

Office of the Assistant  
Secretary for Aviation and  
International Affairs

## **International Aviation Developments Series**



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

June 2013



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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:

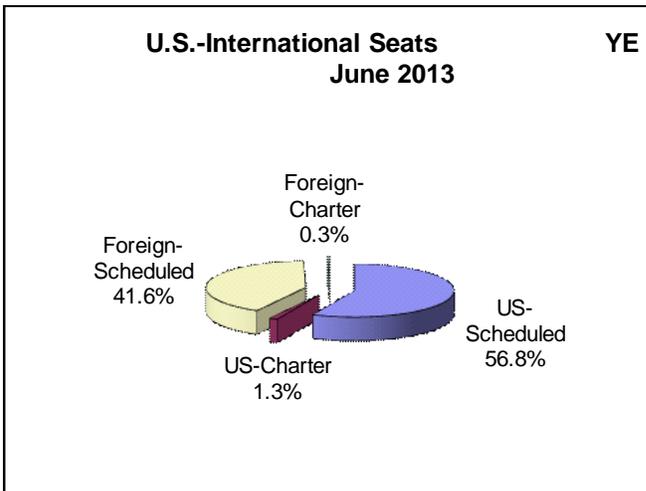
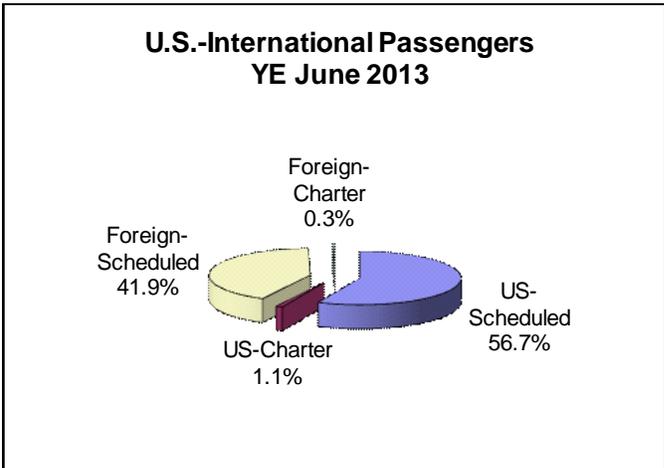
- The T-100 segment data includes all traffic arriving at U.S. airports and departing from U.S. airports on nonstop commercial international flights.
- Prior to October 1<sup>st</sup> 2002, air carriers that operated aircraft with 60 seats or less were not required to file T-100 data. Therefore prior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

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

This report is available on the Internet at <http://ostpxweb.dot.gov/aviation/>. More extensive International T-100 data is also posted at this location in a downloadable format. Questions and comments should be directed to the Office of Aviation Analysis, Office of the Secretary, at (202) 366-2352.

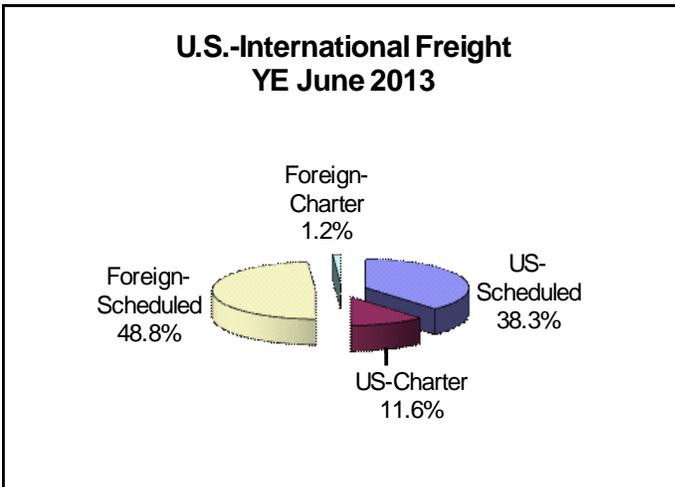
**Summary for the Month of June 2013 and 12 months ended June 2013**

U.S. and foreign air carriers transported 177.1 million passengers between the United States and the rest of the world for the year-ended June 2013, up 3.8% from the same 12 month period a year earlier . U.S. flag market share increased from a 58.3% share to a 57.8% share.



For the 12 months ended June 2013, available seats into and out of the United States increased 2.2% from the same 12 month period a year earlier to 221.2 million. During the most recent period, there were 1.51 million flights into and out of the U.S., an increase of 1.1% from the same 12 month period a year earlier . The market share of seats for U.S. flag carriers declined to 58.1% from 58.7%, and U.S. carriers performed 65.8% of all departures.

U.S. and foreign airlines carried 9.20 million freight tons to and from the United States during the 12 months ended June 2013, a 2.5% decline from the same 12 month period a year earlier U.S. flag share declined from 50.6% to 50%.



## **Passenger Traffic**

Air passenger traffic between the U.S. and the rest of the world during the month of June 2013 increased 3.5% from a year ago to 16,455,815 passengers. U.S. airlines carried 59.5% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.4% of international travel.

For the 12 months ended June 2013, U.S.-world traffic was up 3.8% from the same 12 month period a year earlier to 177,080,374 passengers. U.S. airlines carried 57.8% of total passengers, compared to 58.3% the previous year. U.S. and foreign charter passengers accounted for 1.4% of international travel.

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

Eight of the nine regions experienced passenger growth between the year-ended periods June 2013 and 2012. South America experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the 12 months ended June 2013, rising 10.3%. Passenger traffic between the U.S. and Africa contracted the most, falling 0.6% to 1,425,224 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 52.4 million passengers were transported during the 12 months ended June 2013 period. Europe is followed by Central America at 29.1 million passengers, and the Far East was third at 26.5 million passengers.

### ***Country Trends***

The top five U.S.-international country passenger gateways for the 12 months ended June 2013 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 country markets, 20 posted a positive passenger growth rate for the 12 months ended period and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in 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 12 months ended June 2013 were New York, NY (JFK), Miami, FL (MIA), Los Angeles, CA (LAX), Newark, NJ (EWR), and Chicago, IL (ORD). Load factors were 70% or higher in 34 out of the top 40 domestic gateway airports. Load factors were below 60% in only one of the top 40 domestic gateway airports. Passenger traffic for the 12 months ended June 2013 compared to 12 months ended June 2012 was up in 33 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the 12 months ended June 2013 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 12 months ended June 2012. The

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

### **Departures and Seat Capacity**

Departures between the U.S. and the rest of the world for the month of June 2013 increased 0.6% from June 2012. Available seats increased by 1.9% over the same period. U.S. airlines provided 59.9% of international seats and 67.4% of departures. Charter service for all airlines accounted for 1.6% of international seats and 3.2% of international departures.

For the 12 months ended June 2013, U.S.-world seats increased 2.2% from the same 12 month period a year earlier to 221.2 million. Departures increased by 1.1% to 1.51 million. U.S. airlines provided 58.1% of seats, compared to 58.7% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.2% of international departures

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

Six of the nine world area regions recorded an increase in annual seat capacity between the 12 months ended periods June 2013 and 2012. South America reported the largest relative increase in available seats to and from the U.S., rising 10.7% to 16.9 million, while the Caribbean-U.S. seat capacity had the largest relative decline, down 2.1% to 24.2 million seats.

Between the U.S. and Europe, 63.1 million seats were available for the 12 months ended June 2013, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 37.1 million seats, Canada with 33.3 million seats, and the Far East with 32.5 million seats.

### ***Country Trends***

The top five U.S.-international country gateways for seat capacity in the 12 months ended June 2013 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 June 2013 decreased 1.2% from June 2012 to 775,693 tons. U.S. airlines carried 48.8% of total freight to and from international destinations. Charter service accounted for 13.7% of international freight traffic.

For the 12 months ended June 2013, U.S.-world airfreight decreased 2.5% over the same 12 month period a year earlier to 9.20 million tons. U.S. airlines carried 50.0% of total freight, compared to 50.6% the previous year.

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

The Middle East experienced the greatest relative increase in nonstop freight shipments to and from the U.S. between the 12 months ended June 2013 and 2012, rising 8.9%. Australia/Oceania posted the second largest increase, up 6.3%. 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 22 thousand tons to 0.3 million tons.

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

### ***Country Trends***

The top five U.S.-international country gateways for freight in the 12 months ended June 2013 were Japan, the United Kingdom, Germany, South Korea, and China. Of the top 25 country markets, nine posted positive freight growth rates for the 12 months ended June 2013 versus the 12 months ended June 2012. 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	7	16,973,896	4.1%	60.0%	40.0%	16,666,164	3.7%	59.7%	40.3%	307,732	29.0%	78.0%	22.0%
2011	8	16,039,174	2.9%	58.6%	41.4%	15,790,385	2.7%	58.5%	41.5%	248,789	17.8%	68.5%	31.5%
2011	9	13,408,302	5.0%	56.1%	43.9%	13,248,924	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	14,537,314	3.1%	57.8%	42.2%	14,345,619	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	16,969,528	5.8%	57.8%	42.2%	16,685,779	5.7%	57.6%	42.4%	283,749	14.1%	65.8%	34.2%
2012	9	14,010,920	4.5%	55.6%	44.4%	13,845,549	4.5%	55.4%	44.6%	165,371	3.8%	67.9%	32.1%
2012	10	13,599,030	1.9%	55.9%	44.1%	13,452,893	1.8%	55.6%	44.4%	146,137	15.0%	78.3%	21.7%
2012	11	12,919,746	5.1%	56.8%	43.2%	12,784,101	5.1%	56.5%	43.5%	135,645	4.8%	87.4%	12.6%
2012	12	14,289,105	4.0%	57.8%	42.2%	14,112,091	4.0%	57.5%	42.5%	177,014	8.6%	87.5%	12.5%
2013	1	13,970,077	3.9%	57.9%	42.1%	13,772,636	4.1%	57.5%	42.5%	197,441	-9.1%	87.6%	12.4%
2013	2	12,230,963	2.4%	58.8%	41.2%	12,031,706	2.4%	58.4%	41.6%	199,257	1.5%	82.5%	17.5%
2013	3	15,447,435	5.3%	59.0%	41.0%	15,194,321	5.3%	58.7%	41.3%	253,114	3.6%	75.1%	24.9%
2013	4	14,411,094	0.9%	57.7%	42.3%	14,199,065	1.1%	57.3%	42.7%	212,029	-10.8%	82.7%	17.3%
2013	5	15,414,075	6.0%	57.2%	42.8%	15,224,059	6.1%	57.0%	43.0%	190,016	-0.9%	77.7%	22.3%
2013	6	16,455,815	3.5%	59.5%	40.5%	16,225,245	3.7%	59.2%	40.8%	230,570	-11.7%	74.9%	25.1%
YE	201106	163,170,195	4.8%	59.1%	40.9%	161,091,089	4.6%	58.8%	41.2%	2,079,106	26.9%	75.7%	24.3%
YE	201206	170,578,255	4.5%	58.3%	41.7%	168,094,505	4.3%	57.9%	42.1%	2,483,750	19.5%	80.5%	19.5%
YE	201306	177,080,374	3.8%	57.8%	42.2%	174,565,286	3.8%	57.5%	42.5%	2,515,088	1.3%	78.1%	21.9%

**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	7	20,057,558	3.0%	60.1%	39.9%	19,652,820	2.6%	59.6%	40.4%	404,738	24.4%	80.4%	19.6%
2011	8	19,166,314	2.4%	58.9%	41.1%	18,823,247	2.2%	58.6%	41.4%	343,067	19.6%	74.4%	25.6%
2011	9	17,176,528	6.7%	56.6%	43.4%	16,920,576	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	18,405,894	3.8%	58.6%	41.4%	18,136,684	3.7%	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	20,114,839	4.9%	58.2%	41.8%	19,719,683	4.8%	57.9%	42.1%	395,156	15.2%	73.3%	26.7%
2012	9	17,583,740	2.4%	56.3%	43.7%	17,315,570	2.3%	56.0%	44.0%	268,170	4.8%	75.1%	24.9%
2012	10	17,248,560	-0.1%	56.6%	43.4%	17,012,249	-0.2%	56.2%	43.8%	236,311	13.9%	83.6%	16.4%
2012	11	16,620,717	3.1%	57.1%	42.9%	16,405,444	3.2%	56.7%	43.3%	215,273	-2.5%	88.2%	11.8%
2012	12	18,197,876	2.2%	58.0%	42.0%	17,930,647	2.2%	57.5%	42.5%	267,229	-2.0%	88.9%	11.1%
2013	1	18,272,832	2.0%	58.0%	42.0%	17,989,729	2.3%	57.5%	42.5%	283,103	-14.7%	88.9%	11.1%
2013	2	16,384,914	-1.1%	58.8%	41.2%	16,108,147	-1.1%	58.4%	41.6%	276,767	-3.0%	84.7%	15.3%
2013	3	19,122,464	2.3%	58.9%	41.1%	18,785,552	2.3%	58.6%	41.4%	336,912	0.5%	77.4%	22.6%
2013	4	18,502,641	2.2%	57.9%	42.1%	18,203,560	2.4%	57.5%	42.5%	299,081	-10.9%	84.6%	15.4%
2013	5	19,126,370	3.9%	57.8%	42.2%	18,845,986	3.9%	57.4%	42.6%	280,384	4.2%	80.6%	19.4%
2013	6	19,446,314	1.9%	59.9%	40.1%	19,132,695	2.2%	59.6%	40.4%	313,619	-15.1%	79.5%	20.5%
YE	201106	207,953,377	4.1%	59.5%	40.5%	204,975,253	3.9%	59.2%	40.8%	2,978,124	21.6%	79.6%	20.4%
YE	201206	216,372,259	4.0%	58.7%	41.3%	212,740,859	3.8%	58.3%	41.7%	3,631,400	21.9%	83.9%	16.1%
YE	201306	221,186,701	2.2%	58.1%	41.9%	217,575,322	2.3%	57.7%	42.3%	3,611,379	-0.6%	81.7%	18.3%

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

**Departures**

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	7	136,291	-0.3%	66.9%	33.1%	131,180	-0.3%	66.2%	33.8%	5,111	-2.4%	84.6%	15.4%
2011	8	130,334	-0.3%	66.2%	33.8%	125,522	-0.5%	65.5%	34.5%	4,812	4.7%	84.8%	15.2%
2011	9	117,812	4.0%	64.3%	35.7%	113,582	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	125,478	1.1%	66.6%	33.4%	121,026	1.3%	65.7%	34.3%	4,452	-3.0%	90.9%	9.1%
2012	5	127,317	3.8%	66.6%	33.4%	123,169	3.8%	65.8%	34.2%	4,148	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	136,010	4.4%	66.1%	33.9%	131,537	4.8%	65.5%	34.5%	4,473	-7.0%	84.8%	15.2%
2012	9	119,371	1.3%	64.0%	36.0%	115,759	1.9%	63.3%	36.7%	3,612	-14.6%	86.4%	13.6%
2012	10	118,828	0.0%	64.9%	35.1%	115,167	0.0%	64.1%	35.9%	3,661	-0.1%	89.5%	10.5%
2012	11	117,124	2.3%	65.0%	35.0%	113,542	2.5%	64.2%	35.8%	3,582	-4.4%	90.2%	9.8%
2012	12	125,224	0.3%	65.4%	34.6%	121,406	0.7%	64.7%	35.3%	3,818	-8.7%	89.8%	10.2%
2013	1	126,645	2.4%	65.4%	34.6%	122,956	2.9%	64.7%	35.3%	3,689	-13.0%	89.6%	10.4%
2013	2	114,275	-1.8%	66.2%	33.8%	110,570	-1.8%	65.5%	34.5%	3,705	-3.5%	87.6%	12.4%
2013	3	132,622	1.0%	66.4%	33.6%	128,323	1.2%	65.7%	34.3%	4,299	-5.1%	86.0%	14.0%
2013	4	126,782	1.0%	65.7%	34.3%	122,527	1.2%	64.9%	35.1%	4,255	-4.4%	89.9%	10.1%
2013	5	129,553	1.8%	65.7%	34.3%	125,618	2.0%	65.0%	35.0%	3,935	-5.1%	86.6%	13.4%
2013	6	129,150	-0.6%	67.4%	32.6%	125,037	-0.3%	66.8%	33.2%	4,113	-8.7%	85.5%	14.5%
YE	201106	1,462,485	2.7%	66.2%	33.8%	1,408,449	2.3%	65.5%	34.5%	54,036	12.6%	84.5%	15.5%
YE	201206	1,496,688	2.3%	66.1%	33.9%	1,445,227	2.6%	65.3%	34.7%	51,461	-4.8%	88.3%	11.7%
YE	201306	1,513,781	1.1%	65.8%	34.2%	1,465,825	1.4%	65.0%	35.0%	47,956	-6.8%	87.6%	12.4%

**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	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	780,222	-2.7%	49.2%	50.8%	687,577	-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	760,315	-9.3%	52.8%	47.2%	661,771	-8.7%	46.6%	53.4%	98,545	-13.1%	94.1%	5.9%
2012	5	799,506	-2.3%	52.0%	48.0%	697,980	-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	764,937	-2.0%	49.8%	50.2%	672,829	-2.1%	44.6%	55.4%	92,108	-0.6%	87.8%	12.2%
2012	9	777,182	-0.2%	49.4%	50.6%	689,560	0.8%	44.1%	55.9%	87,622	-7.5%	91.0%	9.0%
2012	10	777,717	-6.2%	50.3%	49.7%	689,009	-5.0%	45.0%	55.0%	88,708	-14.6%	92.0%	8.0%
2012	11	807,261	-0.7%	50.3%	49.7%	710,437	-0.5%	44.5%	55.5%	96,824	-1.7%	92.7%	7.3%
2012	12	778,911	-3.4%	50.1%	49.9%	667,794	-5.4%	43.2%	56.8%	111,118	10.9%	91.7%	8.3%
2013	1	700,766	2.1%	51.3%	48.7%	608,922	1.4%	45.1%	54.9%	91,844	6.5%	92.5%	7.5%
2013	2	671,219	-6.7%	50.4%	49.6%	583,241	-8.2%	44.3%	55.7%	87,978	5.3%	90.7%	9.3%
2013	3	794,193	-8.4%	49.2%	50.8%	689,337	-10.0%	42.6%	57.4%	104,857	3.4%	93.1%	6.9%
2013	4	779,732	2.6%	51.5%	48.5%	661,686	0.0%	43.9%	56.1%	118,046	19.8%	94.6%	5.4%
2013	5	779,700	-2.5%	48.2%	51.8%	685,103	-1.8%	42.7%	57.3%	94,598	-6.8%	88.0%	12.0%
2013	6	775,693	-1.2%	48.8%	51.2%	669,315	-2.9%	43.1%	56.9%	106,378	11.4%	85.3%	14.7%
YE	201106	9,787,027	6.2%	48.8%	51.2%	8,478,208	6.1%	44.3%	55.7%	1,308,819	7.3%	77.8%	22.2%
YE	201206	9,433,061	-3.6%	50.6%	49.4%	8,276,586	-2.4%	45.3%	54.7%	1,156,476	-11.6%	88.8%	11.2%
YE	201306	9,196,717	-2.5%	50.0%	50.0%	8,018,968	-3.1%	44.0%	56.0%	1,177,749	1.8%	90.6%	9.4%

