106,241	2.3%	66.1%	33.9%	4,388	20.7%	86.6%	13.4%
2011	3	128,350	2.8%	67.1%	32.9%	123,626	2.7%	66.4%	33.6%	4,724	4.4%	86.0%	14.0%
2011	4	124,061	3.7%	66.4%	33.6%	119,470	3.7%	65.6%	34.4%	4,591	5.0%	86.4%	13.6%
2011	5	122,610	-0.6%	66.3%	33.7%	118,663	-0.4%	65.7%	34.3%	3,947	-5.3%	84.4%	15.6%
2011	6	125,321	-1.5%	66.8%	33.2%	120,896	-1.3%	66.2%	33.8%	4,425	-7.2%	84.8%	15.2%
2011	7	136,283	-0.3%	66.9%	33.1%	131,172	-0.3%	66.2%	33.8%	5,111	-2.4%	84.6%	15.4%
2011	8	130,326	-0.3%	66.2%	33.8%	125,514	-0.5%	66.5%	34.5%	4,812	4.7%	84.8%	15.2%
2011	9	117,810	4.0%	64.3%	35.7%	113,580	4.0%	63.5%	36.5%	4,230	4.0%	84.1%	15.9%
2011	10	118,817	1.8%	64.2%	35.8%	115,152	2.6%	63.5%	36.5%	3,665	-17.6%	86.7%	13.3%
2011	11	114,495	2.6%	65.0%	35.0%	110,749	3.1%	64.1%	35.9%	3,746	-10.6%	90.8%	9.2%
2011	12	124,791	3.9%	65.8%	34.2%	120,608	4.5%	64.9%	35.1%	4,183	-9.8%	89.5%	10.5%
2012	1	123,729	1.2%	66.1%	33.9%	119,491	1.7%	65.3%	34.7%	4,238	-11.4%	90.3%	9.7%
2012	2	116,421	5.2%	66.8%	33.2%	112,582	6.0%	66.0%	34.0%	3,839	-12.5%	90.5%	9.5%
2012	3	131,295	2.3%	67.3%	32.7%	126,764	2.5%	66.4%	33.6%	4,531	-4.1%	90.6%	9.4%
2012	4	125,391	1.1%	66.6%	33.4%	120,939	1.2%	65.7%	34.3%	4,452	-3.0%	90.9%	9.1%
2012	5	127,316	3.8%	66.6%	33.4%	123,167	3.8%	65.8%	34.2%	4,149	5.1%	89.4%	10.6%
2012	6	129,908	3.7%	67.0%	33.0%	125,402	3.7%	66.2%	33.8%	4,506	1.8%	88.3%	11.7%
2012	7	138,197	1.4%	66.7%	33.3%	133,383	1.7%	65.9%	34.1%	4,814	-5.8%	86.5%	13.5%
2012	8	135,912	4.3%	66.1%	33.9%	131,439	4.7%	65.5%	34.5%	4,473	-7.0%	84.8%	15.2%
2012	9	119,363	1.3%	64.0%	36.0%	115,751	1.9%	63.4%	36.6%	3,612	-14.6%	86.4%	13.6%
2012	10	118,776	0.0%	64.9%	35.1%	115,115	0.0%	64.1%	35.9%	3,661	-0.1%	89.5%	10.5%
2012	11	117,114	2.3%	65.0%	35.0%	113,532	2.5%	64.2%	35.8%	3,582	-4.4%	90.2%	9.8%
2012	12	125,213	0.3%	65.4%	34.6%	121,395	0.7%	64.7%	35.3%	3,818	-8.7%	89.8%	10.2%
YE	201012	1,452,044	3.6%	65.7%	34.3%	1,399,632	3.1%	65.1%	34.9%	52,412	20.4%	82.4%	17.6%
YE	201112	1,475,794	1.6%	66.1%	33.9%	1,423,189	1.7%	65.3%	34.7%	52,605	0.4%	86.2%	13.8%
YE	201212	1,508,635	2.2%	66.1%	33.9%	1,458,960	2.5%	65.3%	34.7%	49,675	-5.6%	88.9%	11.1%

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

Freight (Tons)

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	1	754,184	7.3%	49.4%	50.6%	648,941	4.8%	44.6%	55.4%	105,243	25.7%	79.1%	20.9%
2011	2	715,909	1.3%	49.8%	50.2%	627,597	2.5%	46.0%	54.0%	88,313	-6.5%	76.9%	23.1%
2011	3	885,564	6.0%	49.7%	50.3%	781,337	10.2%	46.1%	53.9%	104,227	-17.6%	76.7%	23.3%
2011	4	838,372	3.9%	50.0%	50.0%	724,933	5.2%	45.2%	54.8%	113,439	-3.8%	80.4%	19.6%
2011	5	818,288	-5.6%	49.2%	50.8%	720,287	-5.2%	45.4%	54.6%	98,002	-8.5%	77.0%	23.0%
2011	6	790,491	-4.1%	47.8%	52.2%	697,287	-3.6%	43.7%	56.3%	93,204	-7.4%	78.7%	21.3%
2011	7	808,517	-2.7%	47.7%	52.3%	708,835	-1.7%	43.4%	56.6%	99,683	-8.7%	78.8%	21.2%
2011	8	780,221	-2.7%	49.2%	50.8%	687,575	-0.4%	44.9%	55.1%	92,645	-17.2%	80.9%	19.1%
2011	9	778,820	-4.0%	49.4%	50.6%	684,050	-1.7%	44.9%	55.1%	94,770	-17.4%	82.0%	18.0%
2011	10	828,941	-6.0%	50.0%	50.0%	725,094	-4.1%	45.0%	55.0%	103,847	-17.5%	84.9%	15.1%
2011	11	812,612	-3.0%	50.7%	49.3%	714,080	-0.1%	45.0%	55.0%	98,532	-20.0%	92.6%	7.4%
2011	12	806,393	-1.7%	50.0%	50.0%	706,172	1.0%	44.5%	55.5%	100,222	-17.5%	88.9%	11.1%
2012	1	686,507	-9.0%	51.5%	48.5%	600,255	-7.5%	45.8%	54.2%	86,252	-18.0%	91.1%	8.9%
2012	2	719,045	0.4%	51.4%	48.6%	635,467	1.3%	45.7%	54.3%	83,578	-5.4%	95.3%	4.7%
2012	3	867,232	-2.1%	51.3%	48.7%	765,847	-2.0%	45.6%	54.4%	101,384	-2.7%	95.1%	4.9%
2012	4	755,374	-9.9%	53.1%	46.9%	656,829	-9.4%	46.9%	53.1%	98,545	-13.1%	94.1%	5.9%
2012	5	799,496	-2.3%	52.0%	48.0%	697,970	-3.1%	46.1%	53.9%	101,525	3.6%	92.7%	7.3%
2012	6	784,950	-0.7%	51.3%	48.7%	689,458	-1.1%	45.9%	54.1%	95,492	2.5%	90.1%	9.9%
2012	7	789,405	-2.4%	50.3%	49.7%	691,737	-2.4%	45.0%	55.0%	97,668	-2.0%	87.6%	12.4%
2012	8	760,239	-2.6%	50.1%	49.9%	668,131	-2.8%	44.9%	55.1%	92,108	-0.6%	87.8%	12.2%
2012	9	777,140	-0.2%	49.4%	50.6%	689,517	0.8%	44.1%	55.9%	87,622	-7.5%	91.0%	9.0%
2012	10	777,697	-6.2%	50.3%	49.7%	688,980	-5.0%	45.0%	55.0%	88,717	-14.6%	92.0%	8.0%
2012	11	807,232	-0.7%	50.3%	49.7%	710,408	-0.5%	44.5%	55.5%	96,824	-1.7%	92.7%	7.3%
2012	12	771,466	-4.3%	49.7%	50.3%	660,348	-6.5%	42.6%	57.4%	111,118	10.9%	91.7%	8.3%
YE	201012	9,726,981	19.1%	48.0%	52.0%	8,390,151	18.8%	43.5%	56.5%	1,336,829	21.0%	76.1%	23.9%
YE	201112	9,618,313	-1.1%	49.4%	50.6%	8,426,187	0.4%	44.9%	55.1%	1,192,126	-10.8%	81.4%	18.6%
YE	201212	9,295,783	-3.4%	50.9%	49.1%	8,154,948	-3.2%	45.2%	54.8%	1,140,835	-4.3%	91.8%	8.2%

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

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

Passengers

Region	Period	Total Passengers				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2011	12	128,643	0.1%	49.1%	50.9%	60,360	3.2%	48.0%	65,436	-3.3%	52.0%	2,847	19.1%	100.0%	-	0.0%	0.0%
	2012	12	119,158	-7.4%	46.7%	53.3%	52,905	-12.4%	45.4%	63,555	-2.9%	54.6%	2,698	-5.2%	100.0%	-	0.0%	0.0%
	YE	201012	1,397,840	16.9%	45.9%	54.1%	619,848	22.2%	45.1%	755,984	13.7%	54.9%	22,008	-7.5%	100.0%	-	0.0%	0.0%
	YE	201112	1,399,991	0.2%	42.1%	57.9%	561,737	-9.4%	40.9%	810,496	7.2%	59.1%	27,749	26.1%	100.0%	9	0.0%	0.0%
	YE	201212	1,431,591	2.3%	45.6%	54.4%	619,832	10.3%	44.3%	778,919	-3.9%	55.7%	32,840	18.3%	100.0%	-	-100.0%	0.0%
Australia/Oceania	2011	12	340,477	-3.2%	38.0%	62.0%	129,499	-11.8%	38.0%	210,977	2.9%	62.0%	1	-83.3%	100.0%	-	0.0%	0.0%
	2012	12	349,700	2.7%	39.7%	60.3%	137,364	6.1%	39.4%	210,887	0.0%	60.6%	1,449	#####	100.0%	-	0.0%	0.0%
	YE	201012	3,639,571	6.1%	38.9%	61.1%	1,414,346	30.2%	38.9%	2,224,205	-4.7%	61.1%	660	-92.0%	64.7%	360	-73.4%	35.3%
	YE	201112	3,824,247	5.1%	39.8%	60.2%	1,519,706	7.4%	39.8%	2,303,121	3.5%	60.2%	971	47.1%	68.4%	449	24.7%	31.6%
	YE	201212	3,896,164	1.9%	39.1%	60.9%	1,519,346	0.0%	39.0%	2,374,136	3.1%	61.0%	2,682	176.2%	100.0%	-	-100.0%	0.0%
Canada	2011	12	1,875,544	1.0%	48.2%	51.8%	884,847	-4.3%	47.7%	968,408	6.4%	52.3%	19,434	-6.4%	87.2%	2,855	36.1%	12.8%
	2012	12	2,000,024	6.6%	47.9%	52.1%	943,414	6.6%	47.5%	1,040,952	7.5%	52.5%	15,325	-21.1%	97.9%	333	-88.3%	2.1%
	YE	201012	22,190,419	8.1%	54.6%	45.4%	11,947,168	3.5%	54.3%	10,054,939	13.8%	45.7%	170,413	34.5%	90.5%	17,899	28.7%	9.5%
	YE	201112	23,167,009	4.4%	52.1%	47.9%	11,817,745	-1.1%	51.6%	11,073,438	10.1%	48.4%	256,653	50.6%	93.0%	19,173	7.1%	7.0%
	YE	201212	24,210,426	4.5%	51.4%	48.6%	12,176,139	3.0%	50.9%	11,756,609	6.2%	49.1%	264,016	2.9%	95.1%	13,662	-28.7%	4.9%
Central America	2011	12	2,573,506	11.2%	80.8%	19.2%	2,062,288	9.5%	80.8%	489,162	20.3%	19.2%	17,071	-27.7%	77.4%	4,985	223.5%	22.6%
	2012	12	2,724,584	5.9%	79.8%	20.2%	2,140,625	3.8%	79.7%	546,896	11.8%	20.3%	32,662	91.3%	88.1%	4,401	-11.7%	11.9%
	YE	201012	25,914,156	5.2%	76.9%	23.1%	19,689,531	10.9%	76.9%	5,930,816	-11.7%	23.1%	226,839	181.8%	77.2%	66,970	-7.2%	22.8%
	YE	201112	26,591,016	2.6%	81.5%	18.5%	21,370,074	8.5%	81.5%	4,841,906	-18.4%	18.5%	312,633	37.8%	82.5%	66,403	-0.8%	17.5%
	YE	201212	28,060,209	5.5%	80.6%	19.4%	22,226,640	4.0%	80.5%	5,378,106	11.1%	19.5%	380,869	21.8%	83.6%	74,594	12.3%	16.4%
Europe	2011	12	3,648,644	2.2%	44.3%	55.7%	1,613,318	-1.5%	44.3%	2,030,967	5.8%	55.7%	2,965	119.3%	68.0%	1,394	-83.5%	32.0%
	2012	12	3,584,494	-1.8%	43.4%	56.6%	1,553,299	-3.7%	43.4%	2,026,409	-0.2%	56.6%	2,349	-20.8%	49.1%	2,437	74.8%	50.9%
	YE	201012	49,792,830	0.7%	46.9%	53.1%	23,359,776	2.0%	47.3%	26,047,310	-0.1%	52.7%	16,946	-75.6%	4.4%	368,798	-17.0%	95.6%
	YE	201112	51,955,818	4.3%	46.1%	53.9%	23,926,211	2.4%	46.3%	27,772,552	6.6%	53.7%	21,523	27.0%	8.4%	235,532	-36.1%	91.6%
	YE	201212	52,214,879	0.5%	44.8%	55.2%	23,380,732	-2.3%	45.0%	28,541,322	2.8%	55.0%	23,233	7.9%	7.9%	269,592	14.5%	92.1%

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

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

Please see the report's introduction for further details.

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

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	2011	12	2,037,950	5.7%	44.9%	55.1%	907,474	3.6%	44.9%	1,112,937	6.9%	55.1%	7,531	288.2%	42.9%	10,008	17.7%	57.1%
	2012	12	2,169,020	6.4%	44.0%	56.0%	952,376	4.9%	44.2%	1,200,337	7.9%	55.8%	1,704	-77.4%	10.4%	14,603	45.9%	89.6%
	YE	201012	23,393,115	9.5%	44.3%	55.7%	10,348,657	12.4%	44.4%	12,949,773	7.2%	55.6%	22,436	21.0%	23.7%	72,249	37.3%	76.3%
	YE	201112	23,929,924	2.3%	45.9%	54.1%	10,936,166	5.7%	46.1%	12,805,627	-1.1%	53.9%	43,703	94.8%	23.2%	144,428	99.9%	76.8%
	YE	201212	25,911,226	8.3%	45.9%	54.1%	11,882,327	8.7%	46.2%	13,854,512	8.2%	53.8%	21,382	-51.1%	12.3%	153,005	5.9%	87.7%
Middle East	2011	12	463,528	10.9%	42.6%	57.4%	197,566	0.5%	42.6%	265,962	20.0%	57.4%	-	-100.0%	0.0%	-	0.0%	0.0%
	2012	12	526,329	13.5%	37.9%	62.1%	198,886	0.7%	37.8%	326,991	22.9%	62.2%	452	0.0%	100.0%	-	0.0%	0.0%
	YE	201012	4,794,567	20.7%	49.1%	50.9%	2,351,850	23.8%	49.1%	2,442,591	17.8%	50.9%	24	-83.2%	19.0%	102	-16.4%	81.0%
	YE	201112	5,261,744	9.7%	43.6%	56.4%	2,293,163	-2.5%	43.6%	2,968,331	21.5%	56.4%	115	379.2%	46.0%	135	32.4%	54.0%
	YE	201212	6,000,131	14.0%	39.6%	60.4%	2,372,147	3.4%	39.6%	3,625,422	22.1%	60.4%	2,483	2059.1%	96.9%	79	-41.5%	3.1%
South America	2011	12	1,106,389	2.6%	68.6%	31.4%	755,210	0.7%	68.5%	347,678	5.9%	31.5%	3,501	2129.9%	100.0%	-	0.0%	0.0%
	2012	12	1,239,911	12.1%	66.0%	34.0%	809,352	7.2%	65.8%	421,328	21.2%	34.2%	9,231	163.7%	100.0%	-	0.0%	0.0%
	YE	201012	11,250,759	11.9%	69.8%	30.2%	7,837,357	12.4%	69.8%	3,398,687	10.7%	30.2%	14,711	17.5%	100.0%	4	-99.5%	0.0%
	YE	201112	12,059,549	7.2%	67.7%	32.3%	8,151,370	4.0%	67.7%	3,889,849	14.5%	32.3%	18,313	24.5%	99.9%	17	325.0%	0.1%
	YE	201212	13,113,655	8.7%	66.5%	33.5%	8,644,077	6.0%	66.3%	4,389,211	12.8%	33.7%	80,281	338.4%	99.9%	86	405.9%	0.1%
The Carribean	2011	12	1,563,076	8.7%	87.5%	12.5%	1,277,643	6.3%	86.8%	195,080	8.7%	13.2%	90,353	58.9%	100.0%	-	-100.0%	0.0%
	2012	12	1,573,955	0.7%	89.5%	10.5%	1,319,731	3.3%	88.9%	164,854	-15.5%	11.1%	89,099	-1.4%	99.7%	271	0.0%	0.3%
	YE	201012	17,790,620	5.2%	89.2%	10.8%	15,117,843	6.0%	88.7%	1,916,634	-8.4%	11.3%	755,081	34.7%	99.9%	1,062	290.4%	0.1%
	YE	201112	18,230,971	2.5%	88.9%	11.1%	15,057,932	-0.4%	88.2%	2,018,866	5.3%	11.8%	1,152,736	52.7%	99.9%	1,437	35.3%	0.1%
	YE	201212	19,084,829	4.7%	90.0%	10.0%	15,912,492	5.7%	89.3%	1,910,039	-5.4%	10.7%	1,261,033	9.4%	99.9%	1,265	-12.0%	0.1%

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

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

Please see the report's introduction for further details.

