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U.S. International Air Passenger and Freight Statistics

March 2012



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Introduction

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

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

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

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

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

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

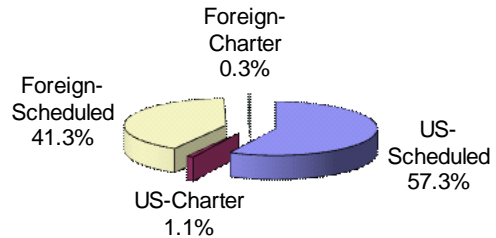
- T-100 data represents only nonstop service. The absence of U.S. nonstop service, or a low U.S. flag market share, does not necessarily correlate to the amount of service provided to that point by U.S. carriers. Many international destinations are served by U.S. carriers via connecting points. Those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

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

Summary for the Month of March 2012 and 12 months ended March 2012

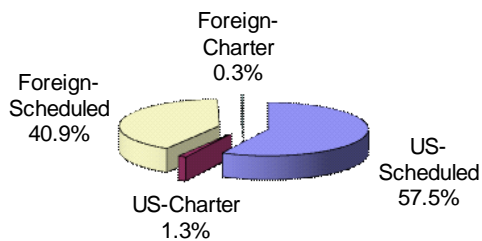
U.S. and foreign air carriers transported 168.6 million passengers between the United States and the rest of the world for the year-ended March 2012, up 4.7% from the same 12 month period a year earlier . U.S. flag market share increased from a 59% share to a 58.4% share.

U.S.-International Passengers YE March 2012



U.S.-International Seats March 2012

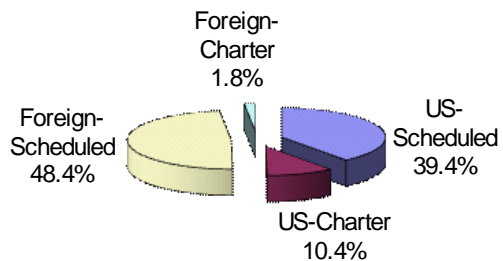
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For the 12 months ended March 2012, available seats into and out of the United States increased 4.2% from the same 12 month period a year earlier to 214.5 million. During the most recent period, there were 1.49 million flights into and out of the U.S., an increase of 1.7% from the same 12 month period a year earlier . The market share of seats for U.S. flag carriers declined to 58.9% from 59.4%, and U.S. carriers performed 66.1% of all departures.

U.S. and foreign airlines carried 9.52 million freight tons to and from the United States during the 12 months ended March 2012, a 3.2% decline from the same 12 month period a year earlier . U.S. flag share rose from 48.4% to 49.8%.

U.S.-International Freight YE March 2012



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of March 2012 increased 6.8% from a year ago to 14,648,660 passengers. U.S. airlines carried 59.9% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.7% of international travel.

For the 12 months ended March 2012, U.S.-world traffic was up 4.7% from the same 12 month period a year earlier to 168,605,420 passengers. U.S. airlines carried 58.4% of total passengers, compared to 59.0% 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 March 2012 and 2011. The Middle East experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the 12 months ended March 2012, rising 11.3%. Passenger traffic between the U.S. and Africa contracted the most, falling 1% to 1,401,020 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 52.3 million passengers were transported during the 12 months ended March 2012 period. Europe is followed by Central America at 27 million passengers, and the Far East was third at 24.4 million passengers.

Country Trends

The top five U.S.-international country passenger gateways for the 12 months ended March 2012 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 country markets, 20 posted a positive passenger growth rate for the 12 months ended period and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in seven of the top 25 country markets, was unchanged in five country markets, and decreased in 13 country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the 12 months ended March 2012 were New York, NY (JFK), Miami, FL (MIA), Los Angeles, CA (LAX), Newark, NJ (EWR), and Chicago, IL (ORD). Load factors were 70% or higher in 34 out of the top 40 domestic gateway airports. Load factors were below 60% in two of the top 40 domestic gateway airports. Passenger traffic for the 12 months ended March 2012 compared to 12 months ended March 2011 was up in 31 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the 12 months ended March 2012 were London, United Kingdom (LHR), Toronto, Canada (YYZ), Tokyo, Japan (NRT), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 26 international gateways, Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Sao Paulo, Brazil (GRU); Guadalajara, Mexico (GDL); Montego Bay, Jamaica (MBJ); Munich, Germany (MUC); Rome, Italy (FCO); San Jose, Costa Rica (SJO); San Jose del Cabo, Mexico (SJD); Taipei, Taiwan (TPE); Beijing, China (PEK); Sydney, Australia (SYD); Shanghai, China (PVG); Zurich, Switzerland (ZRH); Bogota, Colombia (BOG); Dublin, Ireland (DUB); Tel Aviv, Israel (TLV); Punta Cana, Dominican Republic (PUJ); Lima, Peru (LIM); London, United Kingdom (LGW); Puerto Vallarta, Mexico (PVR); Manchester, United Kingdom (MAN) and Aruba, Aruba (AUA), 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, nine reported traffic

losses compared to the 12 months ended March 2011. The top U.S.-international gateway segments were 1) New York, NY (JFK)-London, United Kingdom (LHR); 2) Honolulu, HI (HNL)-Tokyo, Japan (NRT); 3) Los Angeles, CA (LAX)-London, United Kingdom (LHR); 4) New York, NY (JFK)-Paris, France (CDG); and 5) Chicago, IL (ORD)-London, United Kingdom (LHR).