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

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

**Passengers**

Region	Period	Total Passengers				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2012	6	136,373	6.0%	42.5%	57.5%	55,222	18.0%	41.3%	78,396	-1.3%	58.7%	2,755	16.0%	100.0%	-	0.0%	0.0%
	2013	6	134,223	-1.6%	40.0%	60.0%	50,870	-7.9%	38.7%	80,515	2.7%	61.3%	2,838	3.0%	100.0%	-	0.0%	0.0%
	YE	201106	1,427,302	11.0%	45.6%	54.4%	626,087	14.7%	44.6%	776,464	8.1%	55.4%	24,742	17.0%	100.0%	9	0.0%	0.0%
	YE	201206	1,434,171	0.5%	44.4%	55.6%	605,118	-3.3%	43.1%	797,394	2.7%	56.9%	31,659	28.0%	100.0%	-	-100.0%	0.0%
	YE	201306	1,425,224	-0.6%	43.7%	56.3%	590,800	-2.4%	42.4%	802,180	0.6%	57.6%	32,244	1.8%	100.0%	-	0.0%	0.0%
Australia/Oceania	2012	6	336,515	1.2%	38.2%	61.8%	128,234	-1.9%	38.1%	208,087	3.1%	61.9%	194	0.0%	100.0%	-	0.0%	0.0%
	2013	6	345,830	2.8%	42.2%	57.8%	145,778	13.7%	42.2%	200,052	-3.9%	57.8%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	3,795,478	5.5%	40.0%	60.0%	1,517,923	15.5%	40.0%	2,276,761	-0.2%	60.0%	333	-36.7%	41.9%	461	-72.9%	58.1%
	YE	201206	3,829,656	0.9%	38.8%	61.2%	1,485,278	-2.2%	38.8%	2,342,560	2.9%	61.2%	1,818	445.9%	100.0%	-	-100.0%	0.0%
	YE	201306	4,004,497	4.6%	40.2%	59.8%	1,606,442	8.2%	40.2%	2,393,508	2.2%	59.8%	4,547	150.1%	100.0%	-	0.0%	0.0%
Canada	2012	6	1,932,188	3.7%	54.4%	45.6%	1,041,511	1.6%	54.2%	880,124	6.6%	45.8%	10,340	-4.4%	98.0%	213	-60.8%	2.0%
	2013	6	1,938,945	0.3%	56.7%	43.3%	1,088,929	4.6%	56.5%	838,979	-4.7%	43.5%	10,680	3.3%	96.8%	357	67.6%	3.2%
	YE	201106	22,805,169	6.7%	53.6%	46.4%	11,954,998	2.7%	53.1%	10,567,847	10.3%	46.9%	263,993	102.0%	93.5%	18,331	12.8%	6.5%
	YE	201206	23,616,292	3.6%	51.8%	48.2%	11,953,971	0.0%	51.3%	11,367,671	7.6%	48.7%	275,630	4.4%	93.5%	19,020	3.8%	6.5%
	YE	201306	24,868,160	5.3%	50.7%	49.3%	12,402,637	3.8%	50.3%	12,244,684	7.7%	49.7%	203,046	-26.3%	91.9%	17,793	-6.5%	8.1%
Central America	2012	6	2,388,109	6.9%	81.2%	18.8%	1,896,243	5.0%	81.3%	436,969	12.7%	18.7%	43,070	55.1%	78.5%	11,827	-5.2%	21.5%
	2013	6	2,622,362	9.8%	81.2%	18.8%	2,087,222	10.1%	81.4%	475,859	8.9%	18.6%	42,756	-0.7%	72.1%	16,525	39.7%	27.9%
	YE	201106	25,820,067	1.5%	81.1%	18.9%	20,619,421	11.9%	81.0%	4,822,257	-28.9%	19.0%	326,004	106.7%	86.2%	52,385	-29.4%	13.8%
	YE	201206	27,275,998	5.6%	80.8%	19.2%	21,743,445	5.5%	80.8%	5,166,823	7.1%	19.2%	285,785	-12.3%	78.1%	79,945	52.6%	21.9%
	YE	201306	29,083,832	6.6%	80.3%	19.7%	22,916,022	5.4%	80.2%	5,648,591	9.3%	19.8%	441,823	54.6%	85.1%	77,396	-3.2%	14.9%
Europe	2012	6	5,434,178	2.3%	46.8%	53.2%	2,540,523	-1.3%	47.1%	2,852,295	5.3%	52.9%	1,284	-51.2%	3.1%	40,076	35.1%	96.9%
	2013	6	5,573,879	2.6%	47.1%	52.9%	2,618,488	3.1%	47.3%	2,913,502	2.1%	52.7%	6,128	377.3%	14.6%	35,761	-10.8%	85.4%
	YE	201106	51,260,682	4.4%	46.8%	53.2%	23,964,398	5.2%	47.1%	26,961,860	4.3%	52.9%	13,642	-69.3%	4.1%	320,782	-22.2%	95.9%
	YE	201206	52,288,490	2.0%	45.6%	54.4%	23,809,156	-0.6%	45.8%	28,206,884	4.6%	54.2%	27,018	98.1%	9.9%	245,432	-23.5%	90.1%
	YE	201306	52,368,900	0.2%	44.7%	55.3%	23,367,062	-1.9%	44.9%	28,715,790	1.8%	55.1%	31,548	16.8%	11.0%	254,500	3.7%	89.0%

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

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

Please see the report's introduction for further details.

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

**Passengers**

Region	Period	Total Passengers				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2012	6	2,277,693	10.2%	46.6%	53.4%	1,061,823	12.2%	46.6%	1,214,747	9.2%	53.4%	-	-100.0%	0.0%	1,123	-77.5%	100.0%
	2013	6	2,378,244	4.4%	45.3%	54.7%	1,076,418	1.4%	45.4%	1,296,476	6.7%	54.6%	26	0.0%	0.5%	5,324	374.1%	99.5%
	YE	201106	23,404,897	4.2%	45.5%	54.5%	10,631,019	10.7%	45.7%	12,634,050	-1.2%	54.3%	28,442	52.6%	20.3%	111,386	80.2%	79.7%
	YE	201206	25,105,947	7.3%	46.1%	53.9%	11,540,490	8.6%	46.3%	13,388,438	6.0%	53.7%	38,235	34.4%	21.6%	138,784	24.6%	78.4%
	YE	201306	26,496,734	5.5%	45.4%	54.6%	12,001,784	4.0%	45.7%	14,268,982	6.6%	54.3%	24,962	-34.7%	11.0%	201,006	44.8%	89.0%
Middle East	2012	6	576,001	16.7%	36.4%	63.6%	209,366	3.6%	36.4%	366,592	25.8%	63.6%	43	0.0%	100.0%	-	0.0%	0.0%
	2013	6	532,213	-7.6%	46.1%	53.9%	245,227	17.1%	46.1%	286,986	-21.7%	53.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	5,014,895	12.3%	47.2%	52.8%	2,364,751	8.8%	47.2%	2,649,977	15.6%	52.8%	22	450.0%	13.2%	145	202.1%	86.8%
	YE	201206	5,654,767	12.8%	41.2%	58.8%	2,331,872	-1.4%	41.2%	3,322,555	25.4%	58.8%	211	859.1%	62.1%	129	-11.0%	37.9%
	YE	201306	5,989,819	5.9%	40.8%	59.2%	2,440,161	4.6%	40.8%	3,544,524	6.7%	59.2%	5,096	2315.2%	99.3%	38	-70.5%	0.7%
South America	2012	6	1,048,228	8.6%	66.0%	34.0%	687,216	6.6%	65.9%	356,294	11.5%	34.1%	4,680	599.6%	99.2%	38	533.3%	0.8%
	2013	6	1,175,598	12.2%	66.6%	33.4%	782,199	13.8%	66.5%	393,160	10.3%	33.5%	239	-94.9%	100.0%	-	-100.0%	0.0%
	YE	201106	11,759,602	11.8%	68.8%	31.2%	8,084,939	11.1%	68.8%	3,668,886	13.9%	31.2%	5,756	-69.1%	99.6%	21	-78.4%	0.4%
	YE	201206	12,535,175	6.6%	67.0%	33.0%	8,353,104	3.3%	66.9%	4,132,521	12.6%	33.1%	49,508	760.1%	99.9%	42	100.0%	0.1%
	YE	201306	13,821,276	10.3%	66.0%	34.0%	9,078,339	8.7%	65.9%	4,693,162	13.6%	34.1%	49,726	0.4%	99.9%	49	16.7%	0.1%
The Carribean	2012	6	1,776,816	9.5%	91.3%	8.7%	1,477,005	8.8%	90.5%	154,193	-4.1%	9.5%	145,618	40.4%	100.0%	-	-100.0%	0.0%
	2013	6	1,754,521	-1.3%	92.7%	7.3%	1,516,728	2.7%	92.2%	127,857	-17.1%	7.8%	109,936	-24.5%	100.0%	-	0.0%	0.0%
	YE	201106	17,882,103	2.3%	89.1%	10.9%	15,014,165	0.9%	88.5%	1,955,286	1.6%	11.5%	911,381	34.0%	99.9%	1,271	30.6%	0.1%
	YE	201206	18,837,759	5.3%	89.4%	10.6%	15,547,992	3.6%	88.6%	1,999,233	2.2%	11.4%	1,289,456	41.5%	99.9%	1,078	-15.2%	0.1%
	YE	201306	19,021,932	1.0%	90.3%	9.7%	15,997,751	2.9%	89.6%	1,852,867	-7.3%	10.4%	1,170,824	-9.2%	100.0%	490	-54.5%	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.

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

**Available Seats**

Region	Period	Total Seats				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Foreign Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2012	6	175,669	5.3%	44.3%	55.7%	72,934	18.8%	42.8%	97,656	-2.6%	57.2%	4,933	-3.7%	97.1%	146	0.0%	2.9%
	2013	6	169,953	-3.3%	43.5%	56.5%	63,028	-13.6%	39.6%	96,096	-1.6%	60.4%	10,829	119.5%	100.0%	-	-100.0%	0.0%
	YE	201106	1,907,625	11.4%	46.9%	53.1%	833,487	25.1%	45.2%	1,011,676	6.0%	54.8%	61,004	-33.8%	97.7%	1,458	0.0%	2.3%
	YE	201206	1,951,375	2.3%	45.4%	54.6%	827,324	-0.7%	43.7%	1,064,030	5.2%	56.3%	59,205	-2.9%	98.6%	816	-44.0%	1.4%
	YE	201306	1,918,362	-1.7%	44.0%	56.0%	735,206	-11.1%	40.6%	1,074,501	1.0%	59.4%	108,363	83.0%	99.7%	292	-64.2%	0.3%
Australia/Oceania	2012	6	392,972	0.5%	40.1%	59.9%	156,919	-1.2%	40.0%	235,538	1.4%	60.0%	515	0.0%	100.0%	-	0.0%	0.0%
	2013	6	417,473	6.2%	43.7%	56.3%	182,604	16.4%	43.7%	234,869	-0.3%	56.3%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	4,681,229	-25.8%	40.2%	59.8%	1,881,468	10.4%	40.2%	2,797,020	-3.1%	59.8%	1,592	-23.8%	58.1%	1,149	-70.0%	41.9%
	YE	201206	4,814,742	2.9%	40.0%	60.0%	1,914,262	1.7%	39.8%	2,889,574	3.3%	60.2%	10,906	585.1%	100.0%	-	-100.0%	0.0%
	YE	201306	5,031,507	4.5%	41.8%	58.2%	2,092,275	9.3%	41.7%	2,929,987	1.4%	58.3%	9,245	-15.2%	100.0%	-	0.0%	0.0%
Canada	2012	6	2,645,977	4.0%	56.2%	43.8%	1,469,851	1.4%	55.9%	1,158,652	8.0%	44.1%	17,096	-16.7%	97.8%	378	-37.4%	2.2%
	2013	6	2,553,155	-3.5%	57.1%	42.9%	1,443,129	-1.8%	56.9%	1,093,535	-5.6%	43.1%	15,997	-6.4%	97.0%	494	30.7%	3.0%
	YE	201106	31,362,438	-13.6%	54.9%	45.1%	16,849,384	0.8%	54.4%	14,106,293	8.4%	45.6%	380,930	72.0%	93.6%	25,831	8.2%	6.4%
	YE	201206	32,208,318	2.7%	53.3%	46.7%	16,770,381	-0.5%	52.8%	15,020,912	6.5%	47.2%	391,818	2.9%	94.0%	25,207	-2.4%	6.0%
	YE	201306	33,297,414	3.4%	51.6%	48.4%	16,885,921	0.7%	51.2%	16,095,537	7.2%	48.8%	282,331	-27.9%	89.4%	33,625	33.4%	10.6%
Central America	2012	6	3,003,961	6.8%	80.1%	19.9%	2,341,424	3.8%	80.1%	582,436	16.4%	19.9%	65,930	60.2%	82.3%	14,171	-6.0%	17.7%
	2013	6	3,153,066	5.0%	80.5%	19.5%	2,479,553	5.9%	80.6%	596,715	2.5%	19.4%	58,192	-11.7%	75.8%	18,606	31.3%	24.2%
	YE	201106	33,528,750	-51.6%	80.7%	19.3%	26,513,879	12.9%	80.6%	6,392,018	-30.3%	19.4%	551,674	124.7%	88.6%	71,179	-24.7%	11.4%
	YE	201206	35,340,504	5.4%	80.2%	19.8%	27,887,185	5.2%	80.2%	6,882,097	7.7%	19.8%	460,658	-16.5%	80.6%	110,564	55.3%	19.4%
	YE	201306	37,084,547	4.9%	79.6%	20.4%	28,874,435	3.5%	79.5%	7,446,439	8.2%	20.5%	650,280	41.2%	85.2%	113,393	2.6%	14.8%
Europe	2012	6	6,109,359	0.1%	47.2%	52.8%	2,877,473	-2.4%	47.5%	3,183,626	2.2%	52.5%	3,273	-43.2%	6.8%	44,987	36.7%	93.2%
	2013	6	6,223,151	1.9%	47.4%	52.6%	2,936,516	2.1%	47.6%	3,237,447	1.7%	52.4%	10,741	228.2%	21.8%	38,447	-14.5%	78.2%
	YE	201106	63,280,409	-50.9%	47.2%	52.8%	29,845,076	7.8%	47.5%	33,031,058	5.0%	52.5%	40,559	-58.2%	10.0%	363,716	-24.2%	90.0%
	YE	201206	63,752,045	0.7%	46.2%	53.8%	29,379,803	-1.6%	46.3%	34,038,837	3.1%	53.7%	54,736	35.0%	16.4%	278,669	-23.4%	83.6%
	YE	201306	63,064,139	-1.1%	45.3%	54.7%	28,537,720	-2.9%	45.5%	34,185,792	0.4%	54.5%	57,024	4.2%	16.7%	283,603	1.8%	83.3%

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

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Please see the report's introduction for further details.