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

Available Seats

Region	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Foreign Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2011	12	173,780	4.5%	47.9%	52.1%	78,573	12.3%	46.5%	90,462	-0.7%	53.5%	4,745	-9.2%	100.0%	-	0.0%	0.0%
	2012	12	159,211	-8.4%	45.5%	54.5%	61,642	-21.5%	41.5%	86,759	-4.1%	58.5%	10,810	127.8%	100.0%	-	0.0%	0.0%
	YE	201012	1,834,706	10.6%	46.9%	53.1%	785,010	22.5%	44.6%	973,418	3.4%	55.4%	76,278	-1.0%	100.0%	-	0.0%	0.0%
	YE	201112	1,892,695	3.2%	43.6%	56.4%	767,144	-2.3%	41.9%	1,065,380	9.4%	58.1%	58,567	-23.2%	97.3%	1,604	0.0%	2.7%
	YE	201212	1,912,469	1.0%	45.6%	54.4%	806,276	5.1%	43.7%	1,039,023	-2.5%	56.3%	66,208	13.0%	98.6%	962	-40.0%	1.4%
Australia/Oceania	2011	12	422,938	-1.0%	38.2%	61.8%	161,231	-9.1%	38.1%	261,585	4.9%	61.9%	122	510.0%	100.0%	-	-100.0%	0.0%
	2012	12	441,373	4.4%	41.1%	58.9%	177,593	10.1%	40.6%	260,020	-0.6%	59.4%	3,760	2982.0%	100.0%	-	0.0%	0.0%
	YE	201012	4,605,580	-24.6%	38.8%	61.2%	1,783,110	21.1%	38.8%	2,817,471	-4.7%	61.2%	1,978	-86.5%	39.6%	3,021	100.1%	60.4%
	YE	201112	4,776,003	3.7%	40.5%	59.5%	1,924,942	8.0%	40.4%	2,840,760	0.8%	59.6%	9,847	397.8%	95.6%	454	-85.0%	4.4%
	YE	201212	4,874,080	2.1%	40.4%	59.6%	1,960,989	1.9%	40.3%	2,905,923	2.3%	59.7%	7,168	-27.2%	100.0%	-	-100.0%	0.0%
Canada	2011	12	2,673,740	1.1%	50.2%	49.8%	1,310,049	-2.6%	49.7%	1,326,439	5.0%	50.3%	33,298	3.9%	89.4%	3,954	26.5%	10.6%
	2012	12	2,753,662	3.0%	47.7%	52.3%	1,293,071	-1.3%	47.3%	1,440,556	8.6%	52.7%	19,498	-41.4%	97.3%	537	-86.4%	2.7%
	YE	201012	30,894,851	-13.2%	55.8%	44.2%	16,969,794	-0.3%	55.5%	13,632,455	11.6%	44.5%	266,735	23.0%	91.2%	25,867	18.9%	8.8%
	YE	201112	31,553,233	2.1%	53.8%	46.2%	16,589,023	-2.2%	53.3%	14,562,769	6.8%	46.7%	375,218	40.7%	93.5%	26,223	1.4%	6.5%
	YE	201212	32,910,370	4.3%	52.7%	47.3%	16,994,748	2.4%	52.2%	15,534,016	6.7%	47.8%	362,743	-3.3%	95.1%	18,863	-28.1%	4.9%
Central America	2011	12	3,267,205	9.7%	80.2%	19.8%	2,587,573	7.9%	80.2%	640,769	20.2%	19.8%	31,627	-29.9%	81.4%	7,236	207.1%	18.6%
	2012	12	3,468,174	6.2%	79.3%	20.7%	2,699,477	4.3%	79.2%	709,208	10.7%	20.8%	51,587	63.1%	86.7%	7,902	9.2%	13.3%
	YE	201012	33,435,776	-51.1%	75.9%	24.1%	24,989,470	7.7%	75.8%	7,957,559	-15.0%	24.2%	401,533	188.7%	82.2%	87,214	-9.0%	17.8%
	YE	201112	34,703,290	3.8%	81.2%	18.8%	27,684,199	10.8%	81.2%	6,421,839	-19.3%	18.8%	503,052	25.3%	84.2%	94,200	8.0%	15.8%
	YE	201212	36,115,168	4.1%	80.0%	20.0%	28,296,446	2.2%	79.9%	7,126,835	11.0%	20.1%	585,472	16.4%	84.6%	106,415	13.0%	15.4%
Europe	2011	12	4,590,145	2.8%	44.6%	55.4%	2,043,822	-0.5%	44.6%	2,538,672	5.9%	55.4%	5,414	30.2%	70.8%	2,237	-76.2%	29.2%
	2012	12	4,405,289	-4.0%	43.8%	56.2%	1,924,992	-5.8%	43.8%	2,474,486	-2.5%	56.2%	3,183	-41.2%	54.8%	2,628	17.5%	45.2%
	YE	201012	60,403,912	-53.7%	47.1%	52.9%	28,408,461	-0.7%	47.4%	31,518,798	-3.8%	52.6%	46,811	-66.5%	9.8%	429,842	-16.6%	90.2%
	YE	201112	64,257,155	6.4%	46.6%	53.4%	29,914,794	5.3%	46.8%	34,025,238	8.0%	53.2%	55,202	17.9%	17.4%	261,921	-39.1%	82.6%
	YE	201212	63,330,869	-1.4%	45.6%	54.4%	28,850,296	-3.6%	45.8%	34,129,120	0.3%	54.2%	44,064	-20.2%	12.5%	307,389	17.4%	87.5%

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

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

Available Seats

Region	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2011	12	2,617,363	7.9%	43.2%	56.8%	1,120,864	4.7%	43.2%	1,475,711	10.1%	56.8%	10,208	192.2%	49.1%	10,580	-8.0%	50.9%
	2012	12	2,701,358	3.2%	42.8%	57.2%	1,153,626	2.9%	43.0%	1,527,758	3.5%	57.0%	1,883	-81.6%	9.4%	18,091	71.0%	90.6%
	YE	201012	28,459,079	-82.0%	43.7%	56.3%	12,410,644	5.3%	43.8%	15,925,800	1.1%	56.2%	33,441	2.4%	27.3%	89,194	21.3%	72.7%
	YE	201112	30,044,584	5.6%	45.1%	54.9%	13,476,069	8.6%	45.2%	16,327,091	2.5%	54.8%	76,157	127.7%	31.5%	165,267	85.3%	68.5%
	YE	201212	31,895,005	6.2%	45.2%	54.8%	14,386,801	6.8%	45.4%	17,310,112	6.0%	54.6%	25,949	-65.9%	13.1%	172,143	4.2%	86.9%
Middle East	2011	12	556,652	9.6%	41.4%	58.6%	230,512	-2.1%	41.5%	325,012	19.3%	58.5%	-	-100.0%	0.0%	1,128	0.0%	100.0%
	2012	12	609,362	9.5%	38.0%	62.0%	229,650	-0.4%	37.8%	378,046	16.3%	62.2%	1,666	0.0%	100.0%	-	-100.0%	0.0%
	YE	201012	5,849,554	-96.4%	48.9%	51.1%	2,860,310	13.9%	48.9%	2,985,087	10.3%	51.1%	1,479	60.8%	35.6%	2,678	170.2%	64.4%
	YE	201112	6,679,186	14.2%	41.7%	58.3%	2,783,247	-2.7%	41.8%	3,882,896	30.1%	58.2%	470	-68.2%	3.6%	12,573	369.5%	96.4%
	YE	201212	7,234,929	8.3%	38.7%	61.3%	2,786,995	0.1%	38.6%	4,425,061	14.0%	61.4%	15,107	3114.3%	66.0%	7,766	-38.2%	34.0%
South America	2011	12	1,351,688	1.8%	69.4%	30.6%	932,858	0.7%	69.3%	413,521	3.2%	30.7%	5,309	970.4%	100.0%	-	0.0%	0.0%
	2012	12	1,539,462	13.9%	66.2%	33.8%	1,003,434	7.6%	65.9%	519,774	25.7%	34.1%	16,254	206.2%	100.0%	-	0.0%	0.0%
	YE	201012	14,438,227	-91.8%	70.1%	29.9%	10,105,931	10.4%	70.1%	4,309,961	2.1%	29.9%	22,303	16.8%	99.9%	32	-97.9%	0.1%
	YE	201112	14,761,669	2.2%	68.6%	31.4%	10,083,682	-0.2%	68.5%	4,639,608	7.6%	31.5%	38,335	71.9%	99.9%	44	37.5%	0.1%
	YE	201212	15,954,729	8.1%	67.8%	32.2%	10,650,844	5.6%	67.5%	5,139,853	10.8%	32.5%	163,292	326.0%	99.5%	740	1581.8%	0.5%
The Carribean	2011	12	2,160,364	10.6%	87.9%	12.1%	1,742,481	7.7%	87.0%	261,168	9.8%	13.0%	156,715	61.2%	100.0%	-	-100.0%	0.0%
	2012	12	2,117,329	-2.0%	89.8%	10.2%	1,771,495	1.7%	89.1%	216,404	-17.1%	10.9%	128,873	-17.8%	99.6%	557	0.0%	0.4%
	YE	201012	23,869,892	-88.0%	88.7%	11.3%	20,041,001	4.9%	88.1%	2,705,452	-6.1%	11.9%	1,120,886	32.2%	99.8%	2,553	613.1%	0.2%
	YE	201112	23,790,270	-0.3%	88.6%	11.4%	19,423,659	-3.1%	87.8%	2,701,164	-0.2%	12.2%	1,662,528	48.3%	99.8%	2,919	14.3%	0.2%
	YE	201212	24,863,930	4.5%	89.0%	11.0%	20,254,705	4.3%	88.1%	2,745,122	1.6%	11.9%	1,861,869	12.0%	99.9%	2,234	-23.5%	0.1%

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

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

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		2011	12	676	2.1%	53.3%	46.7%	332	8.1%	51.2%	316	-3.7%	48.8%	28	3.7%	100.0%	-	0.0%	0.0%
		2012	12	614	-9.2%	47.7%	52.3%	263	-20.8%	45.0%	321	1.6%	55.0%	30	7.1%	100.0%	-	0.0%	0.0%
		YE	201012	7,314	13.4%	51.0%	49.0%	3,390	22.5%	48.7%	3,577	7.3%	51.3%	340	0.9%	98.0%	7	-12.5%	2.0%
		YE	201112	7,429	1.6%	49.4%	50.6%	3,334	-1.7%	47.1%	3,752	4.9%	52.9%	333	-2.1%	97.1%	10	42.9%	2.9%
		YE	201212	7,478	0.7%	50.6%	49.4%	3,422	2.6%	48.2%	3,682	-1.9%	51.8%	361	8.4%	96.5%	13	30.0%	3.5%
Australia/Oceania		2011	12	2,048	-0.1%	34.6%	65.4%	634	-9.7%	32.1%	1,339	5.5%	67.9%	75	0.0%	100.0%	-	-100.0%	0.0%
		2012	12	2,024	-1.2%	38.8%	61.2%	691	9.0%	35.8%	1,239	-7.5%	64.2%	94	25.3%	100.0%	-	0.0%	0.0%
		YE	201012	20,566	-21.4%	39.7%	60.3%	7,294	22.5%	37.1%	12,362	-3.0%	62.9%	869	-15.5%	95.5%	41	310.0%	4.5%
		YE	201112	21,785	5.9%	39.8%	60.2%	7,822	7.2%	37.4%	13,097	5.9%	62.6%	854	-1.7%	98.6%	12	-70.7%	1.4%
		YE	201212	21,565	-1.0%	39.7%	60.3%	7,692	-1.7%	37.2%	12,998	-0.8%	62.8%	868	1.6%	99.2%	7	-41.7%	0.8%
Canada		2011	12	33,588	-0.6%	60.2%	39.8%	19,704	-2.0%	59.9%	13,184	2.1%	40.1%	518	-9.3%	74.0%	182	4.0%	26.0%
		2012	12	33,667	0.2%	58.6%	41.4%	19,352	-1.8%	58.3%	13,826	4.9%	41.7%	380	-26.6%	77.7%	109	-40.1%	22.3%
		YE	201012	415,725	-1.3%	63.2%	36.8%	257,991	2.8%	63.1%	150,711	8.6%	36.9%	4,609	33.5%	65.6%	2,414	49.6%	34.4%
		YE	201112	413,195	-0.6%	62.4%	37.6%	251,167	-2.6%	62.1%	153,535	1.9%	37.9%	6,619	43.6%	77.9%	1,874	-22.4%	22.1%
		YE	201212	423,189	2.4%	61.8%	38.2%	255,946	1.9%	61.5%	160,157	4.3%	38.5%	5,626	-15.0%	79.4%	1,460	-22.1%	20.6%
Central America		2011	12	26,843	10.2%	80.1%	19.9%	20,745	10.7%	79.7%	5,300	15.0%	20.3%	750	-23.5%	94.0%	48	84.6%	6.0%
		2012	12	28,110	4.7%	79.6%	20.4%	21,767	4.9%	79.3%	5,676	7.1%	20.7%	608	-18.9%	91.2%	59	22.9%	8.8%
		YE	201012	280,304	-59.5%	76.1%	23.9%	202,180	7.6%	75.3%	66,262	-12.4%	24.7%	11,128	49.5%	93.8%	734	-7.4%	6.2%
		YE	201112	288,379	2.9%	81.0%	19.0%	223,122	10.4%	80.5%	53,955	-18.6%	19.5%	10,546	-5.2%	93.3%	756	3.0%	6.7%
		YE	201212	300,941	4.4%	80.5%	19.5%	233,120	4.5%	80.1%	57,858	7.2%	19.9%	9,200	-12.8%	92.3%	763	0.9%	7.7%
Europe		2011	12	20,007	1.6%	51.1%	48.9%	9,814	-0.4%	50.2%	9,752	4.6%	49.8%	401	-7.4%	90.9%	40	-50.0%	9.1%
		2012	12	18,793	-6.1%	50.5%	49.5%	9,207	-6.2%	49.8%	9,273	-4.9%	50.2%	285	-28.9%	91.1%	28	-30.0%	8.9%
		YE	201012	261,280	-72.8%	53.0%	47.0%	134,115	-0.9%	52.6%	120,647	-3.1%	47.4%	4,472	-5.1%	68.6%	2,046	-8.7%	31.4%
		YE	201112	276,582	5.9%	53.1%	46.9%	142,393	6.2%	52.6%	128,397	6.4%	47.4%	4,443	-0.6%	76.7%	1,349	-34.1%	23.3%
		YE	201212	268,382	-3.0%	52.3%	47.7%	136,668	-4.0%	51.9%	126,637	-1.4%	48.1%	3,764	-15.3%	74.1%	1,313	-2.7%	25.9%

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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		2011	12	12,524	3.4%	46.1%	53.9%	5,538	2.8%	45.5%	6,643	5.4%	54.5%	238	-2.5%	69.4%	105	-43.9%	30.6%
		2012	12	12,567	0.3%	46.2%	53.8%	5,410	-2.3%	45.0%	6,623	-0.3%	55.0%	401	68.5%	75.1%	133	26.7%	24.9%
		YE	201012	141,726	-87.0%	45.7%	54.3%	61,313	10.3%	45.0%	75,042	8.7%	55.0%	3,477	36.3%	64.7%	1,894	18.2%	35.3%
		YE	201112	148,033	4.5%	46.7%	53.3%	65,971	7.6%	46.2%	76,758	2.3%	53.8%	3,199	-8.0%	60.3%	2,105	11.1%	39.7%
		YE	201212	150,979	2.0%	47.7%	52.3%	68,556	3.9%	46.9%	77,633	1.1%	53.1%	3,529	10.3%	73.7%	1,261	-40.1%	26.3%
Middle East		2011	12	1,961	11.5%	44.3%	55.7%	832	-2.6%	43.4%	1,087	23.8%	56.6%	36	80.0%	85.7%	6	0.0%	14.3%
		2012	12	2,119	8.1%	41.2%	58.8%	813	-2.3%	39.5%	1,244	14.4%	60.5%	61	69.4%	98.4%	1	-83.3%	1.6%
		YE	201012	20,513	-98.1%	51.1%	48.9%	10,312	9.9%	50.8%	10,003	9.6%	49.2%	169	-55.4%	85.4%	29	81.3%	14.6%
		YE	201112	23,253	13.4%	44.7%	55.3%	10,110	-2.0%	44.2%	12,785	27.8%	55.8%	284	68.0%	79.3%	74	155.2%	20.7%
		YE	201212	25,604	10.1%	41.9%	58.1%	10,213	1.0%	40.8%	14,828	16.0%	59.2%	515	81.3%	91.5%	48	-35.1%	8.5%
South America		2011	12	8,485	-0.7%	68.4%	31.6%	5,330	2.8%	66.7%	2,665	-1.7%	33.3%	471	-5.2%	96.1%	19	-87.5%	3.9%
		2012	12	9,221	8.7%	66.9%	33.1%	5,656	6.1%	65.1%	3,036	13.9%	34.9%	514	9.1%	97.2%	15	-21.1%	2.8%
		YE	201012	95,046	-92.0%	67.8%	32.2%	58,808	10.5%	66.9%	29,143	5.3%	33.1%	5,617	19.1%	79.2%	1,478	70.7%	20.8%
		YE	201112	95,187	0.1%	67.5%	32.5%	59,040	0.4%	66.0%	30,376	4.2%	34.0%	5,218	-7.1%	90.4%	553	-62.6%	9.6%
		YE	201212	99,544	4.6%	68.3%	31.7%	61,820	4.7%	66.3%	31,441	3.5%	33.7%	6,166	18.2%	98.1%	117	-78.8%	1.9%
The Carribean		2011	12	18,659	8.9%	89.1%	10.9%	15,396	8.9%	88.5%	1,997	8.7%	11.5%	1,225	10.1%	96.8%	41	-14.6%	3.2%
		2012	12	18,098	-3.0%	90.6%	9.4%	15,332	-0.4%	90.2%	1,666	-16.6%	9.8%	1,057	-13.7%	96.1%	43	4.9%	3.9%
		YE	201012	209,570	-85.0%	89.6%	10.4%	175,200	0.8%	89.2%	21,282	-4.6%	10.8%	12,510	12.0%	95.6%	578	-5.6%	4.4%
		YE	201112	201,951	-3.6%	89.4%	10.6%	166,759	-4.8%	88.9%	20,816	-2.2%	11.1%	13,839	10.6%	96.3%	537	-7.1%	3.7%
		YE	201212	210,953	4.5%	89.7%	10.3%	175,153	5.0%	89.2%	21,136	1.5%	10.8%	14,130	2.1%	96.4%	534	-0.6%	3.6%

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

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

Please see the report's introduction for further details.

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

Freight (Tons)

Region	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2011	12	2,945	14.8%	50.7%	49.3%	854	-5.4%	37.0%	1,453	16.8%	63.0%	638	52.6%	100.0%	-	0.0%	0.0%
	2012	12	3,021	2.6%	46.2%	53.8%	756	-11.6%	31.8%	1,624	11.8%	68.2%	641	0.6%	100.0%	-	0.0%	0.0%
	YE	201012	30,068	42.9%	49.9%	50.1%	11,750	31.8%	44.7%	14,520	43.9%	55.3%	3,269	97.7%	86.1%	530	40.6%	13.9%
	YE	201112	32,323	7.5%	54.6%	45.4%	11,775	0.2%	44.6%	14,606	0.6%	55.4%	5,887	80.1%	99.1%	55	-89.6%	0.9%
	YE	201212	36,644	13.4%	48.0%	52.0%	10,390	-11.8%	35.5%	18,837	29.0%	64.5%	7,189	22.1%	96.9%	228	314.0%	3.1%
Australia/Oceania	2011	12	15,108	-2.1%	55.5%	44.5%	5,564	-6.6%	45.3%	6,724	3.9%	54.7%	2,821	3.2%	100.0%	-	-100.0%	0.0%
	2012	12	16,095	6.5%	60.4%	39.6%	5,863	5.4%	47.9%	6,378	-5.1%	52.1%	3,854	36.6%	100.0%	-	0.0%	0.0%
	YE	201012	170,619	-0.7%	56.4%	43.6%	66,662	29.9%	47.8%	72,735	6.6%	52.2%	29,502	-4.9%	94.5%	1,719	628.6%	5.5%
	YE	201112	166,966	-2.1%	57.7%	42.3%	68,694	3.0%	49.6%	69,887	-3.9%	50.4%	27,724	-6.0%	97.7%	660	-61.6%	2.3%
	YE	201212	180,782	8.3%	58.2%	41.8%	70,488	2.6%	48.3%	75,420	7.9%	51.7%	34,674	25.1%	99.4%	200	-69.7%	0.6%
Canada	2011	12	30,475	2.1%	74.3%	25.7%	20,391	2.2%	77.7%	5,852	-4.7%	22.3%	2,261	3.1%	53.4%	1,972	26.8%	46.6%
	2012	12	26,608	-12.7%	74.3%	25.7%	18,264	-10.4%	76.3%	5,678	-3.0%	23.7%	1,503	-33.5%	56.4%	1,164	-41.0%	43.6%
	YE	201012	353,930	-31.0%	67.0%	33.0%	223,026	9.9%	71.4%	89,367	-11.1%	28.6%	14,183	-27.9%	34.1%	27,353	53.3%	65.9%
	YE	201112	349,158	-1.3%	71.9%	28.1%	231,667	3.9%	75.3%	76,158	-14.8%	24.7%	19,537	37.7%	47.3%	21,796	-20.3%	52.7%
	YE	201212	320,762	-8.1%	77.5%	22.5%	237,663	2.6%	80.9%	56,083	-26.4%	19.1%	10,802	-44.7%	40.0%	16,214	-25.6%	60.0%
Central America	2011	12	61,097	4.2%	72.1%	27.9%	34,808	18.5%	67.2%	17,001	0.3%	32.8%	9,237	-24.3%	99.5%	51	-27.7%	0.5%
	2012	12	50,432	-17.5%	69.3%	30.7%	30,937	-11.1%	66.7%	15,471	-9.0%	33.3%	4,019	-56.5%	99.9%	5	-90.0%	0.1%
	YE	201012	674,918	-35.3%	74.3%	25.7%	350,200	25.4%	67.0%	172,813	30.2%	33.0%	151,327	28.7%	99.6%	579	136.2%	0.4%
	YE	201112	689,408	2.1%	69.3%	30.7%	357,939	2.2%	63.0%	209,791	21.4%	37.0%	119,727	-20.9%	98.4%	1,951	237.1%	1.6%
	YE	201212	662,401	-3.9%	71.9%	28.1%	389,825	8.9%	67.8%	185,524	-11.6%	32.2%	86,476	-27.8%	99.3%	575	-70.5%	0.7%
Europe	2011	12	254,164	2.4%	45.3%	54.7%	92,730	-6.4%	40.4%	137,082	9.1%	59.6%	22,521	7.9%	92.5%	1,831	-27.6%	7.5%
	2012	12	231,755	-8.8%	44.6%	55.4%	86,732	-6.5%	40.4%	127,892	-6.7%	59.6%	16,670	-26.0%	97.3%	460	-74.9%	2.7%
	YE	201012	3,007,627	-16.9%	45.5%	54.5%	1,160,926	25.8%	42.2%	1,591,893	11.3%	57.8%	208,114	11.8%	81.7%	46,694	29.1%	18.3%
	YE	201112	3,082,499	2.5%	45.7%	54.3%	1,186,990	2.2%	41.9%	1,648,574	3.6%	58.1%	221,927	6.6%	89.9%	25,007	-46.4%	10.1%
	YE	201212	2,864,053	-7.1%	45.5%	54.5%	1,101,457	-7.2%	41.5%	1,550,742	-5.9%	58.5%	202,487	-8.8%	95.6%	9,367	-62.5%	4.4%

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

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

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	2011	12	290,451	-6.0%	38.8%	61.2%	95,738	-3.6%	35.7%	172,444	-2.5%	64.3%	16,874	-11.4%	75.8%	5,395	-60.8%	24.2%
	2012	12	284,646	-2.0%	40.7%	59.3%	79,599	-16.9%	32.8%	162,828	-5.6%	67.2%	36,363	115.5%	86.1%	5,855	8.5%	13.9%
	YE	201012	3,787,326	469.3%	37.6%	62.4%	1,154,582	19.7%	34.1%	2,226,847	26.1%	65.9%	267,928	43.4%	66.0%	137,970	18.8%	34.0%
	YE	201112	3,567,343	-5.8%	39.1%	60.9%	1,157,707	0.3%	36.2%	2,038,989	-8.4%	63.8%	238,222	-11.1%	64.3%	132,425	-4.0%	35.7%
	YE	201212	3,445,787	-3.4%	40.7%	59.3%	1,104,278	-4.6%	35.7%	1,990,683	-2.4%	64.3%	297,112	24.7%	84.7%	53,714	-59.4%	15.3%
Middle East	2011	12	20,124	6.8%	59.5%	40.5%	10,036	-7.2%	55.2%	8,156	6.8%	44.8%	1,932	1465.4%	100.0%	-	-100.0%	0.0%
	2012	12	22,599	12.3%	53.4%	46.6%	10,270	2.3%	49.5%	10,493	28.7%	50.5%	1,807	-6.5%	98.5%	28	0.0%	1.5%
	YE	201012	214,784	-68.5%	51.6%	48.4%	107,001	30.0%	50.9%	103,138	30.9%	49.1%	3,886	-55.5%	83.6%	760	35.9%	16.4%
	YE	201112	238,387	11.0%	57.5%	42.5%	122,947	14.9%	54.9%	100,900	-2.2%	45.1%	14,195	265.3%	97.6%	344	-54.7%	2.4%
	YE	201212	270,901	13.6%	56.0%	44.0%	130,718	6.3%	52.3%	119,060	18.0%	47.7%	20,859	46.9%	98.7%	264	-23.3%	1.3%
South America	2011	12	119,585	-3.0%	62.9%	37.1%	43,406	5.1%	50.3%	42,927	1.8%	49.7%	31,778	9.3%	95.6%	1,474	-86.2%	4.4%
	2012	12	126,590	5.9%	60.9%	39.1%	42,105	-3.0%	46.6%	48,209	12.3%	53.4%	34,961	10.0%	96.4%	1,315	-10.8%	3.6%
	YE	201012	1,328,301	65.6%	57.7%	42.3%	475,190	4.3%	50.6%	463,195	11.6%	49.4%	291,716	8.1%	74.8%	98,200	75.7%	25.2%
	YE	201112	1,354,872	2.0%	62.1%	37.9%	526,553	10.8%	52.4%	478,678	3.3%	47.6%	315,275	8.1%	90.2%	34,366	-65.0%	9.8%
	YE	201212	1,382,197	2.0%	65.4%	34.6%	527,668	0.2%	52.9%	469,670	-1.9%	47.1%	375,728	19.2%	97.6%	9,132	-73.4%	2.4%
The Carribean	2011	12	12,445	-15.6%	93.3%	6.7%	10,546	21.6%	95.8%	461	16.3%	4.2%	1,066	-79.3%	74.1%	373	-29.8%	25.9%
	2012	12	9,722	-21.9%	89.9%	10.1%	6,609	-37.3%	91.2%	641	39.2%	8.8%	2,131	99.9%	86.2%	341	-8.6%	13.8%
	YE	201012	159,406	-80.5%	91.7%	8.3%	99,276	16.3%	93.4%	7,029	43.2%	6.6%	46,870	-4.6%	88.3%	6,230	-7.4%	11.7%
	YE	201112	137,356	-13.8%	93.0%	7.0%	119,340	20.2%	96.0%	4,990	-29.0%	4.0%	8,374	-82.1%	64.3%	4,652	-25.3%	35.7%
	YE	201212	132,256	-3.7%	92.2%	7.8%	110,455	-7.4%	94.9%	5,989	20.0%	5.1%	11,522	37.6%	72.9%	4,290	-7.8%	27.1%

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

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Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2011	12	1,875,544	1.0%	48.2%	51.8%	884,847	-4.3%	47.7%	968,408	6.4%	52.3%	19,434	-6.4%	87.2%	2,855	36.1%	12.8%
	2012	12	2,000,024	6.6%	47.9%	52.1%	943,414	6.6%	47.5%	1,040,952	7.5%	52.5%	15,325	-21.1%	97.9%	333	-88.3%	2.1%
	YE	201012	22,190,415	8.1%	54.6%	45.4%	11,947,168	3.5%	54.3%	10,054,939	13.8%	45.7%	170,409	34.6%	90.5%	17,899	28.7%	9.5%
	YE	201112	23,167,003	4.4%	52.1%	47.9%	11,817,745	-1.1%	51.6%	11,073,438	10.1%	48.4%	256,647	50.6%	93.0%	19,173	7.1%	7.0%
	YE	201212	24,210,423	4.5%	51.4%	48.6%	12,176,139	3.0%	50.9%	11,756,609	6.2%	49.1%	264,013	2.9%	95.1%	13,662	-28.7%	4.9%
Mexico	2011	12	1,788,012	12.7%	86.2%	13.8%	1,533,132	10.6%	86.4%	240,873	30.8%	13.6%	9,022	-41.2%	64.4%	4,985	223.5%	35.6%
	2012	12	1,866,755	4.4%	86.7%	13.3%	1,596,500	4.1%	86.7%	244,671	1.6%	13.3%	21,183	134.8%	82.8%	4,401	-11.7%	17.2%
	YE	201012	18,194,896	6.0%	79.5%	20.5%	14,315,667	14.4%	79.6%	3,668,872	-19.0%	20.4%	143,461	191.8%	68.2%	66,896	-7.2%	31.8%
	YE	201112	18,472,282	1.5%	87.3%	12.7%	15,887,446	11.0%	87.4%	2,288,479	-37.6%	12.6%	229,954	60.3%	77.6%	66,403	-0.7%	22.4%
	YE	201212	19,196,500	3.9%	87.2%	12.8%	16,477,846	3.7%	87.4%	2,383,702	4.2%	12.6%	260,501	13.3%	77.8%	74,451	12.1%	22.2%
United Kingdom	2011	12	1,256,283	12.6%	40.4%	59.6%	507,423	6.9%	40.4%	747,385	18.2%	59.6%	85	-17.5%	5.8%	1,390	-83.5%	94.2%
	2012	12	1,257,952	0.1%	39.9%	60.1%	501,272	-1.2%	39.9%	754,196	0.9%	60.1%	50	-41.2%	2.0%	2,434	75.1%	98.0%
	YE	201012	15,746,237	-3.1%	42.0%	58.0%	6,611,879	-1.0%	43.0%	8,782,064	-4.0%	57.0%	3,500	28.6%	1.0%	348,794	-17.0%	99.0%
	YE	201112	16,725,794	6.2%	40.6%	59.4%	6,789,716	2.7%	41.1%	9,710,513	10.6%	58.9%	2,441	-30.3%	1.1%	223,124	-36.0%	98.9%
	YE	201212	17,164,385	2.6%	38.5%	61.5%	6,608,274	-2.7%	39.1%	10,296,508	6.0%	60.9%	2,929	20.0%	1.1%	256,674	15.0%	98.9%
Japan	2011	12	861,382	-1.7%	65.6%	34.4%	557,673	-4.3%	65.9%	288,936	1.6%	34.1%	7,425	282.9%	50.3%	7,348	-1.6%	49.7%
	2012	12	961,549	11.6%	62.7%	37.3%	601,273	7.8%	63.3%	349,271	20.9%	36.7%	1,691	-77.2%	15.4%	9,314	26.8%	84.6%
	YE	201012	10,773,156	4.8%	64.3%	35.7%	6,909,062	8.9%	64.5%	3,795,390	-2.2%	35.5%	13,190	-9.4%	19.2%	55,514	16.4%	80.8%
	YE	201112	10,199,965	-5.3%	66.8%	33.2%	6,789,312	-1.7%	67.5%	3,272,263	-13.8%	32.5%	20,400	54.7%	14.7%	117,990	112.5%	85.3%
	YE	201212	11,540,508	13.1%	65.2%	34.8%	7,514,718	10.7%	66.0%	3,876,435	18.5%	34.0%	14,808	-27.4%	9.9%	134,547	14.0%	90.1%
Germany	2011	12	694,323	-0.8%	43.5%	56.5%	301,456	0.5%	43.4%	392,554	-1.7%	56.6%	313	-36.1%	100.0%	-	-100.0%	0.0%
	2012	12	685,802	-1.2%	43.8%	56.2%	300,024	-0.5%	43.8%	385,406	-1.8%	56.2%	372	18.8%	100.0%	-	0.0%	0.0%
	YE	201012	9,493,505	3.6%	42.0%	58.0%	3,985,105	8.3%	42.0%	5,506,363	0.6%	58.0%	2,033	-84.8%	99.8%	4	-99.5%	0.2%
	YE	201112	9,580,885	0.9%	42.3%	57.7%	4,052,571	1.7%	42.3%	5,525,533	0.3%	57.7%	2,470	21.5%	88.8%	311	7675.0%	11.2%
	YE	201212	9,813,407	2.4%	43.6%	56.4%	4,272,652	5.4%	43.5%	5,538,292	0.2%	56.5%	2,333	-5.5%	94.7%	130	-58.2%	5.3%