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

**Available Seats**

Region	Period	Total Seats				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2012	6	2,621,523	6.4%	46.1%	53.9%	1,208,525	9.4%	46.1%	1,411,124	4.5%	53.9%	-	-100.0%	0.0%	1,874	-66.2%	100.0%
	2013	6	2,787,535	6.3%	44.5%	55.5%	1,240,883	2.7%	44.6%	1,540,062	9.1%	55.4%	368	0.0%	5.6%	6,222	232.0%	94.4%
	YE	201106	28,890,352	-81.6%	45.0%	55.0%	12,948,580	9.9%	45.1%	15,758,929	-1.1%	54.9%	48,983	51.3%	26.8%	133,860	74.4%	73.2%
	YE	201206	31,393,220	8.7%	45.2%	54.8%	14,137,646	9.2%	45.3%	17,043,769	8.2%	54.7%	59,034	20.5%	27.9%	152,771	14.1%	72.1%
	YE	201306	32,503,871	3.5%	44.6%	55.4%	14,450,419	2.2%	44.8%	17,794,022	4.4%	55.2%	33,055	-44.0%	12.7%	226,375	48.2%	87.3%
Middle East	2012	6	632,256	9.4%	35.8%	64.2%	226,025	-0.9%	35.8%	404,731	16.2%	64.2%	392	0.0%	26.1%	1,108	-19.9%	73.9%
	2013	6	605,777	-4.2%	46.7%	53.3%	282,850	25.1%	46.8%	322,171	-20.4%	53.2%	292	-25.5%	38.6%	464	-58.1%	61.4%
	YE	201106	6,269,381	-96.1%	45.6%	54.4%	2,856,311	4.7%	45.6%	3,405,324	20.4%	54.4%	103	-94.0%	1.3%	7,643	828.7%	98.7%
	YE	201206	6,958,905	11.0%	39.7%	60.3%	2,764,595	-3.2%	39.8%	4,180,348	22.8%	60.2%	1,466	1323.3%	10.5%	12,496	63.5%	89.5%
	YE	201306	7,231,850	3.9%	40.2%	59.8%	2,890,237	4.5%	40.1%	4,318,351	3.3%	59.9%	19,250	1213.1%	82.8%	4,012	-67.9%	17.2%
South America	2012	6	1,270,574	7.3%	67.3%	32.7%	844,240	5.1%	67.0%	415,240	9.6%	33.0%	10,626	287.8%	95.8%	468	3242.9%	4.2%
	2013	6	1,428,727	12.4%	68.1%	31.9%	971,434	15.1%	68.0%	456,105	9.8%	32.0%	1,188	-88.8%	100.0%	-	-100.0%	0.0%
	YE	201106	14,710,600	-91.6%	69.6%	30.4%	10,224,453	9.9%	69.6%	4,471,723	7.1%	30.4%	14,348	-43.7%	99.5%	76	-75.6%	0.5%
	YE	201206	15,239,405	3.6%	68.2%	31.8%	10,299,929	0.7%	68.0%	4,849,644	8.5%	32.0%	89,332	522.6%	99.4%	500	557.9%	0.6%
	YE	201306	16,868,081	10.7%	67.0%	33.0%	11,185,724	8.6%	66.8%	5,569,643	14.8%	33.2%	112,458	25.9%	99.8%	256	-48.8%	0.2%
The Carribean	2012	6	2,229,459	7.9%	89.7%	10.3%	1,797,104	4.5%	88.7%	228,689	12.5%	11.3%	203,666	41.6%	100.0%	-	-100.0%	0.0%
	2013	6	2,107,477	-5.5%	92.6%	7.4%	1,799,606	0.1%	92.0%	156,092	-31.7%	8.0%	151,779	-25.5%	100.0%	-	0.0%	0.0%
	YE	201106	23,322,593	-88.3%	88.6%	11.4%	19,392,181	-3.6%	88.0%	2,656,393	-1.8%	12.0%	1,271,488	21.2%	99.8%	2,531	5.2%	0.2%
	YE	201206	24,713,745	6.0%	88.7%	11.3%	20,001,032	3.1%	87.8%	2,789,491	5.0%	12.2%	1,921,181	51.1%	99.9%	2,041	-19.4%	0.1%
	YE	201306	24,186,930	-2.1%	89.4%	10.6%	19,940,523	-0.3%	88.6%	2,568,590	-7.9%	11.4%	1,676,921	-12.7%	99.9%	896	-56.1%	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		2012	6	693	8.5%	49.9%	50.1%	314	16.3%	47.6%	346	1.8%	52.4%	32	14.3%	97.0%	1	0.0%	3.0%
		2013	6	643	-7.2%	47.0%	53.0%	275	-12.4%	44.6%	341	-1.4%	55.4%	27	-15.6%	100.0%	-	-100.0%	0.0%
		YE	201106	7,713	17.7%	51.7%	48.3%	3,652	30.6%	49.6%	3,714	9.0%	50.4%	338	0.9%	97.4%	9	-35.7%	2.6%
		YE	201206	7,622	-1.2%	51.0%	49.0%	3,548	-2.8%	48.8%	3,727	0.4%	51.2%	342	1.2%	98.6%	5	-44.4%	1.4%
		YE	201306	7,314	-4.0%	48.0%	52.0%	3,146	-11.3%	45.4%	3,791	1.7%	54.6%	367	7.3%	97.3%	10	100.0%	2.7%
Australia/Oceania		2012	6	1,831	3.6%	37.6%	62.4%	616	-4.9%	35.0%	1,143	8.0%	65.0%	72	18.0%	100.0%	-	0.0%	0.0%
		2013	6	1,859	1.5%	41.2%	58.8%	705	14.4%	39.2%	1,093	-4.4%	60.8%	61	-15.3%	100.0%	-	0.0%	0.0%
		YE	201106	21,322	-20.8%	39.9%	60.1%	7,713	12.5%	37.6%	12,787	1.7%	62.4%	784	-16.3%	95.4%	38	72.7%	4.6%
		YE	201206	21,912	2.8%	38.8%	61.2%	7,628	-1.1%	36.3%	13,414	4.9%	63.7%	869	10.8%	99.9%	1	-97.4%	0.1%
		YE	201306	21,898	-0.1%	41.4%	58.6%	8,138	6.7%	38.8%	12,825	-4.4%	61.2%	928	6.8%	99.3%	7	600.0%	0.7%
Canada		2012	6	35,531	2.2%	64.0%	36.0%	22,286	1.3%	63.7%	12,682	5.2%	36.3%	460	-20.0%	81.7%	103	-29.0%	18.3%
		2013	6	33,371	-6.1%	65.1%	34.9%	21,237	-4.7%	64.7%	11,566	-8.8%	35.3%	474	3.0%	83.5%	94	-8.7%	16.5%
		YE	201106	417,761	-3.2%	62.9%	37.1%	256,511	1.6%	62.7%	152,859	4.7%	37.3%	6,249	62.2%	74.5%	2,142	0.8%	25.5%
		YE	201206	417,184	-0.1%	62.1%	37.9%	252,737	-1.5%	61.8%	156,398	2.3%	38.2%	6,385	2.2%	79.3%	1,664	-22.3%	20.7%
		YE	201306	423,343	1.5%	61.4%	38.6%	254,734	0.8%	61.1%	162,026	3.6%	38.9%	5,100	-20.1%	77.5%	1,483	-10.9%	22.5%
Central America		2012	6	25,264	8.3%	81.2%	18.8%	19,602	8.8%	80.8%	4,648	8.1%	19.2%	904	0.8%	89.2%	110	-9.8%	10.8%
		2013	6	26,069	3.2%	80.4%	19.6%	20,208	3.1%	80.3%	4,946	6.4%	19.7%	763	-15.6%	83.4%	152	38.2%	16.6%
		YE	201106	279,329	-60.6%	80.3%	19.7%	212,291	10.1%	79.6%	54,382	-27.2%	20.4%	12,035	35.8%	95.1%	621	-19.6%	4.9%
		YE	201206	295,187	5.7%	80.6%	19.4%	228,412	7.6%	80.2%	56,561	4.0%	19.8%	9,407	-21.8%	92.1%	807	30.0%	7.9%
		YE	201306	308,310	4.4%	79.9%	20.1%	237,432	3.9%	79.5%	61,078	8.0%	20.5%	8,929	-5.1%	91.1%	871	7.9%	8.9%
Europe		2012	6	25,589	-1.3%	53.5%	46.5%	13,406	-3.4%	53.4%	11,712	1.4%	46.6%	290	-17.1%	61.6%	181	14.6%	38.4%
		2013	6	25,763	0.7%	53.2%	46.8%	13,369	-0.3%	52.9%	11,900	1.6%	47.1%	329	13.4%	66.6%	165	-8.8%	33.4%
		YE	201106	273,437	-71.7%	53.4%	46.6%	141,573	8.5%	53.0%	125,767	5.3%	47.0%	4,471	0.1%	73.3%	1,626	-28.6%	26.7%
		YE	201206	272,721	-0.3%	52.8%	47.2%	139,689	-1.3%	52.3%	127,535	1.4%	47.7%	4,185	-6.4%	76.1%	1,312	-19.3%	23.9%
		YE	201306	265,314	-2.7%	51.9%	48.1%	133,989	-4.1%	51.5%	126,324	-0.9%	48.5%	3,722	-11.1%	74.4%	1,279	-2.5%	25.6%

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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		2012	6	12,436	2.0%	48.2%	51.8%	5,717	6.1%	47.3%	6,374	-0.3%	52.7%	277	17.4%	80.3%	68	-60.7%	19.7%
		2013	6	12,882	3.6%	46.8%	53.2%	5,662	-1.0%	45.6%	6,743	5.8%	54.4%	364	31.4%	76.3%	113	66.2%	23.7%
		YE	201106	145,184	-86.8%	46.8%	53.2%	64,555	13.5%	46.2%	75,071	3.0%	53.8%	3,388	7.4%	61.0%	2,170	18.6%	39.0%
		YE	201206	150,661	3.8%	47.3%	52.7%	68,065	5.4%	46.6%	77,959	3.8%	53.4%	3,232	-4.6%	69.7%	1,405	-35.3%	30.3%
		YE	201306	151,899	0.8%	47.3%	52.7%	67,446	-0.9%	46.2%	78,601	0.8%	53.8%	4,330	34.0%	74.0%	1,522	8.3%	26.0%
Middle East		2012	6	2,212	10.8%	38.3%	61.7%	811	-3.3%	37.4%	1,357	20.9%	62.6%	36	28.6%	81.8%	8	14.3%	18.2%
		2013	6	2,110	-4.6%	50.3%	49.7%	1,011	24.7%	49.4%	1,034	-23.8%	50.6%	51	41.7%	78.5%	14	75.0%	21.5%
		YE	201106	21,909	-98.0%	48.2%	51.8%	10,390	3.8%	47.9%	11,297	17.0%	52.1%	166	-45.6%	74.8%	56	600.0%	25.2%
		YE	201206	24,251	10.7%	42.7%	57.3%	9,979	-4.0%	41.9%	13,821	22.3%	58.1%	378	127.7%	83.8%	73	30.4%	16.2%
		YE	201306	25,578	5.5%	43.7%	56.3%	10,556	5.8%	42.4%	14,329	3.7%	57.6%	621	64.3%	89.6%	72	-1.4%	10.4%
South America		2012	6	7,719	2.2%	69.8%	30.2%	4,896	5.1%	67.9%	2,318	-6.7%	32.1%	492	26.5%	97.4%	13	-35.0%	2.6%
		2013	6	8,429	9.2%	68.8%	31.2%	5,444	11.2%	67.6%	2,609	12.6%	32.4%	357	-27.4%	94.9%	19	46.2%	5.1%
		YE	201106	95,526	-92.1%	67.6%	32.4%	58,978	5.9%	66.5%	29,758	5.9%	33.5%	5,595	16.3%	82.4%	1,195	-0.7%	17.6%
		YE	201206	97,227	1.8%	68.1%	31.9%	60,379	2.4%	66.3%	30,745	3.3%	33.7%	5,873	5.0%	96.2%	230	-80.8%	3.8%
		YE	201306	102,848	5.8%	67.3%	32.7%	63,859	5.8%	65.6%	33,453	8.8%	34.4%	5,357	-8.8%	96.8%	179	-22.2%	3.2%
The Carribean		2012	6	18,633	8.7%	90.2%	9.8%	15,381	7.5%	89.6%	1,793	12.2%	10.4%	1,418	19.3%	97.2%	41	-10.9%	2.8%
		2013	6	18,024	-3.3%	92.9%	7.1%	15,646	1.7%	92.6%	1,248	-30.4%	7.4%	1,090	-23.1%	96.5%	40	-2.4%	3.5%
		YE	201106	200,304	-85.9%	89.4%	10.6%	166,537	-7.4%	89.0%	20,614	-5.2%	11.0%	12,615	1.9%	95.9%	538	-15.4%	4.1%
		YE	201206	209,923	4.8%	89.6%	10.4%	173,272	4.0%	89.0%	21,358	3.6%	11.0%	14,759	17.0%	96.5%	534	-0.7%	3.5%
		YE	201306	207,277	-1.3%	90.1%	9.9%	174,160	0.5%	89.7%	19,938	-6.6%	10.3%	12,657	-14.2%	96.0%	522	-2.2%	4.0%

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

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

Please see the report's introduction for further details.

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

**Freight (Tons)**

Region	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2012	6	3,361	28.9%	49.5%	50.5%	924	3.1%	35.2%	1,698	42.4%	64.8%	739	42.2%	100.0%	-	0.0%	0.0%
	2013	6	3,141	-6.6%	49.1%	50.9%	837	-9.4%	34.4%	1,598	-5.9%	65.6%	705	-4.5%	100.0%	-	0.0%	0.0%
	YE	201106	31,980	24.7%	54.9%	45.1%	12,143	16.7%	45.8%	14,379	12.1%	54.2%	5,402	242.2%	99.0%	55	-93.5%	1.0%
	YE	201206	34,475	7.8%	51.3%	48.7%	11,134	-8.3%	39.9%	16,803	16.9%	60.1%	6,539	21.0%	100.0%	-	-100.0%	0.0%
	YE	201306	36,494	5.9%	47.7%	52.3%	10,183	-8.5%	35.1%	18,818	12.0%	64.9%	7,211	10.3%	96.2%	282	0.0%	3.8%
Australia/Oceania	2012	6	15,772	20.3%	55.5%	44.5%	6,009	5.2%	46.1%	7,018	30.5%	53.9%	2,745	35.9%	100.0%	-	0.0%	0.0%
	2013	6	14,543	-7.8%	57.1%	42.9%	5,879	-2.2%	48.5%	6,238	-11.1%	51.5%	2,425	-11.7%	100.0%	-	0.0%	0.0%
	YE	201106	169,664	-11.6%	57.1%	42.9%	68,930	13.2%	49.3%	70,777	-4.4%	50.7%	27,899	-10.1%	93.1%	2,057	441.2%	6.9%
	YE	201206	172,196	1.5%	57.4%	42.6%	68,939	0.0%	48.5%	73,298	3.6%	51.5%	29,896	7.2%	99.8%	64	-96.9%	0.2%
	YE	201306	183,026	6.3%	59.1%	40.9%	71,049	3.1%	48.8%	74,592	1.8%	51.2%	37,184	24.4%	99.5%	200	214.6%	0.5%
Canada	2012	6	27,811	-7.1%	78.4%	21.6%	21,128	6.0%	81.9%	4,654	-29.0%	18.1%	666	-53.0%	32.8%	1,363	-33.3%	67.2%
	2013	6	28,136	1.2%	77.2%	22.8%	19,876	-5.9%	80.4%	4,857	4.4%	19.6%	1,837	175.8%	54.0%	1,567	14.9%	46.0%
	YE	201106	355,603	-34.2%	69.3%	30.7%	229,559	7.9%	73.3%	83,612	-11.5%	26.7%	16,911	-2.5%	39.9%	25,521	6.3%	60.1%
	YE	201206	330,747	-7.0%	76.3%	23.7%	234,728	2.3%	79.6%	60,031	-28.2%	20.4%	17,758	5.0%	49.3%	18,230	-28.6%	50.7%
	YE	201306	326,996	-1.1%	77.2%	22.8%	239,947	2.2%	80.5%	58,252	-3.0%	19.5%	12,646	-28.8%	43.9%	16,150	-11.4%	56.1%
Central America	2012	6	58,033	5.1%	70.6%	29.4%	33,246	27.0%	66.2%	16,977	-8.5%	33.8%	7,712	-25.6%	98.7%	99	-30.5%	1.3%
	2013	6	55,750	-3.9%	71.3%	28.7%	34,289	3.1%	68.3%	15,892	-6.4%	31.7%	5,480	-28.9%	98.4%	90	-9.3%	1.6%
	YE	201106	694,862	-39.4%	70.6%	29.4%	346,275	3.2%	63.1%	202,251	42.6%	36.9%	144,581	11.8%	98.8%	1,755	496.9%	1.2%
	YE	201206	685,931	-1.3%	70.9%	29.1%	375,015	8.3%	65.4%	198,708	-1.8%	34.6%	111,132	-23.1%	99.0%	1,076	-38.7%	1.0%
	YE	201306	648,963	-5.4%	71.6%	28.4%	402,642	7.4%	68.6%	184,177	-7.3%	31.4%	61,721	-44.5%	99.3%	422	-60.8%	0.7%
Europe	2012	6	250,637	-1.5%	45.2%	54.8%	97,264	0.4%	41.6%	136,366	-1.9%	58.4%	16,013	1.4%	94.2%	994	-63.7%	5.8%
	2013	6	248,465	-0.9%	45.2%	54.8%	93,860	-3.5%	41.2%	133,856	-1.8%	58.8%	18,543	15.8%	89.4%	2,207	122.0%	10.6%
	YE	201106	3,111,176	-21.1%	45.8%	54.2%	1,209,199	14.9%	42.2%	1,658,790	10.5%	57.8%	216,162	12.3%	88.9%	27,026	-46.4%	11.1%
	YE	201206	2,956,618	-5.0%	45.7%	54.3%	1,133,969	-6.2%	41.7%	1,588,500	-4.2%	58.3%	217,577	0.7%	92.9%	16,572	-38.7%	7.1%
	YE	201306	2,819,662	-4.6%	45.2%	54.8%	1,071,265	-5.5%	41.2%	1,530,907	-3.6%	58.8%	204,476	-6.0%	94.0%	13,014	-21.5%	6.0%

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

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

Please see the report's introduction for further details.

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

**Freight (Tons)**

Region	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2012	6	300,024	-2.7%	40.9%	59.1%	97,525	-3.2%	36.2%	171,579	-2.5%	63.8%	25,137	36.0%	81.3%	5,783	-56.4%	18.7%
	2013	6	289,708	-3.4%	37.7%	62.3%	75,713	-22.4%	30.7%	171,102	-0.3%	69.3%	33,409	32.9%	77.9%	9,485	64.0%	22.1%
	YE	201106	3,715,807	392.3%	39.0%	61.0%	1,189,322	8.3%	36.0%	2,118,152	-0.4%	64.0%	260,356	7.4%	63.8%	147,976	9.7%	36.2%
	YE	201206	3,470,217	-6.6%	39.9%	60.1%	1,132,638	-4.8%	36.0%	2,012,522	-5.0%	64.0%	250,598	-3.7%	77.1%	74,460	-49.7%	22.9%
	YE	201306	3,394,655	-2.2%	40.1%	59.9%	992,130	-12.4%	33.4%	1,974,727	-1.9%	66.6%	369,246	47.3%	86.3%	58,552	-21.4%	13.7%
Middle East	2012	6	21,987	7.3%	53.6%	46.4%	9,969	-5.4%	49.4%	10,195	24.0%	50.6%	1,817	5.2%	99.7%	6	0.0%	0.3%
	2013	6	22,649	3.0%	64.4%	35.6%	12,458	25.0%	61.2%	7,887	-22.6%	38.8%	2,121	16.7%	92.0%	184	3007.8%	8.0%
	YE	201106	225,646	-70.9%	54.8%	45.2%	119,020	20.4%	54.1%	101,024	3.0%	45.9%	4,673	-42.2%	83.4%	928	2877.2%	16.6%
	YE	201206	252,653	12.0%	57.3%	42.7%	123,421	3.7%	53.4%	107,684	6.6%	46.6%	21,347	356.8%	99.1%	200	-78.4%	0.9%
	YE	201306	275,027	8.9%	57.1%	42.9%	136,700	10.8%	53.9%	116,924	8.6%	46.1%	20,235	-5.2%	94.5%	1,169	483.7%	5.5%
South America	2012	6	99,252	3.0%	75.0%	25.0%	43,531	23.7%	64.5%	23,948	-35.9%	35.5%	30,946	37.3%	97.4%	827	-33.6%	2.6%
	2013	6	102,199	3.0%	59.7%	40.3%	35,240	-19.0%	47.3%	39,299	64.1%	52.7%	25,781	-16.7%	93.2%	1,880	127.3%	6.8%
	YE	201106	1,341,401	48.2%	59.4%	40.6%	478,674	-9.3%	50.7%	465,311	4.6%	49.3%	317,690	28.2%	79.9%	79,727	1.9%	20.1%
	YE	201206	1,396,404	4.1%	65.5%	34.5%	548,806	14.7%	54.0%	468,186	0.6%	46.0%	365,192	15.0%	96.3%	14,220	-82.2%	3.7%
	YE	201306	1,373,963	-1.6%	60.4%	39.6%	485,718	-11.5%	47.9%	527,881	12.8%	52.1%	343,687	-5.9%	95.4%	16,677	17.3%	4.6%
The Carribean	2012	6	8,074	-18.4%	90.1%	9.9%	7,013	-18.6%	94.4%	414	11.9%	5.6%	259	-49.4%	40.0%	388	-4.0%	60.0%
	2013	6	11,101	37.5%	94.1%	5.9%	10,044	43.2%	96.3%	390	-5.9%	3.7%	396	53.1%	59.4%	271	-30.3%	40.6%
	YE	201106	140,888	-84.7%	92.5%	7.5%	105,350	10.9%	95.1%	5,438	-20.3%	4.9%	25,015	-53.2%	83.1%	5,085	-31.7%	16.9%
	YE	201206	133,820	-5.0%	92.6%	7.4%	116,818	10.9%	95.6%	5,385	-1.0%	4.4%	7,126	-71.5%	61.3%	4,490	-11.7%	38.7%
	YE	201306	137,932	3.1%	92.7%	7.3%	116,942	0.1%	95.0%	6,115	13.6%	5.0%	10,862	52.4%	73.0%	4,013	-10.6%	27.0%

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

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Please see the report's introduction for further details.

**Table 3 : Top 25 Foreign Country Gateways 1/**

**Passengers**

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2012	6	1,932,188	3.7%	54.4%	45.6%	1,041,511	1.6%	54.2%	880,124	6.6%	45.8%	10,340	-4.4%	98.0%	213	-60.8%	2.0%
	2013	6	1,938,945	0.3%	56.7%	43.3%	1,088,929	4.6%	56.5%	838,979	-4.7%	43.5%	10,680	3.3%	96.8%	357	67.6%	3.2%
	YE	201106	22,805,165	6.7%	53.6%	46.4%	11,954,998	2.7%	53.1%	10,567,847	10.3%	46.9%	263,989	102.1%	93.5%	18,331	12.8%	6.5%
	YE	201206	23,616,286	3.6%	51.8%	48.2%	11,953,971	0.0%	51.3%	11,367,671	7.6%	48.7%	275,624	4.4%	93.5%	19,020	3.8%	6.5%
	YE	201306	24,868,157	5.3%	50.7%	49.3%	12,402,637	3.8%	50.3%	12,244,684	7.7%	49.7%	203,043	-26.3%	91.9%	17,793	-6.5%	8.1%
Mexico	2012	6	1,599,192	4.9%	87.5%	12.5%	1,368,437	3.8%	87.9%	188,103	8.3%	12.1%	30,825	55.4%	72.3%	11,827	-5.2%	27.7%
	2013	6	1,802,981	12.7%	87.0%	13.0%	1,535,356	12.2%	87.6%	217,042	15.4%	12.4%	34,058	10.5%	67.3%	16,525	39.7%	32.7%
	YE	201106	17,900,894	-0.1%	86.0%	14.0%	15,168,300	15.5%	86.1%	2,446,103	-46.7%	13.9%	234,180	115.9%	81.7%	52,311	-29.5%	18.3%
	YE	201206	18,788,681	5.0%	86.8%	13.2%	16,113,158	6.2%	87.0%	2,404,521	-1.7%	13.0%	191,200	-18.4%	70.6%	79,802	52.6%	29.4%
	YE	201306	20,003,179	6.5%	87.2%	12.8%	17,124,560	6.3%	87.3%	2,485,553	3.4%	12.7%	315,670	65.1%	80.3%	77,396	-3.0%	19.7%
United Kingdom	2012	6	1,713,376	4.3%	39.9%	60.1%	682,846	-2.0%	40.8%	992,740	8.2%	59.2%	92	-42.9%	0.2%	37,698	28.6%	99.8%
	2013	6	1,704,456	-0.5%	39.9%	60.1%	679,026	-0.6%	40.6%	991,724	-0.1%	59.4%	407	342.4%	1.2%	33,299	-11.7%	98.8%
	YE	201106	16,382,746	4.0%	41.5%	58.5%	6,801,027	4.4%	42.3%	9,268,207	4.8%	57.7%	2,721	1.5%	0.9%	310,791	-20.1%	99.1%
	YE	201206	17,014,420	3.9%	39.5%	60.5%	6,724,503	-1.1%	40.1%	10,056,678	8.5%	59.9%	2,201	-19.1%	0.9%	231,038	-25.7%	99.1%
	YE	201306	17,104,768	0.5%	38.5%	61.5%	6,583,958	-2.1%	39.1%	10,276,220	2.2%	60.9%	3,007	36.6%	1.2%	241,583	4.6%	98.8%
Japan	2012	6	986,217	18.0%	66.9%	33.1%	659,735	19.2%	67.0%	325,395	16.0%	33.0%	-	-100.0%	0.0%	1,087	-53.1%	100.0%
	2013	6	1,018,227	3.2%	64.4%	35.6%	656,078	-0.6%	64.5%	361,306	11.0%	35.5%	-	0.0%	0.0%	843	-22.4%	100.0%
	YE	201106	10,253,744	-3.9%	66.5%	33.5%	6,803,594	3.2%	67.1%	3,342,270	-16.7%	32.9%	12,820	0.7%	11.9%	95,060	104.8%	88.1%
	YE	201206	10,900,480	6.3%	66.0%	34.0%	7,177,386	5.5%	66.7%	3,583,583	7.2%	33.3%	22,088	72.3%	15.8%	117,423	23.5%	84.2%
	YE	201306	11,776,968	8.0%	64.3%	35.7%	7,557,172	5.3%	65.2%	4,039,805	12.7%	34.8%	19,206	-13.0%	10.7%	160,785	36.9%	89.3%
Germany	2012	6	995,892	6.0%	44.8%	55.2%	446,154	10.0%	44.8%	549,732	2.9%	55.2%	6	-83.3%	100.0%	-	0.0%	0.0%
	2013	6	1,039,035	4.3%	44.4%	55.6%	461,733	3.5%	44.4%	577,229	5.0%	55.6%	73	1116.7%	100.0%	-	0.0%	0.0%
	YE	201106	9,591,788	2.7%	42.3%	57.7%	4,052,312	5.8%	42.3%	5,537,620	0.7%	57.7%	1,639	-74.4%	88.3%	217	-69.1%	11.7%
	YE	201206	9,718,843	1.3%	43.0%	57.0%	4,173,620	3.0%	43.0%	5,541,568	0.1%	57.0%	3,436	109.6%	94.0%	219	0.9%	6.0%
	YE	201306	9,951,553	2.4%	43.4%	56.6%	4,315,656	3.4%	43.4%	5,633,540	1.7%	56.6%	2,348	-31.7%	99.6%	9	-95.9%	0.4%

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 201306 data.

**Table 3 : Top 25 Foreign Country Gateways 1/**

**Passengers**

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
France	2012	6	653,092	2.6%	43.5%	56.5%	284,023	0.7%	43.5%	368,941	4.2%	56.5%	128	120.7%	100.0%	-	0.0%	0.0%
	2013	6	682,773	4.5%	46.8%	53.2%	319,427	12.5%	46.8%	363,317	-1.5%	53.2%	27	-78.9%	93.1%	2	0.0%	6.9%
	YE	201106	6,138,469	4.3%	41.9%	58.1%	2,572,329	6.4%	41.9%	3,564,457	2.9%	58.1%	1,664	16.1%	98.9%	19	-99.0%	1.1%
	YE	201206	6,327,114	3.1%	43.4%	56.6%	2,742,886	6.6%	43.4%	3,582,026	0.5%	56.6%	2,149	29.1%	97.6%	53	178.9%	2.4%
	YE	201306	6,195,357	-2.1%	44.2%	55.8%	2,735,226	-0.3%	44.2%	3,457,708	-3.5%	55.8%	2,353	9.5%	97.1%	70	32.1%	2.9%
Dominican Republic	2012	6	498,849	13.8%	99.6%	0.4%	450,282	9.0%	99.5%	2,122	25.3%	0.5%	46,445	97.7%	100.0%	-	0.0%	0.0%
	2013	6	511,073	2.5%	99.6%	0.4%	472,188	4.9%	99.6%	1,857	-12.5%	0.4%	37,028	-20.3%	100.0%	-	0.0%	0.0%
	YE	201106	4,550,002	0.2%	99.4%	0.6%	4,409,852	-0.1%	99.4%	28,544	-8.7%	0.6%	111,606	20.9%	100.0%	-	-100.0%	0.0%
	YE	201206	4,855,729	6.7%	99.5%	0.5%	4,667,368	5.8%	99.5%	22,067	-22.7%	0.5%	166,294	49.0%	100.0%	-	0.0%	0.0%
	YE	201306	5,100,462	5.0%	99.4%	0.6%	4,860,017	4.1%	99.4%	28,065	27.2%	0.6%	212,380	27.7%	100.0%	-	0.0%	0.0%
Brazil	2012	6	340,475	8.9%	67.1%	32.9%	228,291	9.0%	67.1%	112,182	8.8%	32.9%	-	0.0%	0.0%	2	0.0%	100.0%
	2013	6	382,647	12.4%	69.6%	30.4%	266,159	16.6%	69.6%	116,480	3.8%	30.4%	8	0.0%	100.0%	-	-100.0%	0.0%
	YE	201106	3,747,207	16.4%	67.9%	32.1%	2,542,268	17.7%	67.9%	1,204,084	13.9%	32.1%	853	-69.7%	99.8%	2	-50.0%	0.2%
	YE	201206	4,210,853	12.4%	66.4%	33.6%	2,784,708	9.5%	66.3%	1,414,833	17.5%	33.7%	11,308	1225.7%	100.0%	4	100.0%	0.0%
	YE	201306	4,706,824	11.8%	67.2%	32.8%	3,159,829	13.5%	67.1%	1,545,831	9.3%	32.9%	1,115	-90.1%	95.8%	49	1125.0%	4.2%
South Korea	2012	6	405,205	9.5%	13.2%	86.8%	53,555	5.4%	13.2%	351,614	11.0%	86.8%	-	0.0%	0.0%	36	-98.6%	100.0%
	2013	6	424,871	4.9%	17.9%	82.1%	75,926	41.8%	17.9%	348,945	-0.8%	82.1%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201106	4,040,920	12.0%	11.8%	88.2%	474,664	139.3%	11.8%	3,549,644	4.6%	88.2%	1,389	312.2%	8.4%	15,223	-1.0%	91.6%
	YE	201206	4,367,306	8.1%	12.9%	87.1%	559,705	17.9%	12.9%	3,783,329	6.6%	87.1%	2,916	109.9%	12.0%	21,356	40.3%	88.0%
	YE	201306	4,631,580	6.1%	14.8%	85.2%	685,231	22.4%	14.8%	3,940,627	4.2%	85.2%	3	-99.9%	0.1%	5,719	-73.2%	99.9%
Netherlands	2012	6	448,675	0.3%	65.8%	34.2%	295,099	2.7%	65.8%	153,576	-4.2%	34.2%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	484,798	8.1%	67.9%	32.1%	329,057	11.5%	67.9%	155,741	1.4%	32.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	4,435,215	4.3%	63.1%	36.9%	2,797,816	3.3%	63.1%	1,637,399	6.4%	36.9%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE	201206	4,489,586	1.2%	63.0%	37.0%	2,826,063	1.0%	63.0%	1,663,257	1.6%	37.0%	266	0.0%	100.0%	-	0.0%	0.0%
	YE	201306	4,574,466	1.9%	65.4%	34.6%	2,990,386	5.8%	65.4%	1,583,628	-4.8%	34.6%	349	31.2%	77.2%	103	0.0%	22.8%

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	2012	6	345,546	11.4%	67.4%	32.6%	232,774	7.3%	67.4%	112,772	21.0%	32.6%	-	0.0%	0.0%	-	-100.0%	0.0%
	2013	6	398,718	15.4%	60.9%	39.1%	242,972	4.4%	61.6%	151,265	34.1%	38.4%	-	0.0%	0.0%	4,481	0.0%	100.0%
	YE	201106	2,926,611	27.0%	64.3%	35.7%	1,878,288	29.8%	64.3%	1,044,101	22.2%	35.7%	3,121	108.8%	73.9%	1,101	10910.0%	26.1%
	YE	201206	3,649,633	24.7%	66.4%	33.6%	2,416,871	28.7%	66.3%	1,227,881	17.6%	33.7%	4,881	56.4%	100.0%	-	-100.0%	0.0%
	YE	201306	4,086,128	12.0%	62.2%	37.8%	2,537,289	5.0%	62.7%	1,509,437	22.9%	37.3%	4,900	0.4%	12.4%	34,502	0.0%	87.6%
Jamaica	2012	6	297,570	11.4%	82.8%	17.2%	240,396	13.0%	82.4%	51,237	15.6%	17.6%	5,937	-40.7%	100.0%	-	0.0%	0.0%
	2013	6	299,332	0.6%	87.8%	12.2%	258,628	7.6%	87.6%	36,515	-28.7%	12.4%	4,189	-29.4%	100.0%	-	0.0%	0.0%
	YE	201106	2,971,978	3.6%	80.9%	19.1%	2,310,554	9.3%	80.2%	568,937	-21.9%	19.8%	92,487	243.4%	100.0%	-	0.0%	0.0%
	YE	201206	3,178,639	7.0%	78.3%	21.7%	2,311,649	0.0%	77.1%	688,272	21.0%	22.9%	178,718	93.2%	100.0%	-	0.0%	0.0%
	YE	201306	3,078,733	-3.1%	82.3%	17.7%	2,502,350	8.2%	82.1%	544,870	-20.8%	17.9%	31,513	-82.4%	100.0%	-	0.0%	0.0%
Spain	2012	6	308,489	-4.7%	57.8%	42.2%	178,270	-5.7%	57.8%	130,218	-2.2%	42.2%	1	-99.9%	100.0%	-	0.0%	0.0%
	2013	6	290,308	-5.9%	63.0%	37.0%	179,645	0.8%	62.6%	107,285	-17.6%	37.4%	3,378	#####	100.0%	-	0.0%	0.0%
	YE	201106	2,799,765	10.5%	56.2%	43.8%	1,569,890	11.5%	56.1%	1,227,268	9.4%	43.9%	2,497	-25.1%	95.8%	110	5400.0%	4.2%
	YE	201206	2,918,544	4.2%	56.2%	43.8%	1,636,507	4.2%	56.1%	1,279,438	4.3%	43.9%	2,597	4.0%	99.9%	2	-98.2%	0.1%
	YE	201306	2,667,495	-8.6%	59.7%	40.3%	1,588,865	-2.9%	59.7%	1,074,780	-16.0%	40.3%	3,850	48.2%	100.0%	-	-100.0%	0.0%
Colombia	2012	6	227,479	11.8%	55.2%	44.8%	125,179	9.8%	55.1%	101,984	14.2%	44.9%	316	0.0%	100.0%	-	0.0%	0.0%
	2013	6	252,097	10.8%	57.8%	42.2%	145,707	16.4%	57.8%	106,269	4.2%	42.2%	121	-61.7%	100.0%	-	0.0%	0.0%
	YE	201106	2,320,149	8.9%	57.5%	42.5%	1,333,177	15.1%	57.5%	985,994	1.5%	42.5%	978	57.5%	100.0%	-	0.0%	0.0%
	YE	201206	2,325,067	0.2%	53.7%	46.3%	1,248,881	-6.3%	53.7%	1,075,692	9.1%	46.3%	494	-49.5%	100.0%	-	0.0%	0.0%
	YE	201306	2,620,470	12.7%	56.0%	44.0%	1,466,609	17.4%	56.0%	1,152,534	7.1%	44.0%	1,327	168.6%	100.0%	-	0.0%	0.0%
Australia	2012	6	214,291	2.8%	52.2%	47.8%	111,823	-0.6%	52.2%	102,468	6.7%	47.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	231,114	7.9%	54.0%	46.0%	124,854	11.7%	54.0%	106,260	3.7%	46.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,335,988	8.8%	56.1%	43.9%	1,310,250	15.9%	56.1%	1,025,262	0.8%	43.9%	27	1250.0%	5.7%	449	0.9%	94.3%
	YE	201206	2,392,425	2.4%	54.5%	45.5%	1,303,950	-0.5%	54.5%	1,088,394	6.2%	45.5%	81	200.0%	100.0%	-	-100.0%	0.0%
	YE	201306	2,606,347	8.9%	54.6%	45.4%	1,421,679	9.0%	54.6%	1,184,316	8.8%	45.4%	352	334.6%	100.0%	-	0.0%	0.0%