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2/ Ranked in descending order according to YE 201212 data.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
France	2011	12	446,774	2.2%	44.3%	55.7%	197,856	7.5%	44.3%	248,883	-1.7%	55.7%	35	775.0%	100.0%	-	0.0%	0.0%
	2012	12	424,952	-4.9%	43.7%	56.3%	185,772	-6.1%	43.7%	239,160	-3.9%	56.3%	18	-48.6%	90.0%	2	0.0%	10.0%
	YE	201012	5,964,265	-0.4%	41.8%	58.2%	2,492,533	1.7%	41.8%	3,468,932	-1.9%	58.2%	1,641	25.6%	58.6%	1,159	-27.3%	41.4%
	YE	201112	6,292,633	5.5%	42.4%	57.6%	2,665,609	6.9%	42.4%	3,625,238	4.5%	57.6%	1,739	6.0%	97.4%	47	-95.9%	2.6%
	YE	201212	6,215,522	-1.2%	43.7%	56.3%	2,712,191	1.7%	43.7%	3,501,160	-3.4%	56.3%	2,114	21.6%	97.4%	57	21.3%	2.6%
Dominican Republic	2011	12	378,048	9.4%	99.5%	0.5%	373,408	9.4%	99.5%	2,001	8.0%	0.5%	2,639	0.8%	100.0%	-	0.0%	0.0%
	2012	12	399,792	5.8%	99.2%	0.8%	388,076	3.9%	99.2%	3,033	51.6%	0.8%	8,683	229.0%	100.0%	-	0.0%	0.0%
	YE	201012	4,609,450	7.4%	99.2%	0.8%	4,465,770	6.0%	99.2%	36,561	65.0%	0.8%	106,260	95.3%	99.2%	859	0.0%	0.8%
	YE	201112	4,599,400	-0.2%	99.6%	0.4%	4,466,097	0.0%	99.6%	19,657	-46.2%	0.4%	113,646	7.0%	100.0%	-	-100.0%	0.0%
	YE	201212	5,057,365	10.0%	99.5%	0.5%	4,810,378	7.7%	99.5%	25,727	30.9%	0.5%	221,260	94.7%	100.0%	-	0.0%	0.0%
South Korea	2011	12	362,138	15.2%	12.5%	87.5%	45,136	26.1%	12.6%	314,342	13.3%	87.4%	-	0.0%	0.0%	2,660	156.3%	100.0%
	2012	12	381,335	5.3%	13.5%	86.5%	51,419	13.9%	13.5%	329,916	5.0%	86.5%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201012	3,847,777	14.0%	8.5%	91.5%	327,674	59.9%	8.6%	3,503,346	10.7%	91.4%	24	-92.7%	0.1%	16,733	240.6%	99.9%
	YE	201112	4,220,382	9.7%	12.5%	87.5%	524,563	60.1%	12.5%	3,666,356	4.7%	87.5%	4,126	17091.7%	14.0%	25,337	51.4%	86.0%
	YE	201212	4,503,739	6.7%	13.5%	86.5%	608,715	16.0%	13.5%	3,884,420	5.9%	86.5%	173	-95.8%	1.6%	10,431	-58.8%	98.4%
Netherlands	2011	12	316,301	-2.3%	60.7%	39.3%	192,127	-3.7%	60.7%	124,174	0.1%	39.3%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	12	318,220	0.6%	63.9%	36.1%	203,359	5.8%	63.9%	114,861	-7.5%	36.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201012	4,337,054	0.0%	63.6%	36.4%	2,757,574	-0.5%	63.7%	1,572,680	0.4%	36.3%	9	-98.6%	0.1%	6,791	169675.0%	99.9%
	YE	201112	4,484,148	3.4%	62.5%	37.5%	2,804,630	1.7%	62.5%	1,679,392	6.8%	37.5%	126	1300.0%	100.0%	-	-100.0%	0.0%
	YE	201212	4,481,473	-0.1%	63.8%	36.2%	2,858,329	1.9%	63.8%	1,622,996	-3.4%	36.2%	144	14.3%	97.3%	4	0.0%	2.7%
Brazil	2011	12	366,265	9.2%	67.9%	32.1%	246,651	4.9%	67.7%	117,619	17.2%	32.3%	1,995	18036.4%	100.0%	-	0.0%	0.0%
	2012	12	426,326	16.4%	66.1%	33.9%	281,967	14.3%	66.1%	144,359	22.7%	33.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201012	3,478,838	20.0%	67.9%	32.1%	2,358,919	21.6%	67.8%	1,117,857	17.1%	32.2%	2,060	-45.7%	99.9%	2	-96.4%	0.1%
	YE	201112	4,002,389	15.0%	66.7%	33.3%	2,664,171	12.9%	66.6%	1,333,304	19.3%	33.4%	4,914	138.5%	100.0%	-	-100.0%	0.0%
	YE	201212	4,440,786	11.0%	66.9%	33.1%	2,964,155	11.3%	66.9%	1,468,570	10.1%	33.1%	8,013	63.1%	99.4%	48	0.0%	0.6%

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

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Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
China	2011	12	285,231	30.8%	63.4%	36.6%	180,808	37.0%	63.4%	104,414	21.4%	36.6%	9	0.0%	100.0%	-	0.0%	0.0%
	2012	12	323,844	13.5%	60.3%	39.7%	195,219	8.0%	61.3%	123,336	18.1%	38.7%	-	-100.0%	0.0%	5,289	0.0%	100.0%
	YE	201012	2,648,712	30.4%	63.5%	36.5%	1,679,578	29.4%	63.5%	967,309	32.0%	36.5%	1,825	725.8%	100.0%	-	-100.0%	0.0%
	YE	201112	3,319,336	25.3%	65.7%	34.3%	2,177,556	29.6%	65.7%	1,136,357	17.5%	34.3%	4,322	136.8%	79.7%	1,101	0.0%	20.3%
	YE	201212	3,815,551	14.9%	64.9%	35.1%	2,471,427	13.5%	65.0%	1,330,364	17.1%	35.0%	5,738	32.8%	41.7%	8,022	628.6%	58.3%
Jamaica	2011	12	261,838	5.4%	74.9%	25.1%	186,949	-4.5%	74.0%	65,598	36.2%	26.0%	9,291	111.8%	100.0%	-	0.0%	0.0%
	2012	12	257,433	-1.7%	79.1%	20.9%	202,428	8.3%	79.0%	53,760	-18.0%	21.0%	1,245	-86.6%	100.0%	-	0.0%	0.0%
	YE	201012	2,974,153	5.0%	78.7%	21.3%	2,298,578	18.1%	78.4%	634,432	-27.1%	21.6%	41,143	145.5%	100.0%	-	0.0%	0.0%
	YE	201112	3,097,916	4.2%	79.2%	20.8%	2,252,147	-2.0%	77.8%	643,981	1.5%	22.2%	201,788	390.5%	100.0%	-	0.0%	0.0%
	YE	201212	3,107,505	0.3%	80.3%	19.7%	2,441,774	8.4%	80.0%	612,292	-4.9%	20.0%	53,439	-73.5%	100.0%	-	0.0%	0.0%
Spain	2011	12	187,191	1.0%	51.1%	48.9%	95,695	-7.9%	51.1%	91,478	12.4%	48.9%	18	-33.3%	100.0%	-	0.0%	0.0%
	2012	12	162,693	-13.1%	58.6%	41.4%	95,309	-0.4%	58.6%	67,368	-26.4%	41.4%	16	-11.1%	100.0%	-	0.0%	0.0%
	YE	201012	2,678,496	11.8%	55.2%	44.8%	1,478,061	7.0%	55.2%	1,199,564	18.9%	44.8%	761	-83.6%	87.4%	110	5400.0%	12.6%
	YE	201112	2,947,227	10.0%	56.2%	43.8%	1,651,604	11.7%	56.1%	1,290,717	7.6%	43.9%	4,904	544.4%	100.0%	2	-98.2%	0.0%
	YE	201212	2,788,307	-5.4%	56.9%	43.1%	1,586,332	-4.0%	56.9%	1,201,794	-6.9%	43.1%	181	-96.3%	100.0%	-	-100.0%	0.0%
The Bahamas	2011	12	216,081	5.8%	78.1%	21.9%	159,850	6.3%	77.2%	47,254	-6.8%	22.8%	8,977	184.6%	100.0%	-	0.0%	0.0%
	2012	12	212,167	-1.8%	77.2%	22.8%	162,050	1.4%	77.0%	48,479	2.6%	23.0%	1,638	-81.8%	100.0%	-	0.0%	0.0%
	YE	201012	2,592,599	2.3%	83.3%	16.7%	2,108,794	1.0%	83.0%	433,276	8.5%	17.0%	50,529	12.8%	100.0%	-	0.0%	0.0%
	YE	201112	2,436,260	-6.0%	80.6%	19.4%	1,914,102	-9.2%	80.2%	471,622	8.9%	19.8%	50,370	-0.3%	99.7%	166	0.0%	0.3%
	YE	201212	2,644,833	8.6%	82.7%	17.3%	2,141,741	11.9%	82.4%	457,944	-2.9%	17.6%	44,982	-10.7%	99.6%	166	0.0%	0.4%
Italy	2011	12	133,231	-19.7%	58.2%	41.8%	77,525	-17.3%	58.2%	55,694	-22.9%	41.8%	12	300.0%	100.0%	-	0.0%	0.0%
	2012	12	124,401	-6.6%	55.6%	44.4%	69,128	-10.8%	55.6%	55,272	-0.8%	44.4%	-	-100.0%	0.0%	1	0.0%	100.0%
	YE	201012	2,723,294	3.0%	66.4%	33.6%	1,807,292	-1.8%	66.4%	915,678	14.1%	33.6%	324	575.0%	100.0%	-	-100.0%	0.0%
	YE	201112	2,659,826	-2.3%	65.1%	34.9%	1,730,059	-4.3%	65.0%	929,526	1.5%	35.0%	241	-25.6%	100.0%	-	0.0%	0.0%
	YE	201212	2,545,201	-4.3%	67.0%	33.0%	1,706,446	-1.4%	67.0%	838,655	-9.8%	33.0%	93	-61.4%	93.0%	7	0.0%	7.0%

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Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Australia	2011	12	204,134	-4.7%	56.1%	43.9%	114,546	-11.8%	56.1%	89,588	6.2%	43.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	2012	12	223,019	9.3%	55.5%	44.5%	123,596	7.9%	55.5%	99,281	10.8%	44.5%	142	0.0%	100.0%	-	0.0%	0.0%
	YE	201012	2,201,994	12.9%	54.8%	45.2%	1,206,158	31.1%	54.8%	995,818	-3.3%	45.2%	18	0.0%	100.0%	-	-100.0%	0.0%
	YE	201112	2,364,678	7.4%	55.9%	44.1%	1,321,452	9.6%	55.9%	1,042,685	4.7%	44.1%	92	411.1%	17.0%	449	0.0%	83.0%
	YE	201212	2,500,714	5.8%	54.0%	46.0%	1,351,239	2.3%	54.0%	1,149,123	10.2%	46.0%	352	282.6%	100.0%	-	-100.0%	0.0%
Colombia	2011	12	218,662	-5.9%	54.4%	45.6%	118,957	-13.7%	54.4%	99,705	5.5%	45.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	2012	12	242,032	10.7%	55.6%	44.4%	134,580	13.1%	55.6%	107,355	7.7%	44.4%	97	0.0%	100.0%	-	0.0%	0.0%
	YE	201012	2,306,140	14.8%	57.6%	42.4%	1,326,973	25.2%	57.6%	978,022	3.1%	42.4%	1,145	222.5%	100.0%	-	0.0%	0.0%
	YE	201112	2,239,105	-2.9%	54.9%	45.1%	1,230,011	-7.3%	54.9%	1,008,855	3.2%	45.1%	239	-79.1%	100.0%	-	0.0%	0.0%
	YE	201212	2,476,844	10.6%	55.2%	44.8%	1,366,308	11.1%	55.2%	1,109,326	10.0%	44.8%	1,210	406.3%	100.0%	-	0.0%	0.0%
Hong Kong	2011	12	201,309	5.8%	31.2%	68.8%	62,770	-5.3%	31.2%	138,539	11.7%	68.8%	-	0.0%	0.0%	-	-100.0%	0.0%
	2012	12	196,157	-2.6%	27.9%	72.1%	54,681	-12.9%	27.9%	141,476	2.1%	72.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201012	2,282,345	11.0%	32.4%	67.6%	738,451	18.8%	32.4%	1,543,892	7.6%	67.6%	-	-100.0%	0.0%	2	0.0%	100.0%
	YE	201112	2,341,894	2.6%	32.4%	67.6%	752,891	2.0%	32.2%	1,582,435	2.5%	67.8%	6,568	0.0%	100.0%	-	-100.0%	0.0%
	YE	201212	2,442,790	4.3%	29.0%	71.0%	707,605	-6.0%	29.0%	1,735,176	9.7%	71.0%	9	-99.9%	100.0%	-	0.0%	0.0%
Costa Rica	2011	12	219,460	13.1%	93.3%	6.7%	204,589	11.8%	93.3%	14,709	32.6%	6.7%	162	0.0%	100.0%	-	0.0%	0.0%
	2012	12	221,827	1.1%	93.1%	6.9%	206,393	0.9%	93.1%	15,299	4.0%	6.9%	135	-16.7%	100.0%	-	0.0%	0.0%
	YE	201012	2,113,492	2.3%	93.5%	6.5%	1,975,100	4.4%	93.5%	136,981	-21.6%	6.5%	1,411	49.8%	100.0%	-	-100.0%	0.0%
	YE	201112	2,182,161	3.2%	92.7%	7.3%	2,020,327	2.3%	92.7%	159,389	16.4%	7.3%	2,445	73.3%	100.0%	-	0.0%	0.0%
	YE	201212	2,325,735	6.6%	92.5%	7.5%	2,146,423	6.2%	92.5%	174,666	9.6%	7.5%	4,646	90.0%	100.0%	-	0.0%	0.0%
United Arab Emirates	2011	12	190,649	7.4%	34.5%	65.5%	65,807	13.9%	34.5%	124,842	4.3%	65.5%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	12	223,469	17.2%	30.9%	69.1%	69,122	5.0%	30.9%	154,347	23.6%	69.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201012	1,673,346	33.5%	38.6%	61.4%	646,274	43.4%	38.6%	1,027,068	28.0%	61.4%	4	0.0%	100.0%	-	0.0%	0.0%
	YE	201112	1,932,539	15.5%	35.0%	65.0%	675,701	4.6%	35.0%	1,256,838	22.4%	65.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201212	2,313,351	19.7%	32.8%	67.2%	759,156	12.4%	32.8%	1,554,194	23.7%	67.2%	1	0.0%	100.0%	-	0.0%	0.0%

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Panama	2011	12	164,362	12.1%	38.2%	61.8%	62,719	-1.5%	38.2%	101,637	22.4%	61.8%	6	0.0%	100.0%	-	0.0%	0.0%
	2012	12	210,159	27.9%	30.8%	69.2%	64,648	3.1%	30.8%	145,511	43.2%	69.2%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201012	1,537,741	7.3%	46.8%	53.2%	704,071	2.7%	46.2%	818,667	10.9%	53.8%	15,003	61.8%	100.0%	-	-100.0%	0.0%
	YE	201112	1,698,276	10.4%	41.4%	58.6%	702,498	-0.2%	41.4%	994,392	21.5%	58.6%	1,386	-90.8%	100.0%	-	0.0%	0.0%
	YE	201212	2,081,725	22.6%	33.9%	66.1%	706,052	0.5%	33.9%	1,375,129	38.3%	66.1%	544	-60.8%	100.0%	-	0.0%	0.0%
Switzerland	2011	12	148,917	-4.1%	36.5%	63.5%	54,335	-10.1%	36.5%	94,569	-0.3%	63.5%	9	-77.5%	69.2%	4	0.0%	30.8%
	2012	12	163,473	9.8%	31.8%	68.2%	52,025	-4.3%	31.8%	111,438	17.8%	68.2%	10	11.1%	100.0%	-	-100.0%	0.0%
	YE	201012	1,844,447	14.0%	41.6%	58.4%	767,674	8.3%	41.6%	1,076,359	18.4%	58.4%	358	32.1%	86.5%	56	12.0%	13.5%
	YE	201112	1,935,973	5.0%	40.3%	59.7%	779,029	1.5%	40.2%	1,156,571	7.5%	59.8%	340	-5.0%	91.2%	33	-41.1%	8.8%
	YE	201212	2,015,001	4.1%	36.6%	63.4%	736,475	-5.5%	36.6%	1,278,222	10.5%	63.4%	287	-15.6%	94.4%	17	-48.5%	5.6%
Ireland	2011	12	110,993	-7.3%	39.0%	61.0%	42,957	-16.3%	38.8%	67,721	0.0%	61.2%	315	-52.6%	100.0%	-	0.0%	0.0%
	2012	12	122,640	10.5%	37.3%	62.7%	45,752	6.5%	37.3%	76,871	13.5%	62.7%	17	-94.6%	100.0%	-	0.0%	0.0%
	YE	201012	1,741,522	-10.7%	47.2%	52.8%	819,053	-5.0%	47.1%	919,130	-15.1%	52.9%	3,063	-52.9%	91.7%	276	392.9%	8.3%
	YE	201112	1,771,151	1.7%	48.7%	51.3%	858,837	4.9%	48.6%	909,463	-1.1%	51.4%	2,839	-7.3%	99.6%	12	-95.7%	0.4%
	YE	201212	1,801,705	1.7%	44.8%	55.2%	803,235	-6.5%	44.7%	993,878	9.3%	55.3%	4,567	60.9%	99.5%	25	108.3%	0.5%
Taiwan	2011	12	149,497	3.6%	0.0%	100.0%	-	0.0%	0.0%	149,497	3.6%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	12	150,887	0.9%	0.0%	100.0%	-	0.0%	0.0%	150,877	0.9%	100.0%	10	0.0%	100.0%	-	0.0%	0.0%
	YE	201012	1,888,218	2.2%	0.4%	99.6%	363	11.3%	0.0%	1,881,349	2.0%	100.0%	6,506	198.6%	100.0%	-	0.0%	0.0%
	YE	201112	1,730,280	-8.4%	0.4%	99.6%	-	-100.0%	0.0%	1,723,849	-8.4%	100.0%	6,431	-1.2%	100.0%	-	0.0%	0.0%
	YE	201212	1,749,667	1.1%	0.0%	100.0%	306	0.0%	0.0%	1,749,337	1.5%	100.0%	24	-99.6%	100.0%	-	0.0%	0.0%
El Salvador	2011	12	130,493	3.0%	32.2%	67.8%	40,963	-5.2%	31.7%	88,448	7.9%	68.3%	1,082	-31.3%	100.0%	-	0.0%	0.0%
	2012	12	137,032	5.0%	31.5%	68.5%	41,116	0.4%	30.5%	93,849	6.1%	69.5%	2,067	91.0%	100.0%	-	0.0%	0.0%
	YE	201012	1,367,548	8.6%	35.7%	64.3%	472,144	1.4%	34.9%	879,255	11.3%	65.1%	16,149	321.0%	100.0%	-	0.0%	0.0%
	YE	201112	1,451,598	6.1%	33.7%	66.3%	473,008	0.2%	32.9%	962,720	9.5%	67.1%	15,870	-1.7%	100.0%	-	0.0%	0.0%
	YE	201212	1,457,661	0.4%	30.3%	69.7%	417,451	-11.7%	29.1%	1,016,304	5.6%	70.9%	23,906	50.6%	100.0%	-	0.0%	0.0%