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
The Bahamas	2012	6	264,719	14.4%	85.5%	14.5%	223,640	21.8%	85.3%	38,479	-15.7%	14.7%	2,600	20.5%	100.0%	-	0.0%	0.0%
	2013	6	244,155	-7.8%	82.9%	17.1%	202,134	-9.6%	82.9%	41,707	8.4%	17.1%	314	-87.9%	100.0%	-	0.0%	0.0%
	YE	201106	2,480,346	-3.4%	80.3%	19.7%	1,950,614	-8.5%	80.0%	487,757	27.0%	20.0%	41,809	-17.6%	99.6%	166	0.0%	0.4%
	YE	201206	2,574,259	3.8%	82.9%	17.1%	2,069,129	6.1%	82.4%	440,969	-9.6%	17.6%	63,995	53.1%	99.7%	166	0.0%	0.3%
	YE	201306	2,572,315	-0.1%	81.4%	18.6%	2,075,446	0.3%	81.3%	477,255	8.2%	18.7%	19,614	-69.4%	100.0%	-	-100.0%	0.0%
Italy	2012	6	312,989	-0.1%	73.2%	26.8%	229,222	4.8%	73.2%	83,765	-11.5%	26.8%	2	-90.0%	100.0%	-	0.0%	0.0%
	2013	6	317,719	1.5%	70.3%	29.7%	223,198	-2.6%	70.3%	94,390	12.7%	29.7%	131	6450.0%	100.0%	-	0.0%	0.0%
	YE	201106	2,720,768	1.7%	66.4%	33.6%	1,806,219	0.1%	66.4%	914,377	4.9%	33.6%	172	-33.3%	100.0%	-	0.0%	0.0%
	YE	201206	2,578,497	-5.2%	66.8%	33.2%	1,721,839	-4.7%	66.8%	856,441	-6.3%	33.2%	217	26.2%	100.0%	-	0.0%	0.0%
	YE	201306	2,537,010	-1.6%	65.7%	34.3%	1,666,909	-3.2%	65.7%	869,871	1.6%	34.3%	220	1.4%	95.7%	10	0.0%	4.3%
United Arab Emirates	2012	6	212,708	24.9%	30.7%	69.3%	65,396	19.6%	30.7%	147,312	27.4%	69.3%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	237,617	11.7%	34.2%	65.8%	81,183	24.1%	34.2%	156,434	6.2%	65.8%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	1,784,487	17.0%	36.0%	64.0%	641,701	10.1%	36.0%	1,142,782	21.2%	64.0%	4	0.0%	100.0%	-	0.0%	0.0%
	YE	201206	2,147,874	20.4%	34.3%	65.7%	737,196	14.9%	34.3%	1,410,677	23.4%	65.7%	1	-75.0%	100.0%	-	0.0%	0.0%
	YE	201306	2,431,518	13.2%	32.6%	67.4%	792,379	7.5%	32.6%	1,639,079	16.2%	67.4%	60	5900.0%	100.0%	-	0.0%	0.0%
Hong Kong	2012	6	221,515	11.4%	30.2%	69.8%	66,986	-0.5%	30.2%	154,529	18.5%	69.8%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	6	203,132	-8.3%	26.9%	73.1%	54,646	-18.4%	26.9%	148,486	-3.9%	73.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,335,832	9.0%	33.2%	66.8%	772,683	16.5%	33.1%	1,559,644	5.4%	66.9%	3,503	26846.2%	99.9%	2	0.0%	0.1%
	YE	201206	2,410,631	3.2%	30.6%	69.4%	733,399	-5.1%	30.5%	1,674,167	7.3%	69.5%	3,065	-12.5%	100.0%	-	-100.0%	0.0%
	YE	201306	2,404,951	-0.2%	27.9%	72.1%	669,943	-8.7%	27.9%	1,734,493	3.6%	72.1%	515	-83.2%	100.0%	-	0.0%	0.0%
Costa Rica	2012	6	196,863	9.0%	92.5%	7.5%	182,099	8.6%	92.5%	14,697	19.8%	7.5%	67	-90.2%	100.0%	-	0.0%	0.0%
	2013	6	187,891	-4.6%	98.0%	2.0%	184,184	1.1%	98.0%	3,707	-74.8%	2.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,156,296	2.7%	93.6%	6.4%	2,016,590	3.3%	93.6%	137,524	-6.7%	6.4%	2,182	56.5%	100.0%	-	-100.0%	0.0%
	YE	201206	2,279,552	5.7%	92.3%	7.7%	2,100,083	4.1%	92.3%	174,719	27.0%	7.7%	4,750	117.7%	100.0%	-	0.0%	0.0%
	YE	201306	2,301,447	1.0%	92.9%	7.1%	2,131,850	1.5%	92.9%	164,114	-6.1%	7.1%	5,483	15.4%	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	2012	6	170,323	22.4%	36.5%	63.5%	62,058	7.5%	36.4%	108,221	32.8%	63.6%	44	0.0%	100.0%	-	0.0%	0.0%
	2013	6	194,963	14.5%	31.0%	69.0%	60,455	-2.6%	31.0%	134,508	24.3%	69.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	1,607,282	8.1%	43.5%	56.5%	698,498	0.7%	43.5%	907,667	17.9%	56.5%	1,117	-95.2%	100.0%	-	0.0%	0.0%
	YE	201206	1,860,282	15.7%	38.2%	61.8%	710,387	1.7%	38.2%	1,149,070	26.6%	61.8%	825	-26.1%	100.0%	-	0.0%	0.0%
	YE	201306	2,241,242	20.5%	31.4%	68.6%	701,994	-1.2%	31.3%	1,537,313	33.8%	68.7%	1,935	134.5%	100.0%	-	0.0%	0.0%
Switzerland	2012	6	196,081	6.7%	38.5%	61.5%	75,469	-4.7%	38.5%	120,591	15.3%	61.5%	21	-19.2%	100.0%	-	0.0%	0.0%
	2013	6	189,596	-3.3%	40.0%	60.0%	75,872	0.5%	40.0%	113,698	-5.7%	60.0%	26	23.8%	100.0%	-	0.0%	0.0%
	YE	201106	1,940,618	12.1%	40.5%	59.5%	784,960	4.3%	40.5%	1,155,229	18.1%	59.5%	376	29.2%	87.6%	53	-11.7%	12.4%
	YE	201206	1,951,414	0.6%	39.4%	60.6%	769,255	-2.0%	39.4%	1,181,789	2.3%	60.6%	341	-9.3%	92.2%	29	-45.3%	7.8%
	YE	201306	2,116,184	8.4%	34.9%	65.1%	737,483	-4.1%	34.9%	1,378,435	16.6%	65.1%	259	-24.0%	97.4%	7	-75.9%	2.6%
Ireland	2012	6	193,068	0.1%	48.5%	51.5%	92,676	-10.2%	48.2%	99,472	11.7%	51.8%	920	52.6%	100.0%	-	0.0%	0.0%
	2013	6	235,443	21.9%	50.3%	49.7%	118,407	27.8%	50.3%	116,961	17.6%	49.7%	75	-91.8%	100.0%	-	0.0%	0.0%
	YE	201106	1,772,428	-0.6%	48.9%	51.1%	863,688	5.9%	48.8%	906,356	-5.7%	51.2%	2,376	-56.4%	99.7%	8	-97.5%	0.3%
	YE	201206	1,768,065	-0.2%	46.0%	54.0%	811,464	-6.0%	46.0%	953,903	5.2%	54.0%	2,689	13.2%	99.7%	9	12.5%	0.3%
	YE	201306	1,904,275	7.7%	45.0%	55.0%	851,322	4.9%	44.8%	1,047,491	9.8%	55.2%	5,437	102.2%	99.5%	25	177.8%	0.5%
Taiwan	2012	6	162,342	0.5%	0.0%	100.0%	-	0.0%	0.0%	162,342	0.5%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	167,221	3.0%	0.0%	100.0%	-	0.0%	0.0%	167,221	3.0%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	1,744,154	-10.4%	0.3%	99.7%	-	-100.0%	0.0%	1,738,339	-10.6%	100.0%	5,815	87.9%	100.0%	-	0.0%	0.0%
	YE	201206	1,753,948	0.6%	0.3%	99.7%	306	0.0%	0.0%	1,749,373	0.6%	100.0%	4,269	-26.6%	100.0%	-	0.0%	0.0%
	YE	201306	1,782,666	1.6%	0.0%	100.0%	-	-100.0%	0.0%	1,782,652	1.9%	100.0%	14	-99.7%	100.0%	-	0.0%	0.0%
Peru	2012	6	124,318	7.7%	46.4%	53.6%	57,723	3.4%	46.4%	66,559	11.6%	53.6%	-	0.0%	0.0%	36	0.0%	100.0%
	2013	6	136,992	10.2%	48.0%	52.0%	65,739	13.9%	48.0%	71,253	7.1%	52.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201106	1,325,150	11.3%	49.4%	50.6%	654,427	-1.7%	49.4%	670,531	28.0%	50.6%	192	-50.3%	100.0%	-	-100.0%	0.0%
	YE	201206	1,408,408	6.3%	45.6%	54.4%	642,228	-1.9%	45.6%	766,144	14.3%	54.4%	-	-100.0%	0.0%	36	0.0%	100.0%
	YE	201306	1,522,478	8.1%	42.7%	57.3%	650,839	1.3%	42.7%	871,630	13.8%	57.3%	9	0.0%	100.0%	-	-100.0%	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					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2012	6	2,645,977	4.0%	56.2%	43.8%	1,469,851	1.4%	55.9%	1,158,652	8.0%	44.1%	17,096	-16.7%	97.8%	378	-37.4%	2.2%
	2013	6	2,553,155	-3.5%	57.1%	42.9%	1,443,129	-1.8%	56.9%	1,093,535	-5.6%	43.1%	15,997	-6.4%	97.0%	494	30.7%	3.0%
	YE	201106	31,362,296	4.6%	54.9%	45.1%	16,849,384	0.8%	54.4%	14,106,293	8.4%	45.6%	380,788	72.0%	93.6%	25,831	8.2%	6.4%
	YE	201206	32,208,295	2.7%	53.3%	46.7%	16,770,381	-0.5%	52.8%	15,020,912	6.5%	47.2%	391,795	2.9%	94.0%	25,207	-2.4%	6.0%
	YE	201306	33,297,403	3.4%	51.6%	48.4%	16,885,921	0.7%	51.2%	16,095,537	7.2%	48.8%	282,320	-27.9%	89.4%	33,625	33.4%	10.6%
Mexico	2012	6	1,990,493	5.2%	86.5%	13.5%	1,683,325	3.6%	86.9%	254,343	11.6%	13.1%	38,654	57.3%	73.2%	14,171	-6.0%	26.8%
	2013	6	2,151,246	8.1%	86.2%	13.8%	1,813,911	7.8%	86.7%	278,923	9.7%	13.3%	39,806	3.0%	68.1%	18,606	31.3%	31.9%
	YE	201106	22,990,430	-0.8%	85.7%	14.3%	19,347,504	16.9%	85.7%	3,222,279	-49.4%	14.3%	349,697	113.5%	83.1%	70,950	-24.9%	16.9%
	YE	201206	23,911,818	4.0%	86.4%	13.6%	20,391,636	5.4%	86.6%	3,148,454	-2.3%	13.4%	261,393	-25.3%	70.3%	110,335	55.5%	29.7%
	YE	201306	25,366,050	6.1%	85.9%	14.1%	21,401,058	5.0%	86.1%	3,462,299	10.0%	13.9%	389,300	48.9%	77.4%	113,393	2.8%	22.6%
United Kingdom	2012	6	1,922,677	2.9%	40.3%	59.7%	774,712	-2.7%	41.2%	1,106,488	6.3%	58.8%	274	-48.6%	0.7%	41,203	30.1%	99.3%
	2013	6	1,883,485	-2.0%	40.3%	59.7%	757,629	-2.2%	41.0%	1,090,338	-1.5%	59.0%	859	213.5%	2.4%	34,659	-15.9%	97.6%
	YE	201106	20,392,637	6.3%	42.3%	57.7%	8,608,186	8.2%	43.0%	11,428,752	6.0%	57.0%	8,810	28.4%	2.5%	346,889	-22.2%	97.5%
	YE	201206	21,177,781	3.9%	40.8%	59.2%	8,635,704	0.3%	41.3%	12,278,434	7.4%	58.7%	6,922	-21.4%	2.6%	256,721	-26.0%	97.4%
	YE	201306	21,011,235	-0.8%	40.0%	60.0%	8,402,787	-2.7%	40.5%	12,335,449	0.5%	59.5%	7,344	6.1%	2.7%	265,655	3.5%	97.3%
Japan	2012	6	1,151,873	14.1%	67.2%	32.8%	773,998	16.9%	67.3%	376,453	9.2%	32.7%	-	-100.0%	0.0%	1,422	-50.0%	100.0%
	2013	6	1,224,190	6.3%	63.8%	36.2%	780,478	0.8%	63.8%	442,290	17.5%	36.2%	-	0.0%	0.0%	1,422	0.0%	100.0%
	YE	201106	12,903,478	-4.0%	65.6%	34.4%	8,439,819	3.0%	66.1%	4,330,795	-16.3%	33.9%	19,021	-2.7%	14.3%	113,843	96.6%	85.7%
	YE	201206	13,634,128	5.7%	65.7%	34.3%	8,927,355	5.8%	66.3%	4,546,068	5.0%	33.7%	31,999	68.2%	19.9%	128,706	13.1%	80.1%
	YE	201306	14,598,230	7.1%	63.9%	36.1%	9,310,541	4.3%	64.7%	5,086,734	11.9%	35.3%	24,986	-21.9%	12.4%	175,969	36.7%	87.6%
Germany	2012	6	1,119,207	5.2%	45.0%	55.0%	503,746	11.1%	45.0%	615,429	0.8%	55.0%	32	-83.8%	100.0%	-	0.0%	0.0%
	2013	6	1,160,176	3.7%	44.9%	55.1%	519,102	3.0%	44.8%	639,785	4.0%	55.2%	1,289	3928.1%	100.0%	-	0.0%	0.0%
	YE	201106	11,635,902	4.6%	42.4%	57.6%	4,927,388	7.0%	42.4%	6,703,525	3.1%	57.6%	4,333	-72.5%	86.9%	656	-43.4%	13.1%
	YE	201206	11,794,989	1.4%	43.4%	56.6%	5,113,594	3.8%	43.4%	6,671,366	-0.5%	56.6%	9,268	113.9%	92.4%	761	16.0%	7.6%
	YE	201306	11,932,058	1.2%	44.1%	55.9%	5,250,690	2.7%	44.0%	6,675,691	0.1%	56.0%	5,661	-38.9%	99.7%	16	-97.9%	0.3%

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
France	2012	6	730,437	-2.2%	43.8%	56.2%	319,897	-3.7%	43.8%	410,132	-0.9%	56.2%	176	-27.9%	43.1%	232	58.9%	56.9%
	2013	6	766,859	5.0%	47.1%	52.9%	361,163	12.9%	47.1%	405,607	-1.1%	52.9%	75	-57.4%	84.3%	14	-94.0%	15.7%
	YE	201106	7,563,302	7.3%	44.4%	55.6%	3,351,368	9.5%	44.3%	4,207,184	5.7%	55.7%	3,651	6.1%	76.9%	1,099	-53.3%	23.1%
	YE	201206	7,549,243	-0.2%	45.4%	54.6%	3,427,196	2.3%	45.4%	4,116,424	-2.2%	54.6%	3,637	-0.4%	64.7%	1,986	80.7%	35.3%
	YE	201306	7,271,379	-3.7%	45.5%	54.5%	3,305,911	-3.5%	45.5%	3,960,232	-3.8%	54.5%	4,354	19.7%	83.2%	882	-55.6%	16.8%
Dominican Republic	2012	6	583,208	7.2%	99.6%	0.4%	518,286	2.2%	99.6%	2,204	27.0%	0.4%	62,718	78.8%	100.0%	-	0.0%	0.0%
	2013	6	591,868	1.5%	99.6%	0.4%	544,219	5.0%	99.6%	2,440	10.7%	0.4%	45,209	-27.9%	100.0%	-	0.0%	0.0%
	YE	201106	5,595,685	-6.7%	99.2%	0.8%	5,404,348	-6.9%	99.2%	43,918	-32.5%	0.8%	147,419	16.9%	100.0%	-	-100.0%	0.0%
	YE	201206	6,062,853	8.3%	99.4%	0.6%	5,789,963	7.1%	99.4%	37,689	-14.2%	0.6%	235,041	59.4%	99.9%	160	0.0%	0.1%
	YE	201306	6,231,230	2.8%	99.0%	1.0%	5,897,720	1.9%	99.0%	59,547	58.0%	1.0%	273,963	16.6%	100.0%	-	-100.0%	0.0%
South Korea	2012	6	464,246	3.5%	12.4%	87.6%	57,411	-0.1%	12.4%	406,383	4.7%	87.6%	-	0.0%	0.0%	452	-83.1%	100.0%
	2013	6	503,635	8.5%	17.1%	82.9%	85,671	49.2%	17.0%	417,686	2.8%	83.0%	278	0.0%	100.0%	-	-100.0%	0.0%
	YE	201106	5,065,020	12.8%	11.3%	88.7%	570,842	150.5%	11.3%	4,473,163	5.4%	88.7%	2,652	546.8%	12.6%	18,363	-2.5%	87.4%
	YE	201206	5,641,356	11.4%	12.0%	88.0%	675,015	18.2%	12.0%	4,939,325	10.4%	88.0%	2,983	12.5%	11.0%	24,033	30.9%	89.0%
	YE	201306	5,856,533	3.8%	14.1%	85.9%	826,952	22.5%	14.1%	5,022,097	1.7%	85.9%	278	-90.7%	3.7%	7,206	-70.0%	96.3%
Brazil	2012	6	423,618	9.9%	68.6%	31.4%	290,524	8.8%	68.6%	133,078	12.2%	31.4%	-	0.0%	0.0%	16	0.0%	100.0%
	2013	6	495,376	16.9%	71.1%	28.9%	352,375	21.3%	71.1%	142,973	7.4%	28.9%	28	0.0%	100.0%	-	-100.0%	0.0%
	YE	201106	4,505,280	13.0%	69.5%	30.5%	3,129,091	16.2%	69.5%	1,374,825	6.5%	30.5%	1,348	-58.3%	98.8%	16	14.3%	1.2%
	YE	201206	5,049,664	12.1%	67.9%	32.1%	3,412,064	9.0%	67.8%	1,620,658	17.9%	32.2%	16,910	1154.5%	99.8%	32	100.0%	0.2%
	YE	201306	5,825,109	15.4%	67.7%	32.3%	3,943,332	15.6%	67.7%	1,879,318	16.0%	32.3%	2,203	-87.0%	89.6%	256	700.0%	10.4%
Netherlands	2012	6	506,398	-0.1%	67.5%	32.5%	341,559	2.8%	67.5%	164,479	-5.5%	32.5%	360	0.0%	100.0%	-	0.0%	0.0%
	2013	6	539,637	6.6%	69.2%	30.8%	373,174	9.3%	69.2%	166,463	1.2%	30.8%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	5,387,455	6.1%	64.0%	36.0%	3,448,684	6.0%	64.0%	1,938,238	6.8%	36.0%	533	-70.8%	100.0%	-	-100.0%	0.0%
	YE	201206	5,303,689	-1.6%	64.4%	35.6%	3,411,880	-1.1%	64.4%	1,889,933	-2.5%	35.6%	1,876	252.0%	100.0%	-	0.0%	0.0%
	YE	201306	5,413,010	2.1%	66.8%	33.2%	3,613,425	5.9%	66.8%	1,797,604	-4.9%	33.2%	1,749	-6.8%	88.3%	232	0.0%	11.7%