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

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Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2011	12	2,673,740	1.1%	50.2%	49.8%	1,310,049	-2.6%	49.7%	1,326,439	5.0%	50.3%	33,298	3.9%	89.4%	3,954	26.5%	10.6%
	2012	12	2,753,662	3.0%	47.7%	52.3%	1,293,071	-1.3%	47.3%	1,440,556	8.6%	52.7%	19,498	-41.4%	97.3%	537	-86.4%	2.7%
	YE	201012	30,894,709	4.8%	55.8%	44.2%	16,969,794	-0.3%	55.5%	13,632,455	11.6%	44.5%	266,593	23.4%	91.2%	25,867	18.9%	8.8%
	YE	201112	31,553,210	2.1%	53.8%	46.2%	16,589,023	-2.2%	53.3%	14,562,769	6.8%	46.7%	375,195	40.7%	93.5%	26,223	1.4%	6.5%
	YE	201212	32,910,359	4.3%	52.7%	47.3%	16,994,748	2.4%	52.2%	15,534,016	6.7%	47.8%	362,732	-3.3%	95.1%	18,863	-28.1%	4.9%
Mexico	2011	12	2,230,648	10.3%	86.1%	13.9%	1,905,521	8.8%	86.3%	302,601	25.2%	13.7%	15,290	-43.0%	67.9%	7,236	207.1%	32.1%
	2012	12	2,392,833	7.3%	85.5%	14.5%	2,017,254	5.9%	85.6%	338,453	11.8%	14.4%	29,224	91.1%	78.7%	7,902	9.2%	21.3%
	YE	201012	23,237,905	0.7%	78.0%	22.0%	17,890,988	9.3%	78.1%	5,024,766	-23.0%	21.9%	235,166	186.3%	73.0%	86,985	-9.1%	27.0%
	YE	201112	23,884,378	2.8%	87.0%	13.0%	20,457,413	14.3%	87.2%	3,009,928	-40.1%	12.8%	322,837	37.3%	77.4%	94,200	8.3%	22.6%
	YE	201212	24,418,310	2.2%	86.3%	13.7%	20,752,221	1.4%	86.5%	3,228,039	7.2%	13.5%	331,864	2.8%	75.8%	106,186	12.7%	24.2%
United Kingdom	2011	12	1,609,006	12.4%	40.9%	59.1%	656,825	9.9%	40.9%	949,685	15.3%	59.1%	705	-15.0%	28.2%	1,791	-80.9%	71.8%
	2012	12	1,573,434	-2.2%	40.5%	59.5%	636,565	-3.1%	40.5%	934,111	-1.6%	59.5%	162	-77.0%	5.9%	2,596	44.9%	94.1%
	YE	201012	19,247,142	-5.7%	42.0%	58.0%	8,068,347	-5.0%	42.8%	10,767,004	-5.8%	57.2%	11,008	132.6%	2.7%	400,783	-16.4%	97.3%
	YE	201112	20,965,020	8.9%	41.8%	58.2%	8,756,001	8.5%	42.3%	11,960,372	11.1%	57.7%	6,966	-36.7%	2.8%	241,681	-39.7%	97.2%
	YE	201212	21,288,505	1.5%	40.1%	59.9%	8,521,174	-2.7%	40.6%	12,471,518	4.3%	59.4%	7,840	12.5%	2.7%	287,973	19.2%	97.3%
Japan	2011	12	1,106,902	0.2%	64.3%	35.7%	702,941	-2.6%	64.5%	386,927	4.6%	35.5%	9,132	162.0%	53.6%	7,902	-19.8%	46.4%
	2012	12	1,210,543	9.4%	62.1%	37.9%	749,991	6.7%	62.6%	448,446	15.9%	37.4%	1,815	-80.1%	15.0%	10,291	30.2%	85.0%
	YE	201012	13,309,056	-1.2%	63.4%	36.6%	8,425,351	3.5%	63.7%	4,798,272	-8.3%	36.3%	18,172	-17.1%	21.3%	67,261	-0.8%	78.7%
	YE	201112	12,996,970	-2.3%	65.9%	34.1%	8,530,021	1.2%	66.5%	4,300,269	-10.4%	33.5%	31,323	72.4%	18.8%	135,357	101.2%	81.2%
	YE	201212	14,256,970	9.7%	65.1%	34.9%	9,269,049	8.7%	65.8%	4,822,753	12.2%	34.2%	17,181	-45.1%	10.4%	147,987	9.3%	89.6%
Germany	2011	12	851,403	1.9%	44.1%	55.9%	374,634	3.9%	44.1%	475,733	0.3%	55.9%	1,036	-7.8%	100.0%	-	-100.0%	0.0%
	2012	12	828,608	-2.7%	44.2%	55.8%	365,978	-2.3%	44.2%	462,032	-2.9%	55.8%	598	-42.3%	100.0%	-	0.0%	0.0%
	YE	201012	11,365,076	2.6%	42.1%	57.9%	4,781,797	7.2%	42.1%	6,578,209	-0.1%	57.9%	5,038	-82.4%	99.4%	32	-97.5%	0.6%
	YE	201112	11,717,366	3.1%	42.4%	57.6%	4,964,126	3.8%	42.4%	6,745,047	2.5%	57.6%	7,387	46.6%	90.2%	806	2418.8%	9.8%
	YE	201212	11,844,425	1.1%	44.3%	55.7%	5,239,160	5.5%	44.3%	6,599,425	-2.2%	55.7%	5,245	-29.0%	89.8%	595	-26.2%	10.2%

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France	2011	12	541,235	-0.1%	47.0%	53.0%	253,966	3.3%	46.9%	287,124	-2.9%	53.1%	145	245.2%	100.0%	-	0.0%	0.0%
	2012	12	503,250	-7.0%	45.6%	54.4%	229,417	-9.7%	45.6%	273,701	-4.7%	54.4%	116	-20.0%	87.9%	16	0.0%	12.1%
	YE	201012	7,220,252	-1.1%	44.0%	56.0%	3,172,339	0.1%	44.0%	4,042,565	-2.1%	56.0%	4,032	44.4%	75.4%	1,316	-45.6%	24.6%
	YE	201112	7,684,407	6.4%	44.7%	55.3%	3,427,266	8.0%	44.6%	4,251,268	5.2%	55.4%	3,903	-3.2%	66.5%	1,970	49.7%	33.5%
	YE	201212	7,352,428	-4.3%	45.4%	54.6%	3,337,092	-2.6%	45.4%	4,010,195	-5.7%	54.6%	3,373	-13.6%	65.6%	1,768	-10.3%	34.4%
Dominican Republic	2011	12	515,002	13.9%	99.1%	0.9%	505,942	14.3%	99.1%	4,418	-17.7%	0.9%	4,642	12.7%	100.0%	-	0.0%	0.0%
	2012	12	546,455	6.1%	98.5%	1.5%	526,363	4.0%	98.5%	8,281	87.4%	1.5%	11,811	154.4%	100.0%	-	0.0%	0.0%
	YE	201012	5,814,954	1.7%	98.9%	1.1%	5,610,698	0.5%	98.9%	63,479	28.7%	1.1%	138,511	61.9%	98.4%	2,266	0.0%	1.6%
	YE	201112	5,751,235	-1.1%	99.5%	0.5%	5,560,491	-0.9%	99.5%	30,694	-51.6%	0.5%	160,050	15.6%	100.0%	-	-100.0%	0.0%
	YE	201212	6,255,814	8.8%	99.2%	0.8%	5,905,492	6.2%	99.1%	51,082	66.4%	0.9%	299,080	86.9%	99.9%	160	0.0%	0.1%
South Korea	2011	12	489,973	16.2%	11.3%	88.7%	55,396	28.7%	11.4%	431,899	14.5%	88.6%	-	0.0%	0.0%	2,678	64.7%	100.0%
	2012	12	490,543	0.1%	12.7%	87.3%	62,083	12.1%	12.7%	428,460	-0.8%	87.3%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201012	4,735,548	7.1%	8.0%	92.0%	379,440	55.2%	8.0%	4,334,140	3.9%	92.0%	49	-87.5%	0.2%	21,919	286.2%	99.8%
	YE	201112	5,428,338	14.6%	12.0%	88.0%	646,732	70.4%	12.0%	4,747,907	9.5%	88.0%	5,429	10979.6%	16.1%	28,270	29.0%	83.9%
	YE	201212	5,693,913	4.9%	12.8%	87.2%	727,080	12.4%	12.8%	4,954,516	4.4%	87.2%	193	-96.4%	1.6%	12,124	-57.1%	98.4%
Brazil	2011	12	443,676	8.9%	69.1%	30.9%	303,282	5.8%	68.9%	136,920	13.4%	31.1%	3,474	21612.5%	100.0%	-	0.0%	0.0%
	2012	12	536,697	21.0%	66.8%	33.2%	357,921	18.0%	66.7%	178,430	30.3%	33.3%	346	-90.0%	100.0%	-	0.0%	0.0%
	YE	201012	4,244,930	8.6%	69.1%	30.9%	2,931,250	13.2%	69.1%	1,311,438	-0.2%	30.9%	2,226	-58.0%	99.3%	16	-94.9%	0.7%
	YE	201112	4,769,247	12.4%	68.2%	31.8%	3,243,472	10.7%	68.1%	1,517,831	15.7%	31.9%	7,944	256.9%	100.0%	-	-100.0%	0.0%
	YE	201212	5,388,536	13.0%	68.2%	31.8%	3,662,920	12.9%	68.1%	1,713,615	12.9%	31.9%	11,729	47.6%	97.7%	272	0.0%	2.3%
Netherlands	2011	12	380,538	-4.9%	61.6%	38.4%	234,379	-6.3%	61.6%	146,159	-2.4%	38.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	12	376,199	-1.1%	65.3%	34.7%	245,477	4.7%	65.3%	130,722	-10.6%	34.7%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201012	5,203,900	-2.3%	64.3%	35.7%	3,343,696	-2.2%	64.4%	1,851,144	-2.8%	35.6%	566	-66.4%	6.2%	8,494	30235.7%	93.8%
	YE	201112	5,398,496	3.7%	63.8%	36.2%	3,440,895	2.9%	63.8%	1,955,839	5.7%	36.2%	1,762	211.3%	100.0%	-	-100.0%	0.0%
	YE	201212	5,316,956	-1.5%	65.4%	34.6%	3,477,446	1.1%	65.4%	1,838,067	-6.0%	34.6%	1,411	-19.9%	97.8%	32	0.0%	2.2%

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China	2011	12	344,601	31.3%	63.7%	36.3%	219,385	36.5%	63.7%	125,202	23.1%	36.3%	14	0.0%	100.0%	-	0.0%	0.0%
	2012	12	371,484	7.8%	60.3%	39.7%	224,124	2.2%	61.6%	139,560	11.5%	38.4%	-	-100.0%	0.0%	7,800	0.0%	100.0%
	YE	201012	3,104,143	13.7%	63.2%	36.8%	1,958,885	11.7%	63.2%	1,142,056	17.1%	36.8%	3,202	297.3%	100.0%	-	-100.0%	0.0%
	YE	201112	3,953,807	27.4%	66.0%	34.0%	2,605,763	33.0%	66.0%	1,341,627	17.5%	34.0%	4,777	49.2%	74.4%	1,640	0.0%	25.6%
	YE	201212	4,438,227	12.3%	65.1%	34.9%	2,881,341	10.6%	65.2%	1,538,047	14.6%	34.8%	6,839	43.2%	36.3%	12,000	631.7%	63.7%
Jamaica	2011	12	349,214	7.2%	74.7%	25.3%	246,380	-2.0%	73.6%	88,352	29.3%	26.4%	14,482	138.4%	100.0%	-	0.0%	0.0%
	2012	12	334,864	-4.1%	78.6%	21.4%	261,300	6.1%	78.5%	71,764	-18.8%	21.5%	1,800	-87.6%	100.0%	-	0.0%	0.0%
	YE	201012	3,898,055	8.4%	76.9%	23.1%	2,941,956	22.0%	76.6%	901,186	-22.6%	23.4%	54,913	146.5%	100.0%	-	0.0%	0.0%
	YE	201112	3,816,177	-2.1%	77.2%	22.8%	2,674,910	-9.1%	75.5%	869,197	-3.5%	24.5%	272,070	395.5%	100.0%	-	0.0%	0.0%
	YE	201212	3,917,505	2.7%	77.8%	22.2%	2,975,505	11.2%	77.4%	868,532	-0.1%	22.6%	73,468	-73.0%	100.0%	-	0.0%	0.0%
The Bahamas	2011	12	319,231	13.8%	79.7%	20.3%	235,795	11.8%	78.4%	64,810	0.2%	21.6%	18,626	268.8%	100.0%	-	0.0%	0.0%
	2012	12	298,563	-6.5%	77.7%	22.3%	228,196	-3.2%	77.4%	66,460	2.5%	22.6%	3,907	-79.0%	100.0%	-	0.0%	0.0%
	YE	201012	3,750,830	2.9%	82.5%	17.5%	3,013,374	1.6%	82.1%	656,506	7.9%	17.9%	80,950	14.7%	100.0%	-	0.0%	0.0%
	YE	201112	3,302,400	-12.0%	81.2%	18.8%	2,588,120	-14.1%	80.7%	620,815	-5.4%	19.3%	93,209	15.1%	99.7%	256	0.0%	0.3%
	YE	201212	3,729,528	12.9%	81.0%	19.0%	2,892,431	11.8%	80.3%	708,946	14.2%	19.7%	127,907	37.2%	99.8%	244	-4.7%	0.2%
Spain	2011	12	245,881	7.3%	49.1%	50.9%	120,588	-3.4%	49.1%	124,825	19.9%	50.9%	50	-78.2%	10.7%	418	0.0%	89.3%
	2012	12	205,413	-16.5%	56.0%	44.0%	114,897	-4.7%	55.9%	90,473	-27.5%	44.1%	43	-14.0%	100.0%	-	-100.0%	0.0%
	YE	201012	3,256,256	9.2%	54.4%	45.6%	1,768,882	2.6%	54.4%	1,484,589	19.1%	45.6%	2,486	-73.5%	89.3%	299	2391.7%	10.7%
	YE	201112	3,721,818	14.3%	54.9%	45.1%	2,031,375	14.8%	54.7%	1,679,487	13.1%	45.3%	10,167	309.0%	92.8%	789	163.9%	7.2%
	YE	201212	3,412,943	-8.3%	55.3%	44.7%	1,888,206	-7.0%	55.3%	1,524,066	-9.3%	44.7%	671	-93.4%	100.0%	-	-100.0%	0.0%
Australia	2011	12	250,036	1.0%	55.7%	44.3%	139,292	-6.1%	55.7%	110,744	12.0%	44.3%	-	-100.0%	0.0%	-	-100.0%	0.0%
	2012	12	280,258	12.1%	55.8%	44.2%	155,426	11.6%	55.6%	123,892	11.9%	44.4%	940	0.0%	100.0%	-	0.0%	0.0%
	YE	201012	2,685,487	9.4%	54.0%	46.0%	1,450,881	19.9%	54.1%	1,232,041	-1.0%	45.9%	52	-83.6%	2.0%	2,513	448.7%	98.0%
	YE	201112	2,855,167	6.3%	56.2%	43.8%	1,604,763	10.6%	56.2%	1,249,704	1.4%	43.8%	246	373.1%	35.1%	454	-81.9%	64.9%
	YE	201212	3,096,133	8.4%	55.0%	45.0%	1,699,104	5.9%	54.9%	1,394,800	11.6%	45.1%	2,229	806.1%	100.0%	-	-100.0%	0.0%

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Hong Kong	2011	12	257,702	16.2%	28.4%	71.6%	73,194	-4.7%	28.4%	184,508	27.3%	71.6%	-	0.0%	0.0%	-	-100.0%	0.0%
	2012	12	236,965	-8.0%	25.4%	74.6%	60,271	-17.7%	25.4%	176,694	-4.2%	74.6%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201012	2,629,979	7.2%	32.2%	67.8%	847,568	14.3%	32.2%	1,782,397	4.1%	67.8%	-	-100.0%	0.0%	14	0.0%	100.0%
	YE	201112	2,827,227	7.5%	32.0%	68.0%	883,121	4.2%	31.5%	1,921,258	7.8%	68.5%	22,848	0.0%	100.0%	-	-100.0%	0.0%
	YE	201212	3,032,274	7.3%	27.6%	72.4%	838,189	-5.1%	27.6%	2,194,071	14.2%	72.4%	14	-99.9%	100.0%	-	0.0%	0.0%
Italy	2011	12	172,386	-19.8%	57.3%	42.7%	98,839	-16.7%	57.3%	73,528	-23.7%	42.7%	19	46.2%	100.0%	-	0.0%	0.0%
	2012	12	150,765	-12.5%	53.2%	46.8%	80,281	-18.8%	53.3%	70,468	-4.2%	46.7%	-	-100.0%	0.0%	16	0.0%	100.0%
	YE	201012	3,357,578	-12.3%	64.9%	35.1%	2,179,136	-4.1%	64.9%	1,177,829	-24.3%	35.1%	613	306.0%	100.0%	-	-100.0%	0.0%
	YE	201112	3,257,130	-3.0%	63.2%	36.8%	2,058,654	-5.5%	63.2%	1,197,984	1.7%	36.8%	492	-19.7%	100.0%	-	0.0%	0.0%
	YE	201212	3,024,343	-7.1%	65.6%	34.4%	1,982,850	-3.7%	65.6%	1,041,210	-13.1%	34.4%	251	-49.0%	88.7%	32	0.0%	11.3%
Colombia	2011	12	263,744	-9.5%	55.1%	44.9%	145,371	-17.1%	55.1%	118,373	2.3%	44.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	2012	12	277,491	5.2%	57.4%	42.6%	159,021	9.4%	57.4%	118,158	-0.2%	42.6%	312	0.0%	100.0%	-	0.0%	0.0%
	YE	201012	3,184,098	10.7%	57.8%	42.2%	1,836,320	29.9%	57.7%	1,345,001	-7.9%	42.3%	2,777	252.4%	100.0%	-	0.0%	0.0%
	YE	201112	2,786,352	-12.5%	55.6%	44.4%	1,548,607	-15.7%	55.6%	1,236,951	-8.0%	44.4%	794	-71.4%	100.0%	-	0.0%	0.0%
	YE	201212	2,950,443	5.9%	57.1%	42.9%	1,679,261	8.4%	57.0%	1,266,241	2.4%	43.0%	4,941	522.3%	100.0%	-	0.0%	0.0%
Costa Rica	2011	12	269,328	13.8%	93.0%	7.0%	250,178	12.5%	93.0%	18,828	32.2%	7.0%	322	0.0%	100.0%	-	0.0%	0.0%
	2012	12	274,645	2.0%	93.2%	6.8%	255,926	2.3%	93.2%	18,546	-1.5%	6.8%	173	-46.3%	100.0%	-	0.0%	0.0%
	YE	201012	2,612,122	3.3%	93.5%	6.5%	2,439,748	5.5%	93.5%	170,472	-20.5%	6.5%	1,902	-6.4%	100.0%	-	-100.0%	0.0%
	YE	201112	2,657,510	1.7%	92.6%	7.4%	2,456,260	0.7%	92.6%	196,714	15.4%	7.4%	4,536	138.5%	100.0%	-	0.0%	0.0%
	YE	201212	2,860,239	7.6%	92.5%	7.5%	2,637,251	7.4%	92.5%	213,456	8.5%	7.5%	9,532	110.1%	100.0%	-	0.0%	0.0%
Panama	2011	12	225,006	16.7%	35.8%	64.2%	80,620	-4.0%	35.8%	144,358	32.7%	64.2%	28	0.0%	100.0%	-	0.0%	0.0%
	2012	12	251,864	11.9%	31.1%	68.9%	78,369	-2.8%	31.1%	173,495	20.2%	68.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201012	2,061,606	12.6%	46.2%	53.8%	934,157	9.5%	45.7%	1,109,859	15.0%	54.3%	17,590	52.1%	100.0%	-	-100.0%	0.0%
	YE	201112	2,331,189	13.1%	39.7%	60.3%	922,690	-1.2%	39.6%	1,406,027	26.7%	60.4%	2,472	-85.9%	100.0%	-	0.0%	0.0%
	YE	201212	2,808,412	20.5%	33.3%	66.7%	933,036	1.1%	33.2%	1,874,570	33.3%	66.8%	806	-67.4%	100.0%	-	0.0%	0.0%

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

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

Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201212 data.

Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
United Arab Emirates	2011	12	216,262	3.3%	34.1%	65.9%	73,786	11.7%	34.1%	142,476	-0.5%	65.9%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	12	238,993	10.5%	31.5%	68.5%	75,313	2.1%	31.5%	163,680	14.9%	68.5%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201012	1,992,117	20.3%	38.5%	61.5%	767,538	28.1%	38.5%	1,224,565	15.9%	61.5%	14	0.0%	100.0%	-	0.0%	0.0%
	YE	201112	2,482,208	24.6%	32.5%	67.5%	807,153	5.2%	32.5%	1,675,055	36.8%	67.5%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201212	2,706,745	9.0%	32.4%	67.6%	877,180	8.7%	32.4%	1,829,550	9.2%	67.6%	15	0.0%	100.0%	-	0.0%	0.0%
Switzerland	2011	12	187,787	-0.9%	38.9%	61.1%	73,075	-8.0%	38.9%	114,631	4.3%	61.1%	53	-67.7%	65.4%	28	0.0%	34.6%
	2012	12	200,773	6.9%	34.8%	65.2%	69,822	-4.5%	34.8%	130,924	14.2%	65.2%	27	-49.1%	100.0%	-	-100.0%	0.0%
	YE	201012	2,224,613	10.9%	44.2%	55.8%	981,030	6.3%	44.1%	1,241,480	14.9%	55.9%	1,314	-17.0%	62.5%	789	234.3%	37.5%
	YE	201112	2,379,840	7.0%	43.2%	56.8%	1,025,781	4.6%	43.1%	1,351,483	8.9%	56.9%	1,337	1.8%	51.9%	1,239	57.0%	48.1%
	YE	201212	2,453,470	3.1%	39.8%	60.2%	974,354	-5.0%	39.7%	1,477,122	9.3%	60.3%	1,245	-6.9%	62.4%	749	-39.5%	37.6%
Ireland	2011	12	148,455	-5.3%	36.1%	63.9%	52,740	-17.5%	35.7%	94,935	4.2%	64.3%	780	-53.5%	100.0%	-	0.0%	0.0%
	2012	12	157,032	5.8%	36.6%	63.4%	57,471	9.0%	36.6%	99,512	4.8%	63.4%	49	-93.7%	100.0%	-	0.0%	0.0%
	YE	201012	2,125,986	-14.6%	44.6%	55.4%	940,702	-5.6%	44.4%	1,177,369	-20.3%	55.6%	7,583	-45.1%	95.8%	332	277.3%	4.2%
	YE	201112	2,185,948	2.8%	46.1%	53.9%	997,845	6.1%	45.9%	1,177,400	0.0%	54.1%	10,667	40.7%	99.7%	36	-89.2%	0.3%
	YE	201212	2,139,379	-2.1%	43.4%	56.6%	920,195	-7.8%	43.2%	1,210,874	2.8%	56.8%	8,242	-22.7%	99.2%	68	88.9%	0.8%
Taiwan	2011	12	187,745	2.0%	0.0%	100.0%	-	0.0%	0.0%	187,745	2.0%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	12	192,687	2.6%	0.0%	100.0%	-	0.0%	0.0%	192,655	2.6%	100.0%	32	0.0%	100.0%	-	0.0%	0.0%
	YE	201012	2,281,842	-2.5%	0.4%	99.6%	374	0.0%	0.0%	2,272,406	-2.7%	100.0%	9,062	67.0%	100.0%	-	0.0%	0.0%
	YE	201112	2,136,419	-6.4%	0.4%	99.6%	-	-100.0%	0.0%	2,128,827	-6.3%	100.0%	7,592	-16.2%	100.0%	-	0.0%	0.0%
	YE	201212	2,118,880	-0.8%	0.0%	100.0%	374	0.0%	0.0%	2,118,450	-0.5%	100.0%	56	-99.3%	100.0%	-	0.0%	0.0%
El Salvador	2011	12	174,790	0.0%	34.2%	65.8%	57,390	-12.8%	33.3%	114,976	9.1%	66.7%	2,424	-35.2%	100.0%	-	0.0%	0.0%
	2012	12	176,783	1.1%	33.4%	66.6%	54,778	-4.6%	31.8%	117,728	2.4%	68.2%	4,277	76.4%	100.0%	-	0.0%	0.0%
	YE	201012	1,848,717	10.4%	40.4%	59.6%	710,932	8.2%	39.2%	1,101,858	9.2%	60.8%	35,927	352.4%	100.0%	-	0.0%	0.0%
	YE	201112	1,959,381	6.0%	38.0%	62.0%	708,923	-0.3%	36.8%	1,215,092	10.3%	63.2%	35,366	-1.6%	100.0%	-	0.0%	0.0%
	YE	201212	1,915,517	-2.2%	34.6%	65.4%	610,704	-13.9%	32.8%	1,252,140	3.0%	67.2%	52,673	48.9%	100.0%	-	0.0%	0.0%

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

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Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201212 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	2011	12	63,718	-2.2%	58.7%	41.3%	35,595	5.5%	57.7%	26,098	-6.0%	42.3%	1,814	-45.2%	89.6%	210	-36.0%	10.4%
	2012	12	72,112	13.2%	51.7%	48.3%	32,644	-8.3%	48.6%	34,524	32.3%	51.4%	4,648	156.2%	94.0%	296	40.8%	6.0%
	YE	201012	801,023	11.5%	57.3%	42.7%	409,910	9.7%	54.9%	337,063	8.5%	45.1%	49,291	60.5%	91.2%	4,759	27.4%	8.8%
	YE	201112	822,036	2.6%	57.1%	42.9%	436,379	6.5%	56.0%	342,342	1.6%	44.0%	33,411	-32.2%	77.1%	9,903	108.1%	22.9%
	YE	201212	845,783	2.9%	55.5%	44.5%	445,017	2.0%	54.4%	373,347	9.1%	45.6%	24,419	-26.9%	89.1%	3,001	-69.7%	10.9%
United Kingdom	2011	12	65,187	3.6%	44.1%	55.9%	26,468	-0.9%	42.1%	36,357	10.2%	57.9%	2,297	-10.0%	97.2%	65	-90.3%	2.8%
	2012	12	60,811	-6.7%	42.7%	57.3%	24,440	-7.7%	41.3%	34,673	-4.6%	58.7%	1,538	-33.0%	90.6%	160	145.9%	9.4%
	YE	201012	801,019	8.7%	45.9%	54.1%	343,719	16.2%	44.8%	423,885	1.6%	55.2%	23,871	37.3%	71.4%	9,544	49.8%	28.6%
	YE	201112	796,070	-0.6%	44.9%	55.1%	336,865	-2.0%	43.7%	434,720	2.6%	56.3%	20,311	-14.9%	83.0%	4,174	-56.3%	17.0%
	YE	201212	764,562	-4.0%	43.2%	56.8%	313,637	-6.9%	42.1%	430,504	-1.0%	57.9%	16,468	-18.9%	80.6%	3,953	-5.3%	19.4%
Germany	2011	12	60,673	-6.9%	50.8%	49.2%	26,893	-11.8%	47.4%	29,785	8.5%	52.6%	3,934	-45.4%	98.4%	62	68.8%	1.6%
	2012	12	58,198	-4.1%	53.6%	46.4%	26,275	-2.3%	49.3%	27,009	-9.3%	50.7%	4,897	24.5%	99.6%	18	-71.7%	0.4%
	YE	201012	789,646	23.6%	51.9%	48.1%	334,364	34.9%	47.0%	377,565	26.1%	53.0%	75,253	-10.5%	96.8%	2,464	-65.7%	3.2%
	YE	201112	799,004	1.2%	53.2%	46.8%	372,575	11.4%	50.1%	371,619	-1.6%	49.9%	52,872	-29.7%	96.5%	1,938	-21.4%	3.5%
	YE	201212	739,467	-7.5%	53.6%	46.4%	336,778	-9.6%	49.6%	342,290	-7.9%	50.4%	59,467	12.5%	98.5%	932	-51.9%	1.5%
South Korea	2011	12	59,081	-16.8%	31.3%	68.7%	14,127	-2.2%	28.4%	35,683	0.6%	71.6%	4,371	-44.3%	47.1%	4,900	-63.0%	52.9%
	2012	12	56,045	-5.1%	35.6%	64.4%	8,654	-38.7%	22.1%	30,572	-14.3%	77.9%	11,322	159.0%	67.3%	5,496	12.2%	32.7%
	YE	201012	913,469	21.5%	33.0%	67.0%	169,534	50.7%	26.1%	480,098	13.9%	73.9%	132,097	24.5%	50.1%	131,740	17.9%	49.9%
	YE	201112	789,102	-13.6%	31.1%	68.9%	155,127	-8.5%	26.8%	423,004	-11.9%	73.2%	90,640	-31.4%	43.0%	120,331	-8.7%	57.0%
	YE	201212	685,045	-13.2%	34.8%	65.2%	147,038	-5.2%	27.0%	397,563	-6.0%	73.0%	91,551	1.0%	65.2%	48,893	-59.4%	34.8%
China	2011	12	55,545	1.5%	52.5%	47.5%	26,427	-2.6%	50.1%	26,370	9.1%	49.9%	2,749	-20.1%	100.0%	-	0.0%	0.0%
	2012	12	43,851	-21.1%	61.6%	38.4%	21,006	-20.5%	55.5%	16,822	-36.2%	44.5%	6,023	119.1%	100.0%	-	0.0%	0.0%
	YE	201012	648,823	25.6%	51.8%	48.2%	294,400	15.3%	48.5%	312,332	36.3%	51.5%	41,996	30.6%	99.8%	96	0.0%	0.2%
	YE	201112	649,133	0.0%	54.1%	45.9%	306,097	4.0%	50.7%	297,972	-4.6%	49.3%	45,065	7.3%	100.0%	-	-100.0%	0.0%
	YE	201212	657,232	1.2%	50.7%	49.3%	285,998	-6.6%	47.0%	322,871	8.4%	53.0%	47,526	5.5%	98.3%	837	0.0%	1.7%

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
Hong Kong	2011	12	50,753	-8.8%	41.6%	58.4%	13,264	-28.0%	30.9%	29,633	-11.2%	69.1%	7,857	103.1%	100.0%	-	0.0%	0.0%
	2012	12	58,340	14.9%	43.5%	56.5%	11,350	-14.4%	25.6%	32,945	11.2%	74.4%	14,046	78.8%	100.0%	-	0.0%	0.0%
	YE	201012	617,222	43.6%	40.7%	59.3%	211,546	34.5%	36.6%	366,054	42.7%	63.4%	39,622	146.0%	100.0%	-	0.0%	0.0%
	YE	201112	612,286	-0.8%	42.6%	57.4%	191,698	-9.4%	35.3%	351,748	-3.9%	64.7%	68,840	73.7%	100.0%	-	0.0%	0.0%
	YE	201212	625,697	2.2%	46.7%	53.3%	160,305	-16.4%	32.5%	333,329	-5.2%	67.5%	132,064	91.8%	100.0%	-	0.0%	0.0%
Taiwan	2011	12	57,157	-1.8%	9.6%	90.4%	5,480	16.5%	9.6%	51,677	-2.3%	90.4%	-	-100.0%	0.0%	-	0.0%	0.0%
	2012	12	50,440	-11.8%	10.7%	89.3%	5,404	-1.4%	10.7%	45,037	-12.8%	89.3%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201012	749,428	31.4%	8.0%	92.0%	57,803	9.6%	7.7%	689,804	33.3%	92.3%	1,821	1186.9%	100.0%	-	0.0%	0.0%
	YE	201112	642,038	-14.3%	9.0%	91.0%	57,721	-0.1%	9.0%	584,275	-15.3%	91.0%	42	-97.7%	100.0%	-	0.0%	0.0%
	YE	201212	588,023	-8.4%	10.0%	90.0%	58,886	2.0%	10.0%	529,137	-9.4%	90.0%	-	-100.0%	0.0%	-	0.0%	0.0%
Colombia	2011	12	35,925	-0.3%	58.9%	41.1%	9,962	-12.1%	41.1%	14,295	9.8%	58.9%	11,209	91.1%	96.1%	460	-92.1%	3.9%
	2012	12	39,191	9.1%	63.4%	36.6%	17,288	73.5%	54.7%	14,344	0.3%	45.3%	7,559	-32.6%	100.0%	-	-100.0%	0.0%
	YE	201012	430,052	2.8%	48.3%	51.7%	142,804	3.0%	45.9%	168,265	13.1%	54.1%	64,869	-35.4%	54.5%	54,114	77.2%	45.5%
	YE	201112	423,601	-1.5%	60.9%	39.1%	161,887	13.4%	52.2%	148,080	-12.0%	47.8%	95,937	47.9%	84.4%	17,697	-67.3%	15.6%
	YE	201212	416,149	-1.8%	64.8%	35.2%	158,946	-1.8%	52.0%	146,488	-1.1%	48.0%	110,704	15.4%	100.0%	11	-99.9%	0.0%
Mexico	2011	12	37,775	3.2%	74.4%	25.6%	22,737	21.7%	70.3%	9,609	-6.2%	29.7%	5,378	-29.9%	99.1%	51	15695.3%	0.9%
	2012	12	32,477	-14.0%	72.1%	27.9%	20,581	-9.5%	69.5%	9,047	-5.8%	30.5%	2,849	-47.0%	100.0%	0	-99.2%	0.0%
	YE	201012	418,491	35.3%	72.2%	27.8%	210,589	41.9%	64.4%	116,183	16.2%	35.6%	91,652	50.7%	99.9%	67	144.1%	0.1%
	YE	201112	424,817	1.5%	71.6%	28.4%	235,398	11.8%	66.1%	120,678	3.9%	33.9%	68,661	-25.1%	99.9%	81	19.9%	0.1%
	YE	201212	401,703	-5.4%	74.3%	25.7%	252,986	7.5%	71.0%	103,087	-14.6%	29.0%	45,282	-34.1%	99.2%	348	332.6%	0.8%
France	2011	12	32,003	0.2%	61.8%	38.2%	19,774	0.4%	62.2%	12,001	-1.3%	37.8%	-	-100.0%	0.0%	228	169.1%	100.0%
	2012	12	28,504	-10.9%	59.2%	40.8%	16,700	-15.5%	58.9%	11,644	-3.0%	41.1%	160	0.0%	100.0%	-	-100.0%	0.0%
	YE	201012	372,474	14.1%	57.5%	42.5%	213,923	15.9%	57.6%	157,657	11.6%	42.4%	315	-25.1%	35.2%	579	99.0%	64.8%
	YE	201112	382,376	2.7%	57.6%	42.4%	218,974	2.4%	57.6%	161,306	2.3%	42.4%	1,139	262.1%	54.3%	957	65.2%	45.7%
	YE	201212	359,124	-6.1%	58.7%	41.3%	209,648	-4.3%	58.6%	147,936	-8.3%	41.4%	1,159	1.8%	75.3%	381	-60.2%	24.7%

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.