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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	
China	2012	6	374,465	5.9%	66.4%	33.6%	248,531	1.5%	66.4%	125,934	15.8%	33.6%	-	0.0%	0.0%	-	-100.0%	0.0%
	2013	6	436,586	16.6%	59.9%	40.1%	261,646	5.3%	60.6%	170,140	35.1%	39.4%	-	0.0%	0.0%	4,800	0.0%	100.0%
	YE	201106	3,460,664	22.6%	64.4%	35.6%	2,224,147	25.3%	64.4%	1,230,377	17.7%	35.6%	4,500	91.0%	73.3%	1,640	11614.3%	26.7%
	YE	201206	4,352,114	25.8%	66.7%	33.3%	2,898,521	30.3%	66.7%	1,448,381	17.7%	33.3%	5,212	15.8%	100.0%	-	-100.0%	0.0%
	YE	201306	4,683,597	7.6%	62.1%	37.9%	2,903,332	0.2%	62.6%	1,730,984	19.5%	37.4%	6,081	16.7%	12.3%	43,200	0.0%	87.7%
Jamaica	2012	6	349,720	16.2%	79.5%	20.5%	271,178	16.0%	79.1%	71,764	33.1%	20.9%	6,778	-48.9%	100.0%	-	0.0%	0.0%
	2013	6	335,167	-4.2%	87.8%	12.2%	288,921	6.5%	87.6%	40,964	-42.9%	12.4%	5,282	-22.1%	100.0%	-	0.0%	0.0%
	YE	201106	3,759,816	1.3%	78.4%	21.6%	2,824,324	4.8%	77.7%	810,834	-17.1%	22.3%	124,658	240.0%	100.0%	-	0.0%	0.0%
	YE	201206	4,000,745	6.4%	76.1%	23.9%	2,805,003	-0.7%	74.6%	954,697	17.7%	25.4%	241,045	93.4%	100.0%	-	0.0%	0.0%
	YE	201306	3,765,077	-5.9%	80.5%	19.5%	2,988,209	6.5%	80.3%	734,580	-23.1%	19.7%	42,288	-82.5%	100.0%	-	0.0%	0.0%
The Bahamas	2012	6	364,860	22.4%	81.8%	18.2%	288,466	21.1%	81.3%	66,251	16.8%	18.7%	10,143	223.4%	100.0%	-	0.0%	0.0%
	2013	6	312,964	-14.2%	80.8%	19.2%	252,304	-12.5%	80.8%	60,120	-9.3%	19.2%	540	-94.7%	100.0%	-	0.0%	0.0%
	YE	201106	3,325,902	-14.0%	80.5%	19.5%	2,614,163	-17.4%	80.1%	648,431	4.8%	19.9%	63,052	-25.7%	99.6%	256	0.0%	0.4%
	YE	201206	3,612,756	8.6%	82.4%	17.6%	2,822,483	8.0%	81.6%	636,594	-1.8%	18.4%	153,435	143.3%	99.8%	244	-4.7%	0.2%
	YE	201306	3,525,003	-2.4%	79.5%	20.5%	2,750,944	-2.5%	79.2%	721,464	13.3%	20.8%	52,595	-65.7%	100.0%	-	-100.0%	0.0%
Australia	2012	6	247,490	5.1%	54.4%	45.6%	134,611	2.4%	54.4%	112,879	8.5%	45.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	274,833	11.0%	55.4%	44.6%	152,386	13.2%	55.4%	122,447	8.5%	44.6%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,765,773	4.4%	55.7%	44.3%	1,540,745	9.4%	55.7%	1,223,835	-1.2%	44.3%	58	222.2%	4.9%	1,135	-50.4%	95.1%
	YE	201206	2,944,494	6.5%	55.5%	44.5%	1,633,694	6.0%	55.5%	1,310,578	7.1%	44.5%	222	282.8%	100.0%	-	-100.0%	0.0%
	YE	201306	3,255,145	10.6%	55.5%	44.5%	1,804,227	10.4%	55.5%	1,448,689	10.5%	44.5%	2,229	904.1%	100.0%	-	0.0%	0.0%
Spain	2012	6	347,663	-8.2%	57.5%	42.5%	199,944	-7.9%	57.5%	147,709	-7.3%	42.5%	10	-99.6%	100.0%	-	-100.0%	0.0%
	2013	6	324,965	-6.5%	62.0%	38.0%	197,387	-1.3%	61.5%	123,330	-16.5%	38.5%	4,248	42380.0%	100.0%	-	0.0%	0.0%
	YE	201106	3,502,207	12.9%	55.1%	44.9%	1,922,481	12.0%	55.0%	1,572,306	13.9%	45.0%	6,912	-1.9%	93.2%	508	4133.3%	6.8%
	YE	201206	3,602,590	2.9%	54.7%	45.3%	1,967,226	2.3%	54.7%	1,630,767	3.7%	45.3%	4,017	-41.9%	87.4%	580	14.2%	12.6%
	YE	201306	3,235,534	-10.2%	57.8%	42.2%	1,864,870	-5.2%	57.7%	1,364,988	-16.3%	42.3%	5,676	41.3%	100.0%	-	-100.0%	0.0%

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Colombia	2012	6	255,654	7.9%	54.8%	45.2%	139,067	5.5%	54.6%	115,516	10.0%	45.4%	1,071	0.0%	100.0%	-	0.0%	0.0%
	2013	6	281,496	10.1%	59.1%	40.9%	166,104	19.4%	59.1%	115,080	-0.4%	40.9%	312	-70.9%	100.0%	-	0.0%	0.0%
	YE	201106	3,073,245	5.8%	58.5%	41.5%	1,795,160	17.2%	58.5%	1,275,482	-7.0%	41.5%	2,603	83.7%	100.0%	-	0.0%	0.0%
	YE	201206	2,815,925	-8.4%	55.2%	44.8%	1,551,941	-13.5%	55.2%	1,261,820	-1.1%	44.8%	2,164	-16.9%	100.0%	-	0.0%	0.0%
	YE	201306	3,087,439	9.6%	58.1%	41.9%	1,790,493	15.4%	58.1%	1,292,410	2.4%	41.9%	4,536	109.6%	100.0%	-	0.0%	0.0%
Italy	2012	6	357,944	-1.8%	71.0%	29.0%	254,249	2.9%	71.0%	103,682	-11.7%	29.0%	13	-80.3%	100.0%	-	0.0%	0.0%
	2013	6	358,246	0.1%	68.5%	31.5%	244,554	-3.8%	68.4%	112,720	8.7%	31.6%	972	7376.9%	100.0%	-	0.0%	0.0%
	YE	201106	3,403,566	-5.4%	64.5%	35.5%	2,194,124	1.7%	64.5%	1,208,921	-16.2%	35.5%	521	28.6%	100.0%	-	0.0%	0.0%
	YE	201206	3,083,661	-9.4%	65.3%	34.7%	2,014,280	-8.2%	65.3%	1,068,988	-11.6%	34.7%	393	-24.6%	100.0%	-	0.0%	0.0%
	YE	201306	2,961,967	-3.9%	64.2%	35.8%	1,900,236	-5.7%	64.2%	1,059,906	-0.8%	35.8%	1,761	348.1%	96.5%	64	0.0%	3.5%
Hong Kong	2012	6	262,798	11.1%	28.5%	71.5%	74,940	0.7%	28.5%	187,858	17.7%	71.5%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	6	236,275	-10.1%	25.1%	74.9%	59,250	-20.9%	25.1%	177,025	-5.8%	74.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,682,042	7.3%	34.0%	66.0%	898,437	17.8%	33.7%	1,771,291	2.0%	66.3%	12,300	68233.3%	99.9%	14	0.0%	0.1%
	YE	201206	3,063,183	14.2%	29.1%	70.9%	882,258	-1.8%	28.9%	2,170,377	22.5%	71.1%	10,548	-14.2%	100.0%	-	-100.0%	0.0%
	YE	201306	2,912,554	-4.9%	26.2%	73.8%	762,564	-13.6%	26.2%	2,149,357	-1.0%	73.8%	633	-94.0%	100.0%	-	0.0%	0.0%
Panama	2012	6	237,455	28.3%	33.4%	66.6%	79,152	5.8%	33.3%	158,235	43.6%	66.7%	68	0.0%	100.0%	-	0.0%	0.0%
	2013	6	246,349	3.7%	31.1%	68.9%	76,507	-3.3%	31.1%	169,842	7.3%	68.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,194,109	14.1%	42.1%	57.9%	921,024	3.6%	42.0%	1,271,329	26.3%	58.0%	1,756	-93.4%	100.0%	-	0.0%	0.0%
	YE	201206	2,633,922	20.0%	36.1%	63.9%	948,573	3.0%	36.0%	1,683,801	32.4%	64.0%	1,548	-11.8%	100.0%	-	0.0%	0.0%
	YE	201306	2,904,297	10.3%	31.3%	68.7%	904,386	-4.7%	31.2%	1,996,094	18.5%	68.8%	3,817	146.6%	100.0%	-	0.0%	0.0%
United Arab Emirates	2012	6	226,030	13.3%	31.3%	68.7%	70,750	14.5%	31.3%	155,280	12.8%	68.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	261,950	15.9%	35.2%	64.8%	91,858	29.8%	35.1%	169,800	9.4%	64.9%	292	0.0%	100.0%	-	0.0%	0.0%
	YE	201106	2,259,079	24.1%	34.0%	66.0%	767,036	8.7%	34.0%	1,492,029	33.8%	66.0%	14	0.0%	100.0%	-	0.0%	0.0%
	YE	201206	2,615,896	15.8%	33.1%	66.9%	864,965	12.8%	33.1%	1,750,916	17.4%	66.9%	15	7.1%	100.0%	-	0.0%	0.0%
	YE	201306	2,878,745	10.0%	32.4%	67.6%	930,643	7.6%	32.3%	1,946,934	11.2%	67.7%	1,168	7686.7%	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 201306 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	
Costa Rica	2012	6	237,968	6.6%	92.5%	7.5%	219,292	5.9%	92.5%	17,742	21.2%	7.5%	934	-34.5%	100.0%	-	0.0%	0.0%
	2013	6	218,493	-8.2%	97.3%	2.7%	212,679	-3.0%	97.3%	5,814	-67.2%	2.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,651,676	3.3%	93.5%	6.5%	2,475,390	3.8%	93.5%	172,366	-4.7%	6.5%	3,920	102.5%	100.0%	-	-100.0%	0.0%
	YE	201206	2,793,129	5.3%	92.3%	7.7%	2,568,342	3.8%	92.2%	216,198	25.4%	7.8%	8,589	119.1%	100.0%	-	0.0%	0.0%
	YE	201306	2,802,368	0.3%	93.0%	7.0%	2,596,403	1.1%	93.0%	196,664	-9.0%	7.0%	9,301	8.3%	100.0%	-	0.0%	0.0%
Switzerland	2012	6	222,666	6.7%	41.5%	58.5%	92,304	-2.5%	41.5%	130,277	14.5%	58.5%	85	-34.6%	100.0%	-	0.0%	0.0%
	2013	6	213,149	-4.3%	42.7%	57.3%	90,825	-1.6%	42.6%	122,220	-6.2%	57.4%	104	22.4%	100.0%	-	0.0%	0.0%
	YE	201106	2,379,254	14.9%	43.5%	56.5%	1,033,603	8.9%	43.5%	1,342,321	19.9%	56.5%	1,538	14.7%	46.2%	1,792	376.6%	53.8%
	YE	201206	2,395,015	0.7%	42.3%	57.7%	1,011,030	-2.2%	42.2%	1,382,296	3.0%	57.8%	1,294	-15.9%	76.6%	395	-78.0%	23.4%
	YE	201306	2,549,250	6.4%	37.9%	62.1%	965,130	-4.5%	37.9%	1,582,600	14.5%	62.1%	1,084	-16.2%	71.3%	436	10.4%	28.7%
Ireland	2012	6	210,277	-6.0%	48.6%	51.4%	100,442	-12.5%	48.2%	108,098	0.8%	51.8%	1,737	10.1%	100.0%	-	0.0%	0.0%
	2013	6	255,613	21.6%	51.3%	48.7%	130,956	30.4%	51.3%	124,366	15.0%	48.7%	291	-83.2%	100.0%	-	0.0%	0.0%
	YE	201106	2,186,938	-1.8%	46.0%	54.0%	996,988	5.8%	45.8%	1,181,317	-7.1%	54.2%	8,572	-31.8%	99.3%	61	-82.0%	0.7%
	YE	201206	2,136,601	-2.3%	43.9%	56.1%	930,180	-6.7%	43.7%	1,199,078	1.5%	56.3%	7,319	-14.6%	99.7%	24	-60.7%	0.3%
	YE	201306	2,252,425	5.4%	43.8%	56.2%	976,685	5.0%	43.5%	1,266,408	5.6%	56.5%	9,264	26.6%	99.3%	68	183.3%	0.7%
Taiwan	2012	6	186,912	-2.2%	0.0%	100.0%	-	0.0%	0.0%	186,912	-2.2%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	187,109	0.1%	0.0%	100.0%	-	0.0%	0.0%	187,109	0.1%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,140,954	-9.0%	0.3%	99.7%	-	-100.0%	0.0%	2,134,111	-9.0%	100.0%	6,843	3.8%	100.0%	-	0.0%	0.0%
	YE	201206	2,145,656	0.2%	0.3%	99.7%	374	0.0%	0.0%	2,140,164	0.3%	100.0%	5,118	-25.2%	100.0%	-	0.0%	0.0%
	YE	201306	2,137,327	-0.4%	0.0%	100.0%	-	-100.0%	0.0%	2,137,280	-0.1%	100.0%	47	-99.1%	100.0%	-	0.0%	0.0%
El Salvador	2012	6	165,425	-3.8%	36.6%	63.4%	53,893	-24.4%	33.9%	104,884	8.0%	66.1%	6,648	93.6%	100.0%	-	0.0%	0.0%
	2013	6	171,784	3.8%	39.5%	60.5%	62,548	16.1%	37.6%	103,958	-0.9%	62.4%	5,278	-20.6%	100.0%	-	0.0%	0.0%
	YE	201106	1,931,000	10.5%	40.3%	59.7%	731,630	6.4%	38.8%	1,152,784	10.1%	61.2%	46,586	279.0%	100.0%	-	0.0%	0.0%
	YE	201206	1,955,919	1.3%	35.7%	64.3%	659,765	-9.8%	34.4%	1,258,460	9.2%	65.6%	37,694	-19.1%	100.0%	-	0.0%	0.0%
	YE	201306	1,936,882	-1.0%	35.6%	64.4%	635,949	-3.6%	33.8%	1,248,220	-0.8%	66.2%	52,713	39.8%	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 201306 data.

**Table 5 : Top 25 Foreign Country Gateways 1/**

**Freight (Tons)**

Country 2/	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Japan	2012	6	74,173	-1.0%	55.4%	44.6%	39,404	1.2%	54.7%	32,578	0.8%	45.3%	1,677	-33.7%	76.5%	514	-54.8%	23.5%
	2013	6	70,019	-5.6%	52.3%	47.7%	31,729	-19.5%	49.0%	33,063	1.5%	51.0%	4,897	191.9%	93.7%	330	-35.8%	6.3%
	YE	201106	825,712	3.6%	57.1%	42.9%	425,979	4.1%	55.3%	345,004	3.0%	44.7%	45,461	-4.1%	83.1%	9,268	68.8%	16.9%
	YE	201206	824,662	-0.1%	57.2%	42.8%	446,249	4.8%	56.2%	348,095	0.9%	43.8%	25,315	-44.3%	83.5%	5,003	-46.0%	16.5%
	YE	201306	830,334	0.7%	53.8%	46.2%	404,473	-9.4%	51.5%	381,260	9.5%	48.5%	42,440	67.6%	95.2%	2,160	-56.8%	4.8%
United Kingdom	2012	6	66,384	-0.6%	42.1%	57.9%	26,827	-4.3%	41.5%	37,862	2.5%	58.5%	1,130	-24.8%	66.6%	566	83.1%	33.4%
	2013	6	64,020	-3.6%	43.7%	56.3%	26,406	-1.6%	42.5%	35,705	-5.7%	57.5%	1,602	41.8%	83.9%	307	-45.7%	16.1%
	YE	201106	811,238	4.2%	45.6%	54.4%	349,413	8.0%	44.5%	436,398	2.6%	55.5%	20,538	3.1%	80.8%	4,889	-50.6%	19.2%
	YE	201206	773,206	-4.7%	44.0%	56.0%	322,072	-7.8%	42.9%	429,445	-1.6%	57.1%	18,057	-12.1%	83.3%	3,632	-25.7%	16.7%
	YE	201306	748,830	-3.2%	43.5%	56.5%	307,341	-4.6%	42.3%	419,167	-2.4%	57.7%	18,511	2.5%	82.9%	3,811	4.9%	17.1%
Germany	2012	6	65,975	-0.4%	53.1%	46.9%	29,986	-3.7%	49.3%	30,837	-4.6%	50.7%	5,056	100.0%	98.1%	97	-63.0%	1.9%
	2013	6	67,620	2.5%	53.7%	46.3%	29,710	-0.9%	48.8%	31,223	1.3%	51.2%	6,610	30.7%	98.9%	76	-21.0%	1.1%
	YE	201106	837,604	18.2%	54.0%	46.0%	372,620	27.8%	49.3%	382,735	12.7%	50.7%	79,889	8.2%	97.1%	2,360	-40.7%	2.9%
	YE	201206	746,247	-10.9%	51.9%	48.1%	343,783	-7.7%	49.0%	357,643	-6.6%	51.0%	43,582	-45.4%	97.2%	1,239	-47.5%	2.8%
	YE	201306	741,152	-0.7%	54.1%	45.9%	334,677	-2.6%	49.6%	339,402	-5.1%	50.4%	66,349	52.2%	98.9%	724	-41.6%	1.1%
South Korea	2012	6	60,308	-9.7%	36.5%	63.5%	12,814	-0.9%	27.9%	33,038	-5.6%	72.1%	9,227	35.2%	63.8%	5,229	-56.6%	36.2%
	2013	6	55,609	-7.8%	33.3%	66.7%	8,443	-34.1%	23.2%	27,923	-15.5%	76.8%	10,088	9.3%	52.4%	9,155	75.1%	47.6%
	YE	201106	866,358	-1.0%	32.2%	67.8%	164,093	15.8%	26.7%	450,947	-4.3%	73.3%	115,268	-13.5%	45.9%	136,050	5.6%	54.1%
	YE	201206	715,009	-17.5%	32.4%	67.6%	153,168	-6.7%	27.0%	414,255	-8.1%	73.0%	78,825	-31.6%	53.4%	68,761	-49.5%	46.6%
	YE	201306	662,268	-7.4%	35.3%	64.7%	122,363	-20.1%	24.7%	373,651	-9.8%	75.3%	111,581	41.6%	67.1%	54,673	-20.5%	32.9%
China	2012	6	57,573	-0.7%	49.4%	50.6%	24,687	-6.5%	45.9%	29,119	5.3%	54.1%	3,768	-4.6%	100.0%	-	0.0%	0.0%
	2013	6	56,535	-1.8%	43.6%	56.4%	18,577	-24.7%	36.8%	31,858	9.4%	63.2%	6,099	61.9%	100.0%	-	0.0%	0.0%
	YE	201106	639,356	0.6%	56.3%	43.7%	311,109	6.8%	52.7%	279,505	-8.4%	47.3%	48,742	23.8%	100.0%	-	-100.0%	0.0%
	YE	201206	656,479	2.7%	51.4%	48.6%	297,304	-4.4%	48.2%	318,960	14.1%	51.8%	40,216	-17.5%	100.0%	-	0.0%	0.0%
	YE	201306	659,873	0.5%	48.8%	51.2%	254,958	-14.2%	43.1%	337,119	5.7%	56.9%	66,959	66.5%	98.8%	837	0.0%	1.2%

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

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

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2/ Ranked in descending order according to YE 201306 data.