2/ Ranked in descending order according to YE 201212 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
Canada	2011	12	30,475	2.1%	74.3%	25.7%	20,391	2.2%	77.7%	5,852	-4.7%	22.3%	2,261	3.1%	53.4%	1,972	26.8%	46.6%
	2012	12	26,608	-12.7%	74.3%	25.7%	18,264	-10.4%	76.3%	5,678	-3.0%	23.7%	1,503	-33.5%	56.4%	1,164	-41.0%	43.6%
	YE	201012	353,890	3.8%	67.0%	33.0%	223,026	9.9%	71.4%	89,367	-11.1%	28.6%	14,145	-28.1%	34.1%	27,351	53.3%	65.9%
	YE	201112	349,145	-1.3%	71.9%	28.1%	231,667	3.9%	75.3%	76,158	-14.8%	24.7%	19,537	38.1%	47.3%	21,782	-20.4%	52.7%
	YE	201212	320,744	-8.1%	77.5%	22.5%	237,663	2.6%	80.9%	56,083	-26.4%	19.1%	10,802	-44.7%	40.0%	16,196	-25.6%	60.0%
Netherlands	2011	12	29,204	12.5%	42.5%	57.5%	7,089	-11.7%	29.7%	16,806	11.5%	70.3%	5,310	85.3%	100.0%	-	0.0%	0.0%
	2012	12	27,666	-5.3%	39.5%	60.5%	8,053	13.6%	32.5%	16,744	-0.4%	67.5%	2,868	-46.0%	100.0%	-	0.0%	0.0%
	YE	201012	316,992	16.5%	39.7%	60.3%	102,830	57.1%	36.0%	182,742	-8.3%	64.0%	23,019	235.0%	73.3%	8,401	2095.3%	26.7%
	YE	201112	344,879	8.8%	41.1%	58.9%	97,170	-5.5%	32.4%	203,043	11.1%	67.6%	44,666	94.0%	100.0%	-	-100.0%	0.0%
	YE	201212	315,240	-8.6%	44.2%	55.8%	94,468	-2.8%	34.9%	175,992	-13.3%	65.1%	44,779	0.3%	100.0%	-	0.0%	0.0%
Brazil	2011	12	26,364	-1.8%	67.4%	32.6%	12,075	1.8%	59.3%	8,296	24.0%	40.7%	5,701	-31.4%	95.1%	293	0.0%	4.9%
	2012	12	22,367	-15.2%	60.3%	39.7%	8,097	-32.9%	49.5%	8,259	-0.4%	50.5%	5,381	-5.6%	89.5%	629	114.8%	10.5%
	YE	201012	337,774	39.3%	75.0%	25.0%	156,369	21.8%	66.8%	77,675	24.6%	33.2%	96,882	92.7%	93.4%	6,848	358.4%	6.6%
	YE	201112	330,161	-2.3%	73.5%	26.5%	159,914	2.3%	65.0%	86,282	11.1%	35.0%	82,881	-14.5%	98.7%	1,084	-84.2%	1.3%
	YE	201212	303,753	-8.0%	73.4%	26.6%	137,124	-14.3%	64.2%	76,592	-11.2%	35.8%	85,950	3.7%	95.5%	4,087	276.9%	4.5%
Peru	2011	12	15,249	-9.5%	61.9%	38.1%	3,668	70.2%	40.8%	5,323	-16.8%	59.2%	5,766	5.3%	92.1%	492	-82.6%	7.9%
	2012	12	19,768	29.6%	53.7%	46.3%	2,968	-19.1%	25.2%	8,831	65.9%	74.8%	7,651	32.7%	96.0%	318	-35.4%	4.0%
	YE	201012	148,753	-3.6%	42.0%	58.0%	23,593	-39.2%	26.0%	67,190	5.3%	74.0%	38,852	3.3%	67.0%	19,118	36.6%	33.0%
	YE	201112	162,294	9.1%	51.4%	48.6%	35,468	50.3%	33.5%	70,258	4.6%	66.5%	47,927	23.4%	84.7%	8,641	-54.8%	15.3%
	YE	201212	176,821	9.0%	53.2%	46.8%	39,252	10.7%	33.2%	78,917	12.3%	66.8%	54,729	14.2%	93.3%	3,923	-54.6%	6.7%
Chile	2011	12	15,729	-4.1%	57.4%	42.6%	4,691	0.4%	41.2%	6,705	-1.4%	58.8%	4,333	-12.0%	100.0%	-	0.0%	0.0%
	2012	12	18,222	15.8%	54.4%	45.6%	1,855	-60.5%	18.9%	7,970	18.9%	81.1%	8,066	86.2%	96.1%	331	0.0%	3.9%
	YE	201012	115,047	16.9%	52.5%	47.5%	28,453	25.2%	35.2%	52,285	8.6%	64.8%	31,933	22.5%	93.1%	2,375	61.2%	6.9%
	YE	201112	133,981	16.5%	51.7%	48.3%	37,308	31.1%	36.7%	64,243	22.9%	63.3%	31,940	0.0%	98.5%	489	-79.4%	1.5%
	YE	201212	162,879	21.6%	55.9%	44.1%	39,482	5.8%	35.6%	71,278	11.0%	64.4%	51,630	61.6%	99.1%	489	-0.1%	0.9%

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.

2/ Ranked in descending order according to YE 201212 data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Luxembourg	2011	12	15,480	17.8%	32.8%	67.2%	-	0.0%	0.0%	10,308	3.5%	100.0%	5,071	59.6%	98.1%	100	0.0%	1.9%
	2012	12	13,292	-14.1%	27.8%	72.2%	-	0.0%	0.0%	9,597	-6.9%	100.0%	3,695	-27.1%	100.0%	-	-100.0%	0.0%
	YE	201012	150,948	13.8%	22.7%	77.3%	-	-100.0%	0.0%	116,167	16.8%	100.0%	34,287	3.4%	98.6%	493	0.0%	1.4%
	YE	201112	180,061	19.3%	26.4%	73.6%	76	0.0%	0.1%	122,972	5.9%	99.9%	47,529	38.6%	83.4%	9,485	1823.3%	16.6%
	YE	201212	151,831	-15.7%	25.3%	74.7%	-	-100.0%	0.0%	113,279	-7.9%	100.0%	38,370	-19.3%	99.5%	183	-98.1%	0.5%
Belgium	2011	12	17,611	33.5%	42.0%	58.0%	3,780	-1.5%	28.5%	9,504	85.8%	71.5%	3,623	28.2%	83.7%	705	-50.0%	16.3%
	2012	12	9,345	-46.9%	45.3%	54.7%	2,743	-27.4%	34.9%	5,106	-46.3%	65.1%	1,489	-58.9%	99.5%	7	-99.0%	0.5%
	YE	201012	191,714	17.4%	43.9%	56.1%	45,475	35.5%	34.3%	87,161	14.8%	65.7%	38,640	13.7%	65.4%	20,439	3.2%	34.6%
	YE	201112	182,726	-4.7%	46.7%	53.3%	45,712	0.5%	33.3%	91,530	5.0%	66.7%	39,583	2.4%	87.0%	5,900	-71.1%	13.0%
	YE	201212	149,126	-18.4%	45.1%	54.9%	39,861	-12.8%	33.1%	80,492	-12.1%	66.9%	27,376	-30.8%	95.1%	1,396	-76.3%	4.9%
Australia	2011	12	10,674	-0.8%	68.0%	32.0%	5,366	-6.0%	61.1%	3,418	16.2%	38.9%	1,890	2.3%	100.0%	-	-100.0%	0.0%
	2012	12	11,202	4.9%	72.4%	27.6%	5,390	0.5%	63.5%	3,095	-9.5%	36.5%	2,717	43.8%	100.0%	-	0.0%	0.0%
	YE	201012	121,478	20.8%	67.7%	32.3%	64,070	31.9%	63.1%	37,527	8.7%	36.9%	18,165	5.6%	91.4%	1,716	649.3%	8.6%
	YE	201112	116,395	-4.2%	71.5%	28.5%	66,210	3.3%	67.0%	32,575	-13.2%	33.0%	17,013	-6.3%	96.6%	597	-65.2%	3.4%
	YE	201212	127,254	9.3%	71.6%	28.4%	66,814	0.9%	64.9%	36,077	10.8%	35.1%	24,250	42.5%	99.5%	113	-81.1%	0.5%
Ecuador	2011	12	8,666	-4.0%	52.7%	47.3%	3,490	3.4%	46.0%	4,099	-12.0%	54.0%	1,077	16.1%	100.0%	-	-100.0%	0.0%
	2012	12	9,564	10.4%	61.2%	38.8%	4,135	18.5%	52.7%	3,712	-9.4%	47.3%	1,717	59.5%	100.0%	-	0.0%	0.0%
	YE	201012	99,902	-11.5%	55.1%	44.9%	42,254	-5.3%	49.6%	42,899	-18.7%	50.4%	12,761	-18.0%	86.5%	1,989	0.0%	13.5%
	YE	201112	108,897	9.0%	47.4%	52.6%	40,376	-4.4%	41.4%	57,088	33.1%	58.6%	11,279	-11.6%	98.7%	154	-92.2%	1.3%
	YE	201212	114,215	4.9%	59.2%	40.8%	45,956	13.8%	49.8%	46,391	-18.7%	50.2%	21,667	92.1%	99.1%	201	30.5%	0.9%
United Arab Emirates	2011	12	6,736	0.8%	43.1%	56.9%	2,902	35.2%	43.1%	3,834	-13.6%	56.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	2012	12	8,166	21.2%	41.4%	58.6%	3,383	16.6%	41.4%	4,783	24.8%	58.6%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201012	91,085	32.5%	33.3%	66.7%	28,126	48.8%	31.7%	60,635	24.1%	68.3%	2,232	122.9%	96.1%	92	0.0%	3.9%
	YE	201112	88,303	-3.1%	38.6%	61.4%	34,031	21.0%	38.6%	54,236	-10.6%	61.4%	36	-98.4%	100.0%	-	-100.0%	0.0%
	YE	201212	99,404	12.6%	37.2%	62.8%	36,949	8.6%	37.2%	62,364	15.0%	62.8%	11	-69.4%	12.1%	80	0.0%	87.9%

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

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Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201212 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
Venezuela	2011	12	8,966	8.4%	78.3%	21.7%	3,884	96.2%	69.3%	1,717	-0.3%	30.7%	3,137	20.5%	93.2%	229	-88.4%	6.8%
	2012	12	6,354	-29.1%	75.8%	24.2%	2,542	-34.5%	62.9%	1,498	-12.7%	37.1%	2,277	-27.4%	98.4%	37	-83.9%	1.6%
	YE	201012	82,726	4.4%	64.8%	35.2%	24,993	-25.5%	58.4%	17,831	22.3%	41.6%	28,610	14.8%	71.7%	11,292	81.5%	28.3%
	YE	201112	88,676	7.2%	69.9%	30.1%	34,325	37.3%	61.0%	21,962	23.2%	39.0%	27,694	-3.2%	85.5%	4,694	-58.4%	14.5%
	YE	201212	88,050	-0.7%	80.2%	19.8%	44,989	31.1%	72.3%	17,236	-21.5%	27.7%	25,659	-7.3%	99.4%	166	-96.5%	0.6%
Argentina	2011	12	6,150	-10.2%	68.7%	31.3%	4,089	-9.7%	68.0%	1,927	-3.8%	32.0%	134	-58.0%	100.0%	-	0.0%	0.0%
	2012	12	7,950	29.3%	68.6%	31.4%	4,643	13.5%	65.0%	2,499	29.7%	35.0%	808	501.8%	100.0%	-	0.0%	0.0%
	YE	201012	83,083	43.1%	64.7%	35.3%	46,639	28.6%	62.6%	27,872	43.6%	37.4%	7,106	243.6%	82.9%	1,467	350.8%	17.1%
	YE	201112	72,893	-12.3%	68.8%	31.2%	41,538	-10.9%	64.6%	22,755	-18.4%	35.4%	8,600	21.0%	100.0%	-	-100.0%	0.0%
	YE	201212	87,825	20.5%	71.6%	28.4%	46,394	11.7%	65.1%	24,893	9.4%	34.9%	16,478	91.6%	99.6%	61	0.0%	0.4%
Switzerland	2011	12	7,251	-4.8%	23.2%	76.8%	1,682	-14.2%	23.2%	5,569	-1.5%	76.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	12	7,812	7.7%	19.9%	80.1%	1,554	-7.6%	19.9%	6,258	12.4%	80.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201012	83,757	36.7%	27.9%	72.1%	23,342	44.7%	27.9%	60,404	33.8%	72.1%	11	0.0%	100.0%	-	0.0%	0.0%
	YE	201112	86,326	3.1%	25.5%	74.5%	22,004	-5.7%	25.5%	64,322	6.5%	74.5%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201212	86,714	0.4%	22.0%	78.0%	19,085	-13.3%	22.0%	67,627	5.1%	78.0%	2	0.0%	100.0%	-	0.0%	0.0%
Costa Rica	2011	12	7,063	11.8%	51.9%	48.1%	1,726	42.7%	33.7%	3,400	17.6%	66.3%	1,936	-12.5%	100.0%	-	0.0%	0.0%
	2012	12	4,743	-32.8%	41.3%	58.7%	1,468	-15.0%	34.5%	2,785	-18.1%	65.5%	490	-74.7%	100.0%	-	0.0%	0.0%
	YE	201012	77,468	28.0%	69.1%	30.9%	21,322	-2.6%	47.2%	23,889	97.8%	52.8%	32,242	21.5%	100.0%	15	0.0%	0.0%
	YE	201112	77,858	0.5%	52.4%	47.6%	17,154	-19.5%	31.8%	36,841	54.2%	68.2%	23,631	-26.7%	99.0%	231	1462.3%	1.0%
	YE	201212	74,905	-3.8%	51.8%	48.2%	19,652	14.6%	35.3%	36,076	-2.1%	64.7%	19,166	-18.9%	99.9%	11	-95.5%	0.1%
Italy	2011	12	5,432	-9.5%	58.2%	41.8%	2,859	-14.7%	55.7%	2,272	-7.3%	44.3%	301	53.8%	100.0%	-	0.0%	0.0%
	2012	12	6,910	27.2%	53.6%	46.4%	3,396	18.7%	51.4%	3,208	41.2%	48.6%	306	1.7%	100.0%	-	0.0%	0.0%
	YE	201012	69,858	7.1%	64.2%	35.8%	43,239	20.0%	63.4%	24,918	-8.7%	36.6%	1,576	-2.4%	92.6%	125	-54.2%	7.4%
	YE	201112	70,626	1.1%	62.7%	37.3%	41,752	-3.4%	61.4%	26,254	5.4%	38.6%	2,511	59.3%	95.9%	109	-13.1%	4.1%
	YE	201212	74,147	5.0%	58.8%	41.2%	41,247	-1.2%	57.5%	30,508	16.2%	42.5%	2,323	-7.5%	97.1%	69	-36.2%	2.9%

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

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2/ Ranked in descending order according to YE 201212 data.

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

Gateway City	Foreign Airport	YE Dec. 2012			YE Dec. 2011			Yr/Yr Growth	YE Dec. 2012 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	13,970,111	37.9%	62.1%	13,395,003	39.8%	60.2%	4.3%	80.0%
Toronto, Canada	YYZ	9,226,824	36.7%	63.3%	8,718,522	38.2%	61.8%	5.8%	71.6%
Tokyo, Japan	NRT	8,093,932	65.6%	34.4%	7,317,893	68.5%	31.5%	10.6%	83.1%
Frankfurt, Germany	FRA	6,382,084	37.6%	62.4%	6,196,432	36.9%	63.1%	3.0%	82.4%
Paris, France	CDG	5,973,091	41.4%	58.6%	6,037,525	40.0%	60.0%	-1.1%	85.1%
Cancun, Mexico	CUN	5,208,621	99.1%	0.9%	5,332,803	98.9%	1.1%	-2.3%	85.6%
Mexico City, Mexico	MEX	5,305,772	65.2%	34.8%	4,730,299	64.7%	35.3%	12.2%	74.5%
Amsterdam, Netherlands	AMS	4,481,325	63.8%	36.2%	4,483,519	62.6%	37.4%	0.0%	84.3%
Seoul, South Korea	ICN	4,455,646	13.5%	86.5%	4,171,591	12.6%	87.4%	6.8%	79.2%
Vancouver, Canada	YVR	4,330,349	49.5%	50.5%	4,216,807	51.1%	48.9%	2.7%	79.2%
Montreal, Canada	YUL	3,091,725	54.7%	45.3%	3,081,764	52.3%	47.7%	0.3%	70.3%
Sao Paulo, Brazil	GRU	2,734,654	65.3%	34.7%	2,478,820	65.7%	34.3%	10.3%	83.2%
Calgary, Canada	YYC	2,687,403	49.6%	50.4%	2,505,406	50.9%	49.1%	7.3%	80.7%
Hong Kong, Hong Kong	HKG	2,442,781	29.0%	71.0%	2,335,326	32.2%	67.8%	4.6%	80.6%
Guadalajara, Mexico	GDL	2,232,744	86.0%	14.0%	2,287,024	83.3%	16.7%	-2.4%	83.3%
Nassau, The Bahamas	NAS	2,158,591	82.0%	18.0%	1,999,647	79.6%	20.4%	7.9%	75.2%
Montego Bay, Jamaica	MBJ	2,118,336	89.7%	10.3%	2,054,163	89.3%	10.7%	3.1%	81.1%
Panama City, Panama	PTY	2,081,181	33.9%	66.1%	1,696,890	41.4%	58.6%	22.6%	74.1%
Madrid, Spain	MAD	2,052,813	42.2%	57.8%	2,193,214	44.1%	55.9%	-6.4%	80.7%
Santo Domingo, Dominican Rep	SDQ	2,015,126	99.7%	0.3%	1,984,856	99.9%	0.1%	1.5%	80.2%
Munich, Germany	MUC	2,000,558	36.3%	63.7%	2,036,635	35.0%	65.0%	-1.8%	84.6%
Dubai, United Arab Emirates	DXB	1,888,967	17.7%	82.3%	1,578,646	20.4%	79.6%	19.7%	85.2%
Beijing, China	PEK	1,823,646	63.0%	37.0%	1,608,255	63.7%	36.3%	13.4%	85.1%
San Jose del Cabo, Mexico	SJD	1,799,484	100.0%	0.0%	1,734,929	100.0%	0.0%	3.7%	78.7%
San Jose, Costa Rica	SJO	1,769,667	90.1%	9.9%	1,753,538	90.9%	9.1%	0.9%	82.9%
Bogota, Colombia	BOG	1,754,231	57.6%	42.4%	1,529,050	58.1%	41.9%	14.7%	83.7%
Taipei, Taiwan	TPE	1,749,643	0.0%	100.0%	1,723,606	0.0%	100.0%	1.5%	82.6%
Sydney, Australia	SYD	1,733,510	64.3%	35.7%	1,673,980	64.4%	35.6%	3.6%	80.8%
Shanghai, China	PVG	1,729,391	73.6%	26.4%	1,532,740	73.3%	26.7%	12.8%	87.0%
Rome, Italy	FCO	1,710,603	58.8%	41.2%	1,848,055	56.2%	43.8%	-7.4%	84.8%
Zurich, Switzerland	ZRH	1,696,579	32.3%	67.7%	1,594,959	35.9%	64.1%	6.4%	83.7%
Punta Cana, Dominican Republ	PUJ	1,478,416	98.6%	1.4%	1,330,834	98.7%	1.3%	11.1%	83.4%
Dublin, Ireland	DUB	1,508,024	42.9%	57.1%	1,448,744	45.8%	54.2%	4.1%	84.9%
San Salvador, El Salvador	SAL	1,433,755	29.1%	70.9%	1,435,728	32.9%	67.1%	-0.1%	77.0%
Lima, Peru	LIM	1,445,905	43.4%	56.6%	1,364,024	46.4%	53.6%	6.0%	85.1%
Tel Aviv, Israel	TLV	1,395,923	53.8%	46.2%	1,434,536	55.4%	44.6%	-2.7%	86.9%
London, United Kingdom	LGW	1,261,382	15.1%	84.9%	1,348,131	21.1%	78.9%	-6.4%	80.6%
Ezeiza, Argentina	EZE	1,288,842	86.7%	13.3%	1,195,369	90.2%	9.8%	7.8%	82.6%
Manchester, United Kingdom	MAN	1,143,096	58.6%	41.4%	1,167,102	59.1%	40.9%	-2.1%	85.1%
Puerto Vallarta, Mexico	PVR	1,202,763	100.0%	0.0%	1,226,105	100.0%	0.0%	-1.9%	81.6%

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

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

US Airport	Foreign Airport	Passenger Data					Seat Data					YE Dec. 2012 LF
		US Market Share	Foreign Market Share	YE Dec. 2012	YE Dec. 2011	Yr/Yr Growth	US Market Share	Foreign Market Share	YE Dec. 2012	YE Dec. 2011	Yr/Yr Growth	
JFK	LHR	33.9%	66.1%	2,898,465	2,655,454	9.2%	36.1%	63.9%	3,762,428	3,438,156	9.4%	77.0%
HNL	NRT	46.4%	53.6%	1,530,000	1,403,004	9.1%	44.7%	55.3%	1,802,554	1,705,501	5.7%	84.9%
LAX	LHR	19.7%	80.3%	1,492,114	1,426,764	4.6%	21.3%	78.7%	1,730,954	1,701,554	1.7%	86.2%
JFK	CDG	32.5%	67.5%	1,335,511	1,239,766	7.7%	28.6%	71.4%	1,499,257	1,453,397	3.2%	89.1%
LAX	NRT	39.8%	60.2%	1,272,989	1,101,245	15.6%	41.8%	58.2%	1,542,966	1,403,366	9.9%	82.5%
ORD	LHR	65.3%	34.7%	1,163,726	1,181,643	-1.5%	69.9%	30.1%	1,445,579	1,518,432	-4.8%	80.5%
EWR	LHR	40.5%	59.5%	1,134,278	1,169,375	-3.0%	43.0%	57.0%	1,537,864	1,579,861	-2.7%	73.8%
GUM	NRT	86.1%	13.9%	1,027,548	893,540	15.0%	84.8%	15.2%	1,262,983	1,107,231	14.1%	81.4%
LAX	SYD	55.8%	44.2%	1,034,683	1,075,410	-3.8%	57.1%	42.9%	1,284,411	1,294,435	-0.8%	80.6%
MIA	LHR	24.1%	75.9%	997,478	921,578	8.2%	33.7%	66.3%	1,164,717	1,088,745	7.0%	85.6%
BOS	LHR	32.5%	67.5%	975,861	1,017,116	-4.1%	40.3%	59.7%	1,259,728	1,327,675	-5.1%	77.5%
LAX	ICN	0.0%	100.0%	957,637	893,932	7.1%	0.0%	100.0%	1,203,693	1,147,784	4.9%	79.6%
LGA	YYZ	20.6%	79.4%	942,131	710,159	32.7%	31.3%	68.7%	1,490,294	1,078,908	38.1%	63.2%
SFO	LHR	28.5%	71.5%	939,058	901,959	4.1%	30.2%	69.8%	1,093,365	1,036,786	5.5%	85.9%
IAD	LHR	42.5%	57.5%	928,490	962,544	-3.5%	45.5%	54.5%	1,247,661	1,260,117	-1.0%	74.4%
SFO	HKG	26.9%	73.1%	876,670	887,658	-1.2%	26.4%	73.6%	1,031,710	1,022,576	0.9%	85.0%
LAX	TPE	0.0%	100.0%	862,614	893,543	-3.5%	0.0%	100.0%	1,036,026	1,090,709	-5.0%	83.3%
MIA	CCS	95.4%	4.6%	807,737	769,259	5.0%	95.2%	4.8%	1,010,421	962,567	5.0%	79.9%
JFK	STI	100.0%	0.0%	793,066	657,417	20.6%	100.0%	0.0%	983,280	832,088	18.2%	80.7%
MIA	GRU	58.8%	41.2%	792,752	755,368	4.9%	62.4%	37.6%	941,842	858,315	9.7%	84.2%
JFK	FRA	14.9%	85.1%	773,964	723,012	7.0%	13.9%	86.1%	980,974	941,486	4.2%	78.9%
JFK	SDQ	100.0%	0.0%	749,451	654,399	14.5%	100.0%	0.0%	897,585	812,010	10.5%	83.5%
LAX	MEX	50.1%	49.9%	746,622	730,789	2.2%	58.3%	41.7%	884,613	905,977	-2.4%	84.4%
LAX	YVR	47.8%	52.2%	744,029	798,693	-6.8%	53.2%	46.8%	892,112	982,051	-9.2%	83.4%
ORD	YYZ	69.8%	30.2%	738,664	745,126	-0.9%	69.7%	30.3%	998,049	1,010,231	-1.2%	74.0%
SFO	ICN	30.6%	69.4%	723,462	646,891	11.8%	32.3%	67.7%	881,206	818,854	7.6%	82.1%
MIA	MEX	59.4%	40.6%	694,405	626,473	10.8%	53.3%	46.7%	979,046	844,918	15.9%	70.9%
LAX	GDL	81.1%	18.9%	682,983	717,933	-4.9%	78.3%	21.7%	783,505	856,360	-8.5%	87.2%
MIA	BOG	55.0%	45.0%	670,983	537,060	24.9%	46.8%	53.2%	795,818	646,704	23.1%	84.3%
JFK	MAD	33.2%	66.8%	663,374	695,498	-4.6%	32.8%	67.2%	809,244	866,666	-6.6%	82.0%
MIA	EZE	73.8%	26.2%	653,848	568,604	15.0%	78.4%	21.6%	788,021	671,320	17.4%	83.0%
ATL	CUN	100.0%	0.0%	649,427	615,446	5.5%	100.0%	0.0%	725,793	700,697	3.6%	89.5%
MCO	LGW	0.0%	100.0%	646,082	616,306	4.8%	0.0%	100.0%	792,536	768,457	3.1%	81.5%
MIA	PTY	38.6%	61.4%	647,356	527,605	22.7%	45.3%	54.7%	880,671	714,327	23.3%	73.5%
JFK	TLV	38.3%	61.7%	646,501	631,767	2.3%	37.2%	62.8%	735,926	741,987	-0.8%	87.8%
ORD	NRT	55.5%	44.5%	646,014	589,713	9.5%	52.3%	47.7%	805,121	765,808	5.1%	80.2%
IAD	FRA	59.9%	40.1%	630,363	630,675	0.0%	62.3%	37.7%	797,290	806,641	-1.2%	79.1%
MIA	LIM	38.9%	61.1%	629,989	584,979	7.7%	42.9%	57.1%	736,008	687,826	7.0%	85.6%
SFO	FRA	52.0%	48.0%	622,471	595,306	4.6%	55.2%	44.8%	712,370	685,289	4.0%	87.4%
DFW	LHR	67.4%	32.6%	621,773	547,504	13.6%	65.7%	34.3%	717,018	650,939	10.2%	86.7%
DTW	AMS	100.0%	0.0%	610,448	589,011	3.6%	100.0%	0.0%	717,193	710,717	0.9%	85.1%
IAH	MEX	75.2%	24.8%	606,552	653,897	-7.2%	76.3%	23.7%	853,247	910,190	-6.3%	71.1%
SFO	NRT	72.6%	27.4%	603,858	546,837	10.4%	73.4%	26.6%	708,978	677,845	4.6%	85.2%
JFK	GRU	53.0%	47.0%	599,284	557,116	7.6%	51.2%	48.8%	711,616	642,104	10.8%	84.2%
ORD	FRA	52.4%	47.6%	591,950	627,130	-5.6%	51.9%	48.1%	709,850	773,420	-8.2%	83.4%
JFK	NRT	50.9%	49.1%	578,867	597,454	-3.1%	56.5%	43.5%	716,253	783,190	-8.5%	80.8%
JFK	AMS	26.9%	73.1%	568,502	544,663	4.4%	26.3%	73.7%	641,027	619,410	3.5%	88.7%
LAX	CDG	0.0%	100.0%	563,176	567,273	-0.7%	0.0%	100.0%	643,785	646,982	-0.5%	87.5%
MIA	PAP	89.6%	10.4%	519,732	516,864	0.6%	87.0%	13.0%	665,405	661,613	0.6%	78.1%
MCO	YYZ	9.6%	90.4%	511,191	464,685	10.0%	7.8%	92.2%	590,329	540,298	9.3%	86.6%

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

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

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

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

Gateway City	Apt.	YE Dec. 2012			YE Dec. 2011			Yr/Yr Growth	YE Dec. 2012 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	24,665,911	44.1%	55.9%	23,312,240	45.5%	54.5%	5.8%	81.3%
Miami, FL	MIA	18,533,134	66.6%	33.4%	17,572,540	66.0%	34.0%	5.5%	79.3%
Los Angeles, CA	LAX	16,842,638	27.8%	72.2%	16,276,204	29.0%	71.0%	3.5%	83.3%
Newark, NJ	EWR	11,145,410	74.7%	25.3%	11,381,904	73.7%	26.3%	-2.1%	80.0%
Chicago, IL	ORD	10,202,658	59.2%	40.8%	10,375,884	61.5%	38.5%	-1.7%	80.3%
Atlanta, GA	ATL	9,556,913	87.2%	12.8%	9,355,384	88.2%	11.8%	2.2%	82.9%
San Francisco, CA	SFO	9,151,620	40.8%	59.2%	8,674,499	39.8%	60.2%	5.5%	83.6%
Houston, TX	IAH	8,510,279	81.3%	18.7%	8,458,218	80.9%	19.1%	0.6%	76.5%
Washington, DC	IAD	6,502,055	51.8%	48.2%	6,354,474	54.2%	45.8%	2.3%	77.6%
Dallas/Fort Worth, TX	DFW	5,812,744	83.3%	16.7%	5,216,777	87.2%	12.8%	11.4%	78.5%
Honolulu, HI	HNL	4,366,667	47.9%	52.1%	3,845,910	41.6%	58.4%	13.5%	80.1%
Boston, MA	BOS	4,034,897	31.8%	68.2%	3,899,355	34.6%	65.4%	3.5%	75.5%
Philadelphia, PA	PHL	3,810,466	88.0%	12.0%	3,848,084	86.6%	13.4%	-1.0%	74.9%
Orlando, FL	MCO	3,607,326	17.3%	82.7%	3,318,848	17.8%	82.2%	8.7%	80.8%
Fort Lauderdale, FL	FLL	3,404,612	57.5%	42.5%	3,429,570	55.9%	44.1%	-0.7%	77.4%
Detroit, MI	DTW	3,224,955	89.4%	10.6%	3,029,289	89.0%	11.0%	6.5%	80.7%
Seattle, WA	SEA	3,043,696	58.8%	41.2%	2,830,586	58.5%	41.5%	7.5%	78.9%
Charlotte, NC	CLT	2,969,655	93.3%	6.7%	2,852,059	93.5%	6.5%	4.1%	81.9%
Guam, TT	GUM	2,794,947	71.5%	28.5%	2,410,279	76.3%	23.7%	16.0%	76.5%
Las Vegas, NV	LAS	2,785,566	13.2%	86.8%	2,485,675	8.2%	91.8%	12.1%	82.6%
Phoenix, AZ	PHX	2,232,176	69.7%	30.3%	2,213,293	71.9%	28.1%	0.9%	80.0%
Minneapolis, MN	MSP	2,162,668	95.2%	4.8%	2,211,952	95.5%	4.5%	-2.2%	81.1%
Denver, CO	DEN	1,706,293	66.4%	33.6%	1,698,601	68.3%	31.7%	0.5%	80.9%
New York, NY	LGA	1,433,581	28.8%	71.2%	1,031,125	23.8%	76.2%	39.0%	63.7%
San Juan, PR	SJU	1,085,514	76.6%	23.4%	1,090,608	81.2%	18.8%	-0.5%	60.6%
Saipan, TT	SPN	689,008	56.8%	43.2%	572,748	51.7%	48.3%	20.3%	80.6%
San Diego, CA	SAN	570,239	39.7%	60.3%	458,689	42.0%	58.0%	24.3%	81.9%
Baltimore, MD	BWI	541,058	66.2%	33.8%	441,569	60.9%	39.1%	22.5%	74.1%
Portland, OR	PDX	445,837	69.2%	30.8%	441,482	67.6%	32.4%	1.0%	76.9%
Tampa, FL	TPA	429,430	1.5%	98.5%	416,407	1.4%	98.6%	3.1%	81.6%
San Antonio, TX	SAT	426,512	62.0%	38.0%	177,125	16.8%	83.2%	140.8%	67.6%
Chicago, IL	MDW	384,782	100.0%	0.0%	237,834	100.0%	0.0%	61.8%	68.3%
Washington, DC	DCA	353,890	40.5%	59.5%	244,220	14.3%	85.7%	44.9%	56.2%
Salt Lake City, UT	SLC	348,601	100.0%	0.0%	400,775	100.0%	0.0%	-13.0%	79.5%
Kahului, HI	OGG	308,819	0.0%	100.0%	268,909	0.0%	100.0%	14.8%	85.5%
Fort Myers, FL	RSW	253,443	30.1%	69.9%	236,533	38.2%	61.8%	7.1%	83.6%
Santa Ana, CA	SNA	240,119	50.5%	49.5%	76,003	0.0%	100.0%	215.9%	75.9%
Palm Springs, CA	PSP	232,724	0.0%	100.0%	193,427	0.1%	99.9%	20.3%	81.3%
Cleveland, OH	CLE	198,798	80.2%	19.8%	228,002	83.3%	16.7%	-12.8%	64.6%
Cincinnati, OH	CVG	193,952	87.0%	13.0%	227,063	89.4%	10.6%	-14.6%	66.4%

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