**Table 5 : Top 25 Foreign Country Gateways 1/**

**Freight (Tons)**

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Hong Kong	2012	6	52,556	3.4%	48.7%	51.3%	15,159	-7.4%	36.0%	26,941	-8.1%	64.0%	10,455	101.8%	100.0%	-	0.0%	0.0%
	2013	6	51,586	-1.8%	45.3%	54.7%	11,294	-25.5%	28.6%	28,197	4.7%	71.4%	12,095	15.7%	100.0%	-	0.0%	0.0%
	YE	201106	648,969	25.2%	41.2%	58.8%	218,545	18.0%	36.4%	381,737	21.1%	63.6%	48,687	171.4%	100.0%	-	0.0%	0.0%
	YE	201206	604,499	-6.9%	45.6%	54.4%	169,854	-22.3%	34.1%	328,819	-13.9%	65.9%	105,826	117.4%	100.0%	-	0.0%	0.0%
	YE	201306	623,458	3.1%	46.2%	53.8%	142,641	-16.0%	29.8%	335,291	2.0%	70.2%	145,526	37.5%	100.0%	-	0.0%	0.0%
Taiwan	2012	6	52,924	-1.6%	9.5%	90.5%	5,003	-4.9%	9.5%	47,922	-1.2%	90.5%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	52,611	-0.6%	9.8%	90.2%	5,168	3.3%	9.8%	47,443	-1.0%	90.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	679,486	-5.8%	8.9%	91.1%	58,349	0.6%	8.6%	619,332	-6.6%	91.4%	1,805	973.9%	100.0%	-	0.0%	0.0%
	YE	201206	621,671	-8.5%	9.2%	90.8%	57,013	-2.3%	9.2%	564,629	-8.8%	90.8%	29	-98.4%	100.0%	-	0.0%	0.0%
	YE	201306	577,247	-7.1%	10.6%	89.4%	61,396	7.7%	10.6%	515,791	-8.6%	89.4%	60	107.0%	100.0%	-	0.0%	0.0%
Colombia	2012	6	23,351	-16.1%	85.9%	14.1%	11,391	16.2%	77.5%	3,298	-69.1%	22.5%	8,663	30.1%	100.0%	-	-100.0%	0.0%
	2013	6	29,033	24.3%	59.1%	40.9%	10,653	-6.5%	47.3%	11,881	260.3%	52.7%	6,499	-25.0%	100.0%	-	0.0%	0.0%
	YE	201106	421,704	-3.7%	53.3%	46.7%	145,806	-9.8%	48.9%	152,220	-5.8%	51.1%	79,073	9.8%	63.9%	44,606	4.3%	36.1%
	YE	201206	428,406	1.6%	64.4%	35.6%	157,452	8.0%	51.7%	147,234	-3.3%	48.3%	118,394	49.7%	95.7%	5,326	-88.1%	4.3%
	YE	201306	408,425	-4.7%	59.2%	40.8%	162,670	3.3%	49.4%	166,428	13.0%	50.6%	79,316	-33.0%	100.0%	11	-99.8%	0.0%
Mexico	2012	6	36,068	8.6%	74.0%	26.0%	23,121	38.6%	71.1%	9,386	-11.6%	28.9%	3,561	-39.7%	100.0%	-	-100.0%	0.0%
	2013	6	36,298	0.6%	71.0%	29.0%	22,618	-2.2%	68.2%	10,523	12.1%	31.8%	3,156	-11.4%	100.0%	0	0.0%	0.0%
	YE	201106	431,976	17.3%	72.3%	27.7%	223,539	19.0%	65.2%	119,559	12.8%	34.8%	88,852	19.7%	100.0%	26	-58.5%	0.0%
	YE	201206	417,249	-3.4%	72.9%	27.1%	246,443	10.2%	68.6%	112,949	-5.5%	31.4%	57,532	-35.3%	99.4%	325	1166.4%	0.6%
	YE	201306	406,282	-2.6%	73.5%	26.5%	260,744	5.8%	70.8%	107,485	-4.8%	29.2%	37,941	-34.1%	99.7%	112	-65.6%	0.3%
France	2012	6	33,061	6.6%	56.5%	43.5%	18,576	12.1%	56.4%	14,374	-0.1%	43.6%	111	67.7%	100.0%	-	0.0%	0.0%
	2013	6	28,322	-14.3%	54.3%	45.7%	15,393	-17.1%	54.5%	12,830	-10.7%	45.5%	-	-100.0%	0.0%	99	0.0%	100.0%
	YE	201106	381,031	10.8%	56.9%	43.1%	215,882	8.6%	56.9%	163,327	13.2%	43.1%	1,108	233.4%	60.8%	714	52.7%	39.2%
	YE	201206	376,922	-1.1%	58.9%	41.1%	221,675	2.7%	59.0%	154,130	-5.6%	41.0%	473	-57.3%	42.3%	644	-9.7%	57.7%
	YE	201306	338,195	-10.3%	57.0%	43.0%	190,920	-13.9%	56.9%	144,869	-6.0%	43.1%	1,920	306.1%	79.8%	486	-24.6%	20.2%

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

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

Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201306 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	2012	6	27,811	-7.1%	78.4%	21.6%	21,128	6.0%	81.9%	4,654	-29.0%	18.1%	666	-53.0%	32.8%	1,363	-33.3%	67.2%
	2013	6	28,136	1.2%	77.2%	22.8%	19,876	-5.9%	80.4%	4,857	4.4%	19.6%	1,837	175.8%	54.0%	1,567	14.9%	46.0%
	YE	201106	355,601	2.0%	69.3%	30.7%	229,559	7.9%	73.3%	83,612	-11.5%	26.7%	16,911	-2.3%	39.9%	25,519	6.3%	60.1%
	YE	201206	330,733	-7.0%	76.3%	23.7%	234,728	2.3%	79.6%	60,031	-28.2%	20.4%	17,758	5.0%	49.4%	18,217	-28.6%	50.6%
	YE	201306	326,911	-1.2%	77.3%	22.7%	239,947	2.2%	80.5%	58,252	-3.0%	19.5%	12,646	-28.8%	44.0%	16,065	-11.8%	56.0%
Netherlands	2012	6	26,980	-6.0%	45.4%	54.6%	8,508	9.9%	36.6%	14,718	-11.7%	63.4%	3,753	-12.4%	100.0%	-	0.0%	0.0%
	2013	6	26,618	-1.3%	45.3%	54.7%	8,526	0.2%	36.9%	14,569	-1.0%	63.1%	3,523	-6.1%	100.0%	-	0.0%	0.0%
	YE	201106	328,981	12.1%	39.4%	60.6%	102,146	15.4%	33.9%	199,413	9.0%	66.1%	27,422	106.6%	100.0%	-	-100.0%	0.0%
	YE	201206	332,112	1.0%	45.1%	54.9%	94,059	-7.9%	34.0%	182,351	-8.6%	66.0%	55,702	103.1%	100.0%	-	0.0%	0.0%
	YE	201306	319,120	-3.9%	41.4%	58.6%	95,049	1.1%	33.7%	187,021	2.6%	66.3%	37,050	-33.5%	100.0%	-	0.0%	0.0%
Brazil	2012	6	23,893	-12.8%	86.7%	13.3%	12,332	-2.8%	81.5%	2,808	-58.6%	18.5%	8,383	5.7%	95.8%	369	0.0%	4.2%
	2013	6	24,575	2.9%	69.2%	30.8%	10,635	-13.8%	61.3%	6,710	139.0%	38.7%	6,370	-24.0%	88.1%	861	133.1%	11.9%
	YE	201106	333,216	5.9%	76.0%	24.0%	156,332	-4.0%	67.3%	75,974	4.7%	32.7%	96,754	30.1%	95.9%	4,156	-13.3%	4.1%
	YE	201206	329,079	-1.2%	73.5%	26.5%	157,088	0.5%	64.7%	85,869	13.0%	35.3%	84,912	-12.2%	98.6%	1,210	-70.9%	1.4%
	YE	201306	288,455	-12.3%	66.6%	33.4%	119,234	-24.1%	57.4%	88,548	3.1%	42.6%	72,821	-14.2%	90.3%	7,853	548.8%	9.7%
Peru	2012	6	14,652	26.5%	60.4%	39.6%	3,616	64.9%	40.2%	5,388	-9.4%	59.8%	5,231	75.4%	92.6%	417	-8.9%	7.4%
	2013	6	13,912	-5.1%	46.7%	53.3%	2,644	-26.9%	29.2%	6,402	18.8%	70.8%	3,847	-26.5%	79.1%	1,018	144.1%	20.9%
	YE	201106	157,027	1.0%	44.2%	55.8%	25,357	-34.7%	26.8%	69,244	0.9%	73.2%	44,035	36.5%	70.5%	18,390	17.2%	29.5%
	YE	201206	166,137	5.8%	56.8%	43.2%	41,611	64.1%	37.9%	68,192	-1.5%	62.1%	52,733	19.8%	93.6%	3,601	-80.4%	6.4%
	YE	201306	180,530	8.7%	50.0%	50.0%	37,435	-10.0%	31.1%	82,883	21.5%	68.9%	52,895	0.3%	87.8%	7,317	103.2%	12.2%
Luxembourg	2012	6	12,160	-22.2%	24.7%	75.3%	-	0.0%	0.0%	9,162	-10.9%	100.0%	2,999	-19.1%	100.0%	-	-100.0%	0.0%
	2013	6	18,146	49.2%	26.9%	73.1%	832	0.0%	6.5%	12,043	31.4%	93.5%	4,042	34.8%	76.7%	1,229	0.0%	23.3%
	YE	201106	171,319	24.0%	24.3%	75.7%	76	2099.0%	0.1%	122,848	17.3%	99.9%	41,559	24.8%	85.9%	6,836	5830.1%	14.1%
	YE	201206	164,157	-4.2%	26.7%	73.3%	-	-100.0%	0.0%	117,310	-4.5%	100.0%	43,821	5.4%	93.5%	3,027	-55.7%	6.5%
	YE	201306	163,352	-0.5%	26.0%	74.0%	1,112	0.0%	0.9%	119,299	1.7%	99.1%	41,331	-5.7%	96.2%	1,610	-46.8%	3.8%

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

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Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201306 data.

**Table 5 : Top 25 Foreign Country Gateways 1/**

**Freight (Tons)**

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Chile	2012	6	10,027	25.6%	52.8%	47.2%	2,977	67.4%	38.6%	4,733	-0.4%	61.4%	2,317	59.3%	100.0%	-	0.0%	0.0%
	2013	6	7,804	-22.2%	53.7%	46.3%	1,349	-54.7%	27.2%	3,613	-23.7%	72.8%	2,842	22.7%	100.0%	-	0.0%	0.0%
	YE	201106	127,304	25.9%	53.1%	46.9%	33,547	20.3%	36.3%	58,934	17.3%	63.7%	33,991	68.1%	97.6%	831	-70.0%	2.4%
	YE	201206	159,002	24.9%	56.7%	43.3%	42,918	27.9%	38.4%	68,753	16.7%	61.6%	47,287	39.1%	99.9%	44	-94.7%	0.1%
	YE	201306	158,916	-0.1%	53.1%	46.9%	25,854	-39.8%	26.0%	73,475	6.9%	74.0%	58,586	23.9%	98.3%	1,002	2177.4%	1.7%
Ecuador	2012	6	10,598	15.5%	65.3%	34.7%	4,629	56.0%	55.7%	3,677	-31.7%	44.3%	2,293	175.9%	100.0%	-	0.0%	0.0%
	2013	6	12,745	20.3%	48.6%	51.4%	2,976	-35.7%	31.2%	6,549	78.1%	68.8%	3,220	40.5%	100.0%	-	0.0%	0.0%
	YE	201106	101,671	-4.7%	48.8%	51.2%	37,339	-21.8%	41.9%	51,817	12.4%	58.1%	12,273	12.5%	98.1%	242	-87.0%	1.9%
	YE	201206	109,959	8.2%	55.2%	44.8%	43,442	16.3%	47.0%	48,964	-5.5%	53.0%	17,306	41.0%	98.6%	248	2.4%	1.4%
	YE	201306	132,875	20.8%	52.6%	47.4%	41,536	-4.4%	39.7%	62,990	28.6%	60.3%	28,349	63.8%	100.0%	-	-100.0%	0.0%
Australia	2012	6	10,829	20.2%	69.9%	30.1%	5,816	5.2%	64.1%	3,262	51.3%	35.9%	1,751	32.5%	100.0%	-	0.0%	0.0%
	2013	6	9,996	-7.7%	70.2%	29.8%	5,302	-8.8%	64.0%	2,982	-8.6%	36.0%	1,712	-2.3%	100.0%	-	0.0%	0.0%
	YE	201106	120,323	4.0%	69.6%	30.4%	66,277	14.2%	65.8%	34,481	-10.8%	34.2%	17,508	-5.6%	89.5%	2,057	456.2%	10.5%
	YE	201206	120,653	0.3%	71.1%	28.9%	66,624	0.5%	65.7%	34,832	1.0%	34.3%	19,197	9.6%	100.0%	-	-100.0%	0.0%
	YE	201306	127,790	5.9%	72.2%	27.8%	65,619	-1.5%	64.9%	35,427	1.7%	35.1%	26,631	38.7%	99.6%	113	0.0%	0.4%
Belgium	2012	6	14,165	12.4%	43.9%	56.1%	3,625	10.3%	31.6%	7,838	13.5%	68.4%	2,597	25.0%	96.1%	104	-68.9%	3.9%
	2013	6	8,125	-42.6%	39.1%	60.9%	3,053	-15.8%	39.6%	4,652	-40.7%	60.4%	128	-95.1%	30.4%	293	180.7%	69.6%
	YE	201106	183,720	0.0%	45.0%	55.0%	46,907	14.9%	33.8%	91,779	10.8%	66.2%	35,695	-5.4%	79.3%	9,338	-58.0%	20.7%
	YE	201206	183,008	-0.4%	46.2%	53.8%	44,100	-6.0%	32.2%	92,759	1.1%	67.8%	40,476	13.4%	87.7%	5,673	-39.3%	12.3%
	YE	201306	112,778	-38.4%	46.9%	53.1%	35,670	-19.1%	39.0%	55,850	-39.8%	61.0%	17,257	-57.4%	81.2%	4,001	-29.5%	18.8%
United Arab Emirates	2012	6	8,576	17.2%	36.9%	63.1%	3,162	7.4%	36.9%	5,414	23.8%	63.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	9,579	11.7%	42.1%	57.9%	4,011	26.9%	42.0%	5,550	2.5%	58.0%	17	0.0%	100.0%	-	0.0%	0.0%
	YE	201106	88,740	2.5%	34.6%	65.4%	29,208	10.4%	33.5%	57,967	-1.1%	66.5%	1,474	1.2%	94.1%	92	0.0%	5.9%
	YE	201206	91,073	2.6%	39.2%	60.8%	35,647	22.0%	39.2%	55,398	-4.4%	60.8%	28	-98.1%	100.0%	-	-100.0%	0.0%
	YE	201306	107,470	18.0%	38.2%	61.8%	41,016	15.1%	38.2%	66,338	19.7%	61.8%	36	30.2%	31.3%	80	0.0%	68.7%

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

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2/ Ranked in descending order according to YE 201306 data.

**Table 5 : Top 25 Foreign Country Gateways 1/**

**Freight (Tons)**

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Argentina	2012	6	6,939	52.4%	69.0%	31.0%	3,406	39.2%	61.3%	2,152	55.6%	38.7%	1,381	90.8%	100.0%	-	0.0%	0.0%
	2013	6	6,169	-11.1%	68.8%	31.2%	3,336	-2.1%	63.4%	1,922	-10.7%	36.6%	911	-34.1%	100.0%	-	0.0%	0.0%
	YE	201106	80,149	14.7%	67.0%	33.0%	43,651	3.7%	62.5%	26,168	10.2%	37.5%	10,063	291.0%	97.4%	268	-81.7%	2.6%
	YE	201206	77,798	-2.9%	71.5%	28.5%	44,540	2.0%	66.8%	22,111	-15.5%	33.2%	11,086	10.2%	99.5%	61	-77.2%	0.5%
	YE	201306	92,016	18.3%	69.8%	30.2%	46,931	5.4%	62.8%	27,789	25.7%	37.2%	17,296	56.0%	100.0%	-	-100.0%	0.0%
Switzerland	2012	6	7,370	10.5%	21.1%	78.9%	1,555	-5.2%	21.1%	5,815	15.6%	78.9%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	6,766	-8.2%	22.1%	77.9%	1,495	-3.9%	22.1%	5,271	-9.3%	77.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	87,525	20.2%	26.8%	73.2%	23,403	17.3%	26.7%	64,111	21.2%	73.3%	11	0.0%	100.0%	-	0.0%	0.0%
	YE	201206	83,908	-4.1%	24.1%	75.9%	20,251	-13.5%	24.1%	63,656	-0.7%	75.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201306	88,461	5.4%	20.5%	79.5%	18,092	-10.7%	20.5%	70,364	10.5%	79.5%	5	0.0%	100.0%	-	0.0%	0.0%
Italy	2012	6	6,697	5.4%	61.5%	38.5%	3,819	-3.6%	59.7%	2,577	16.6%	40.3%	301	65.0%	100.0%	-	0.0%	0.0%
	2013	6	8,410	25.6%	61.5%	38.5%	4,881	27.8%	60.1%	3,234	25.5%	39.9%	296	-1.9%	100.0%	-	0.0%	0.0%
	YE	201106	71,220	6.0%	64.1%	35.9%	44,241	12.1%	63.4%	25,510	1.3%	36.6%	1,416	-36.7%	96.3%	54	-84.3%	3.7%
	YE	201206	69,382	-2.6%	60.4%	39.6%	39,341	-11.1%	59.0%	27,350	7.2%	41.0%	2,582	82.4%	96.0%	109	101.2%	4.0%
	YE	201306	82,306	18.6%	59.4%	40.6%	46,071	17.1%	58.1%	33,276	21.7%	41.9%	2,827	9.5%	95.6%	131	20.9%	4.4%
Venezuela	2012	6	7,216	35.8%	83.3%	16.7%	3,698	90.4%	75.5%	1,198	-36.3%	24.5%	2,315	66.2%	99.8%	6	-94.4%	0.2%
	2013	6	5,863	-18.8%	78.2%	21.8%	2,903	-21.5%	69.4%	1,279	6.8%	30.6%	1,680	-27.4%	100.0%	0	-92.2%	0.0%
	YE	201106	86,604	6.3%	63.5%	36.5%	24,714	-26.9%	53.6%	21,376	39.3%	46.4%	30,296	25.3%	74.8%	10,218	26.3%	25.2%
	YE	201206	92,057	6.3%	76.5%	23.5%	44,647	80.7%	69.9%	19,208	-10.1%	30.1%	25,780	-14.9%	91.4%	2,423	-76.3%	8.6%
	YE	201306	81,893	-11.0%	79.0%	21.0%	39,677	-11.1%	70.1%	16,940	-11.8%	29.9%	24,981	-3.1%	98.8%	294	-87.9%	1.2%
Panama	2012	6	5,818	7.3%	61.0%	39.0%	3,005	61.6%	57.0%	2,269	-13.5%	43.0%	544	-31.7%	100.0%	-	-100.0%	0.0%
	2013	6	6,092	4.7%	66.6%	33.4%	3,672	22.2%	65.4%	1,944	-14.3%	34.6%	387	-28.9%	81.3%	89	0.0%	18.7%
	YE	201106	58,633	9.8%	53.5%	46.5%	21,199	-29.5%	45.1%	25,777	84.0%	54.9%	10,153	11.6%	87.1%	1,506	628.4%	12.9%
	YE	201206	64,357	9.8%	61.0%	39.0%	29,052	37.0%	53.9%	24,808	-3.8%	46.1%	10,230	0.8%	97.5%	267	-82.3%	2.5%
	YE	201306	68,458	6.4%	62.7%	37.3%	40,421	39.1%	61.5%	25,316	2.0%	38.5%	2,507	-75.5%	92.1%	215	-19.6%	7.9%

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

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2/ Ranked in descending order according to YE 201306 data.

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

Gateway City	Apt.	YE June 2013			YE June 2012			Yr/Yr Growth	YE June 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	25,141,088	43.7%	56.3%	23,944,175	45.1%	54.9%	5.0%	81.7%
Miami, FL	MIA	19,003,795	66.2%	33.8%	18,240,315	66.3%	33.7%	4.2%	80.1%
Los Angeles, CA	LAX	16,953,959	28.0%	72.0%	16,582,199	28.4%	71.6%	2.2%	83.7%
Newark, NJ	EWR	11,116,128	75.0%	25.0%	11,366,061	74.2%	25.8%	-2.2%	81.1%
Chicago, IL	ORD	10,226,632	59.7%	40.3%	10,302,923	60.2%	39.8%	-0.7%	81.1%
Atlanta, GA	ATL	9,734,025	86.9%	13.1%	9,420,443	88.1%	11.9%	3.3%	84.2%
San Francisco, CA	SFO	9,274,246	40.4%	59.6%	8,928,638	40.4%	59.6%	3.9%	83.9%
Houston, TX	IAH	8,499,331	80.8%	19.2%	8,472,768	81.2%	18.8%	0.3%	78.0%
Washington, DC	IAD	6,557,891	51.1%	48.9%	6,432,746	53.3%	46.7%	1.9%	77.8%
Dallas/Fort Worth, TX	DFW	6,136,836	82.8%	17.2%	5,457,864	85.4%	14.6%	12.4%	78.6%
Honolulu, HI	HNL	4,553,307	49.7%	50.3%	4,065,822	44.9%	55.1%	12.0%	78.4%
Boston, MA	BOS	4,058,755	30.9%	69.1%	3,970,885	33.9%	66.1%	2.2%	76.9%
Philadelphia, PA	PHL	3,832,806	88.9%	11.1%	3,858,383	87.0%	13.0%	-0.7%	77.6%
Orlando, FL	MCO	3,694,774	17.1%	82.9%	3,538,328	17.6%	82.4%	4.4%	81.6%
Fort Lauderdale, FL	FLL	3,561,116	57.3%	42.7%	3,364,452	55.5%	44.5%	5.8%	79.6%
Detroit, MI	DTW	3,267,008	89.6%	10.4%	3,157,041	89.1%	10.9%	3.5%	81.8%
Seattle, WA	SEA	3,181,605	58.9%	41.1%	2,889,528	58.4%	41.6%	10.1%	79.8%
Charlotte, NC	CLT	3,013,919	93.2%	6.8%	2,939,833	93.4%	6.6%	2.5%	83.0%
Las Vegas, NV	LAS	2,859,814	12.9%	87.1%	2,665,906	10.6%	89.4%	7.3%	82.7%
Guam, TT	GUM	2,744,911	72.1%	27.9%	2,684,503	71.9%	28.1%	2.3%	75.9%
Phoenix, AZ	PHX	2,252,514	68.4%	31.6%	2,255,680	70.5%	29.5%	-0.1%	79.7%
Minneapolis, MN	MSP	2,191,525	94.2%	5.8%	2,188,101	95.3%	4.7%	0.2%	82.3%
Denver, CO	DEN	1,780,455	66.6%	33.4%	1,668,928	66.8%	33.2%	6.7%	80.7%
New York, NY	LGA	1,622,112	30.6%	69.4%	1,143,347	26.5%	73.5%	41.9%	62.9%
San Juan, PR	SJU	997,318	75.4%	24.6%	1,084,543	78.8%	21.2%	-8.0%	63.6%
Saipan, TT	SPN	712,693	53.9%	46.1%	651,394	55.8%	44.2%	9.4%	78.6%
San Diego, CA	SAN	614,959	43.7%	56.3%	570,273	40.1%	59.9%	7.8%	81.5%
Baltimore, MD	BWI	606,522	69.3%	30.7%	481,242	64.4%	35.6%	26.0%	74.8%
Tampa, FL	TPA	485,332	1.4%	98.6%	431,950	1.3%	98.7%	12.4%	82.0%
Chicago, IL	MDW	477,080	100.0%	0.0%	306,930	100.0%	0.0%	55.4%	69.6%
San Antonio, TX	SAT	464,544	68.3%	31.7%	284,597	43.6%	56.4%	63.2%	67.9%
Portland, OR	PDX	446,309	72.0%	28.0%	435,665	67.9%	32.1%	2.4%	78.7%
Washington, DC	DCA	397,284	50.2%	49.8%	271,985	24.0%	76.0%	46.1%	59.3%
Santa Ana, CA	SNA	366,150	70.5%	29.5%	121,886	8.9%	91.1%	200.4%	72.9%
Salt Lake City, UT	SLC	328,338	100.0%	0.0%	394,236	100.0%	0.0%	-16.7%	82.7%
Kahului, HI	OGG	327,896	0.0%	100.0%	307,114	0.0%	100.0%	6.8%	84.7%
Fort Myers, FL	RSW	299,768	25.6%	74.4%	248,601	33.9%	66.1%	20.6%	84.5%
San Jose, CA	SJC	246,489	97.6%	2.4%	178,340	99.9%	0.1%	38.2%	86.3%
Palm Springs, CA	PSP	239,877	0.0%	100.0%	223,771	0.1%	99.9%	7.2%	81.6%
Cleveland, OH	CLE	198,025	80.2%	19.8%	210,076	81.3%	18.7%	-5.7%	65.5%

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

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

Gateway City	Foreign Airport	YE June 2013			YE June 2012			Yr/Yr Growth	YE June 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	13,952,443	38.2%	61.8%	13,742,950	38.8%	61.2%	1.5%	80.8%
Toronto, Canada	YYZ	9,590,946	35.5%	64.5%	8,875,637	37.7%	62.3%	8.1%	72.8%
Tokyo, Japan	NRT	8,137,752	63.9%	36.1%	7,749,893	67.4%	32.6%	5.0%	83.0%
Frankfurt, Germany	FRA	6,429,696	36.7%	63.3%	6,317,017	37.0%	63.0%	1.8%	83.0%
Paris, France	CDG	5,951,671	41.9%	58.1%	6,080,786	41.1%	58.9%	-2.1%	85.5%
Cancun, Mexico	CUN	5,488,727	98.5%	1.5%	5,281,355	98.7%	1.3%	3.9%	84.4%
Mexico City, Mexico	MEX	5,568,981	65.2%	34.8%	4,989,590	64.9%	35.1%	11.6%	74.3%
Seoul, South Korea	ICN	4,575,473	15.0%	85.0%	4,321,226	12.8%	87.2%	5.9%	79.3%
Amsterdam, Netherlands	AMS	4,574,014	65.4%	34.6%	4,488,817	63.0%	37.0%	1.9%	84.5%
Vancouver, Canada	YVR	4,296,354	49.2%	50.8%	4,292,695	50.3%	49.7%	0.1%	79.9%
Montreal, Canada	YUL	3,265,739	54.2%	45.8%	3,035,191	53.1%	46.9%	7.6%	72.8%
Sao Paulo, Brazil	GRU	2,894,741	65.0%	35.0%	2,606,856	64.8%	35.2%	11.0%	81.8%
Calgary, Canada	YYC	2,771,718	50.0%	50.0%	2,601,667	49.7%	50.3%	6.5%	80.7%
Hong Kong, Hong Kong	HKG	2,404,436	27.9%	72.1%	2,407,566	30.5%	69.5%	-0.1%	82.6%
Guadalajara, Mexico	GDL	2,256,564	87.3%	12.7%	2,316,997	82.9%	17.1%	-2.6%	83.8%
Panama City, Panama	PTY	2,239,307	31.3%	68.7%	1,859,457	38.2%	61.8%	20.4%	77.2%
Montego Bay, Jamaica	MBJ	2,138,957	90.8%	9.2%	2,098,789	88.8%	11.2%	1.9%	82.7%
Nassau, The Bahamas	NAS	2,104,640	80.7%	19.3%	2,086,190	81.9%	18.1%	0.9%	75.5%
Munich, Germany	MUC	1,985,199	35.5%	64.5%	2,010,479	36.5%	63.5%	-1.3%	85.5%
Dubai, United Arab Emirates	DXB	1,979,576	17.2%	82.8%	1,734,689	18.7%	81.3%	14.1%	84.7%
San Jose del Cabo, Mexico	SJD	1,968,281	100.0%	0.0%	1,741,429	100.0%	0.0%	13.0%	78.4%
Beijing, China	PEK	1,935,180	61.6%	38.4%	1,740,822	63.7%	36.3%	11.2%	86.2%
Santo Domingo, Dominican Rep.	SDQ	1,960,460	99.6%	0.4%	1,988,963	99.9%	0.1%	-1.4%	80.6%
Madrid, Spain	MAD	1,944,508	44.7%	55.3%	2,164,113	43.4%	56.6%	-10.1%	81.1%
Bogota, Colombia	BOG	1,859,578	58.2%	41.8%	1,646,908	56.0%	44.0%	12.9%	84.4%
Zurich, Switzerland	ZRH	1,798,487	30.6%	69.4%	1,618,342	35.2%	64.8%	11.1%	84.4%
Shanghai, China	PVG	1,797,137	72.1%	27.9%	1,694,920	74.4%	25.6%	6.0%	88.9%
Taipei, Taiwan	TPE	1,782,652	0.0%	100.0%	1,749,436	0.0%	100.0%	1.9%	83.4%
Sydney, Australia	SYD	1,764,606	63.8%	36.2%	1,666,263	64.3%	35.7%	5.9%	80.2%
San Jose, Costa Rica	SJO	1,746,886	90.6%	9.4%	1,764,294	90.1%	9.9%	-1.0%	83.4%
Rome, Italy	FCO	1,713,430	57.1%	42.9%	1,751,718	58.3%	41.7%	-2.2%	86.3%
Punta Cana, Dominican Republ	PUJ	1,596,623	98.7%	1.3%	1,422,266	98.6%	1.4%	12.3%	85.7%
Dublin, Ireland	DUB	1,594,394	43.0%	57.0%	1,464,419	43.7%	56.3%	8.9%	85.4%
Lima, Peru	LIM	1,522,469	42.7%	57.3%	1,406,680	45.6%	54.4%	8.2%	84.0%
San Salvador, El Salvador	SAL	1,470,948	30.0%	70.0%	1,449,946	30.4%	69.6%	1.4%	78.1%
Ezeiza, Argentina	EZE	1,393,610	82.6%	17.4%	1,211,398	90.2%	9.8%	15.0%	81.7%
Tel Aviv, Israel	TLV	1,390,280	53.7%	46.3%	1,422,281	54.3%	45.7%	-2.2%	87.0%
London, United Kingdom	LGW	1,209,043	9.9%	90.1%	1,316,970	19.3%	80.7%	-8.2%	81.0%
Puerto Vallarta, Mexico	PVR	1,200,800	100.0%	0.0%	1,192,305	100.0%	0.0%	0.7%	84.7%
Caracas, Venezuela	CCS	1,214,962	97.0%	3.0%	1,108,808	96.7%	3.3%	9.6%	79.0%

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 June 2013 LF
		US Market Share	Foreign Market Share	YE June 2013	YE June 2012	Yr/Yr Growth	US Market Share	Foreign Market Share	YE June 2013	YE June 2012	Yr/Yr Growth	
JFK	LHR	33.5%	66.5%	2,932,530	2,753,032	6.5%	35.3%	64.7%	3,758,754	3,557,205	5.7%	78.0%
HNL	NRT	44.3%	55.7%	1,505,032	1,472,045	2.2%	45.5%	54.5%	1,797,706	1,761,593	2.1%	83.7%
LAX	LHR	20.5%	79.5%	1,447,939	1,431,109	1.2%	21.4%	78.6%	1,675,639	1,676,149	0.0%	86.4%
JFK	CDG	32.8%	67.2%	1,348,769	1,293,908	4.2%	32.6%	67.4%	1,522,579	1,461,630	4.2%	88.6%
LAX	NRT	39.5%	60.5%	1,266,338	1,188,167	6.6%	38.9%	61.1%	1,507,111	1,480,150	1.8%	84.0%
ORD	LHR	66.9%	33.1%	1,140,476	1,181,995	-3.5%	68.7%	31.3%	1,414,507	1,492,251	-5.2%	80.6%
EWB	LHR	41.4%	58.6%	1,139,989	1,166,228	-2.2%	42.9%	57.1%	1,534,432	1,570,902	-2.3%	74.3%
LGA	YYZ	18.4%	81.6%	1,055,360	777,261	35.8%	30.6%	69.4%	1,690,028	1,187,238	42.3%	62.4%
LAX	SYD	55.7%	44.3%	1,048,171	1,039,430	0.8%	56.3%	43.7%	1,297,136	1,281,666	1.2%	80.8%
GUM	NRT	85.8%	14.2%	1,000,478	973,749	2.7%	85.4%	14.6%	1,239,591	1,211,772	2.3%	80.7%
LAX	ICN	0.0%	100.0%	1,005,368	896,895	12.1%	0.0%	100.0%	1,252,285	1,182,271	5.9%	80.3%
MIA	LHR	22.5%	77.5%	972,073	1,005,965	-3.4%	34.2%	65.8%	1,110,580	1,189,682	-6.6%	87.5%
SFO	LHR	29.5%	70.5%	938,527	929,409	1.0%	30.5%	69.5%	1,080,616	1,079,479	0.1%	86.9%
BOS	LHR	26.2%	73.8%	927,779	1,008,010	-8.0%	39.3%	60.7%	1,142,939	1,327,946	-13.9%	81.2%
IAD	LHR	43.6%	56.4%	906,564	950,870	-4.7%	44.4%	55.6%	1,219,545	1,258,350	-3.1%	74.3%
MIA	GRU	55.9%	44.1%	883,419	758,088	16.5%	62.9%	37.1%	1,086,098	878,072	23.7%	81.3%
SFO	HKG	27.4%	72.6%	879,013	882,294	-0.4%	26.5%	73.5%	1,057,916	1,027,274	3.0%	83.1%
LAX	TPE	0.0%	100.0%	861,788	885,244	-2.6%	0.0%	100.0%	1,028,966	1,078,917	-4.6%	83.8%
MIA	CCS	95.7%	4.3%	857,214	798,603	7.3%	95.3%	4.7%	1,061,200	1,006,944	5.4%	80.8%
JFK	STI	100.0%	0.0%	766,931	729,587	5.1%	100.0%	0.0%	960,754	913,853	5.1%	79.8%
JFK	FRA	15.9%	84.1%	751,527	742,190	1.3%	14.3%	85.7%	930,962	950,980	-2.1%	80.7%
LAX	MEX	47.6%	52.4%	741,829	767,236	-3.3%	56.8%	43.2%	896,801	895,110	0.2%	82.7%
MIA	EZE	67.1%	32.9%	735,877	584,878	25.8%	78.4%	21.6%	904,834	684,774	32.1%	81.3%
SFO	ICN	30.6%	69.4%	734,989	686,121	7.1%	30.1%	69.9%	881,136	876,566	0.5%	83.4%
ORD	YYZ	70.6%	29.4%	725,749	751,506	-3.4%	69.9%	30.1%	946,836	1,012,008	-6.4%	76.6%
JFK	SDQ	100.0%	0.0%	717,577	705,653	1.7%	100.0%	0.0%	884,380	856,415	3.3%	81.1%
LAX	YVR	44.6%	55.4%	715,502	786,125	-9.0%	50.9%	49.1%	857,844	962,232	-10.8%	83.4%
MIA	MEX	63.0%	37.0%	708,230	667,301	6.1%	56.6%	43.4%	984,960	912,270	8.0%	71.9%
MIA	BOG	56.6%	43.4%	703,743	606,371	16.1%	50.6%	49.4%	834,703	729,936	14.4%	84.3%
MIA	PTY	37.0%	63.0%	667,186	590,069	13.1%	41.6%	58.4%	877,937	838,036	4.8%	76.0%
LAX	GDL	84.3%	15.7%	667,185	692,471	-3.7%	76.6%	23.4%	753,602	807,115	-6.6%	88.5%
JFK	TLV	37.9%	62.1%	650,431	649,810	0.1%	37.4%	62.6%	740,545	750,862	-1.4%	87.8%
JFK	GRU	55.6%	44.4%	648,225	565,666	14.6%	52.2%	47.8%	790,628	658,280	20.1%	82.0%
ATL	CUN	100.0%	0.0%	646,719	642,956	0.6%	100.0%	0.0%	734,665	714,739	2.8%	88.0%
MIA	LIM	37.5%	62.5%	643,994	614,704	4.8%	42.0%	58.0%	758,601	713,315	6.3%	84.9%
MCO	LGW	0.0%	100.0%	638,989	617,128	3.5%	0.0%	100.0%	776,655	766,362	1.3%	82.3%
JFK	MAD	35.1%	64.9%	637,054	677,216	-5.9%	32.9%	67.1%	779,456	823,703	-5.4%	81.7%
DFW	LHR	67.9%	32.1%	636,878	575,840	10.6%	66.3%	33.7%	735,121	664,140	10.7%	86.6%
SFO	FRA	51.8%	48.2%	627,925	609,651	3.0%	53.8%	46.2%	716,036	699,500	2.4%	87.7%
ORD	NRT	53.5%	46.5%	622,096	631,090	-1.4%	53.3%	46.7%	767,270	786,626	-2.5%	81.1%
DTW	AMS	100.0%	0.0%	620,951	602,419	3.1%	100.0%	0.0%	728,396	708,292	2.8%	85.2%
IAD	FRA	55.1%	44.9%	608,745	635,880	-4.3%	61.9%	38.1%	757,790	816,716	-7.2%	80.3%
ORD	FRA	49.6%	50.4%	599,471	621,207	-3.5%	53.3%	46.7%	718,431	756,148	-5.0%	83.4%
IAH	MEX	74.3%	25.7%	599,369	618,990	-3.2%	75.0%	25.0%	828,405	871,227	-4.9%	72.4%
SFO	NRT	73.0%	27.0%	597,980	590,411	1.3%	73.4%	26.6%	699,157	703,034	-0.6%	85.5%
MCO	YYZ	7.9%	92.1%	568,718	488,660	16.4%	9.3%	90.7%	655,019	563,477	16.2%	86.8%
JFK	AMS	31.0%	69.0%	589,631	558,233	5.6%	25.5%	74.5%	675,006	625,122	8.0%	87.4%
JFK	NRT	41.5%	58.5%	574,425	619,140	-7.2%	56.2%	43.8%	723,040	770,107	-6.1%	79.4%
ATL	CDG	29.3%	70.7%	572,171	533,091	7.3%	48.0%	52.0%	646,554	607,650	6.4%	88.5%
ATL	AMS	69.0%	31.0%	570,880	481,848	18.5%	58.9%	41.1%	633,400	537,231	17.9%	90.1%

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.