Departures and Seat Capacity

Departures between the U.S. and the rest of the world for the month of March 2012 increased 2.1% from March 2011. Available seats increased by 3.5% over the same period. U.S. airlines provided 60.3% of international seats and 67.4% of departures. Charter service for all airlines accounted for 1.8% of international seats and 3.5% of international departures.

For the 12 months ended March 2012, U.S.-world seats increased 4.2% from the same 12 month period a year earlier to 214.5 million. Departures increased by 1.7% to 1.49 million. U.S. airlines provided 58.9% of seats, compared to 59.4% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.5% of international departures

World Area Trends

No world area regions recorded an increase in annual seat capacity between the 12 months ended periods March 2012 and 2011. The Middle East reported the largest relative increase in available seats to and from the U.S., rising 12.8% to 6.8 million, while Africa-U.S. seat capacity the smallest relative increase, up 1.7% to 1.9 million seats.

Between the U.S. and Europe, 64.0 million seats were available for the 12 months ended March 2012, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 35.1 million seats, Canada with 31.9 million seats, and the Far East with 30.6 million seats.

Country Trends

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

Freight Traffic

Air freight between the U.S. and the rest of the world in the month of March 2012 decreased 2.8% from March 2011 to 861,023 tons. U.S. airlines carried 51.6% of total freight to and from international destinations. Charter service accounted for 11.8% of international freight traffic.

For the 12 months ended March 2012, U.S.-world airfreight decreased 3.2% over the same 12 month period a year earlier to 9.52 million tons. U.S. airlines carried 49.8% of total freight, compared to 48.4% the previous year.

World Area Trends

The Middle East experienced the greatest relative increase in nonstop freight shipments to and from the U.S. between the 12 months ended March 2012 and 2011, rising 14.2%. Africa posted the second largest increase, up 2.8%. Three of the nine regions recorded a gain of freight traffic

between the two 12 month ended periods. On an absolute basis, South America posted the largest increase, up 33 thousand tons to 1.4 million tons.

Between the U.S. and the Far East, 3.5 million tons were transported for the 12 months ended March 2012, this area making the Far East the largest U.S. international regional freight gateway, followed closely by Europe with 3.0 million tons of freight.

Country Trends

The top five U.S.-international country gateways for freight in the 12 months ended March 2012 were Japan, the United Kingdom, Germany, South Korea, and China. Of the top 25 country markets, 12 posted positive freight growth rates for the 12 months ended March 2012 versus the 12 months ended March 2011. South Korea had the highest loss rate at 18.1%. U.S. flag share was down in nine of the 25 country markets, was unchanged in 4 country markets, and increased in the remaining 12 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
2010	4	12,574,366	-1.5%	58.6%	41.4%	12,441,643	-1.7%	58.3%	41.7%	132,723	24.5%	79.6%	20.4%
2010	5	13,538,156	13.4%	57.9%	42.1%	13,408,142	13.5%	57.9%	42.1%	130,014	2.0%	59.7%	40.3%
2010	6	14,609,064	9.0%	59.0%	41.0%	14,442,785	9.2%	58.9%	41.1%	166,279	-2.8%	64.1%	35.9%
2010	7	16,305,908	7.4%	59.4%	40.6%	16,067,319	7.3%	59.3%	40.7%	238,589	17.6%	66.8%	33.2%
2010	8	15,583,563	3.6%	59.3%	40.7%	15,372,344	3.4%	59.4%	40.6%	211,219	22.1%	57.8%	42.2%
2010	9	12,769,627	8.1%	57.4%	42.6%	12,632,565	8.1%	57.5%	42.5%	137,062	11.3%	52.7%	47.3%
2010	10	13,029,119	8.2%	57.6%	42.4%	12,921,358	8.4%	57.6%	42.4%	107,761	-13.2%	66.7%	33.3%
2010	11	11,767,870	5.1%	59.1%	40.9%	11,677,796	5.0%	58.8%	41.2%	90,074	18.5%	87.1%	12.9%
2010	12	13,083,975	2.3%	59.5%	40.5%	12,956,283	2.1%	59.2%	40.8%	127,692	33.5%	83.9%	16.1%
2011	1	12,906,205	2.5%	59.8%	40.2%	12,709,351	2.1%	59.5%	40.5%	196,854	39.4%	81.5%	18.5%
2011	2	11,166,018	2.9%	59.8%	40.2%	10,971,643	2.2%	59.4%	40.6%	194,375	58.4%	85.8%	14.2%
2011	3	13,715,210	1.9%	60.5%	39.5%	13,494,901	1.4%	60.0%	40.0%	220,309	45.7%	88.9%	11.1%
2011	4	13,725,439	9.2%	58.6%	41.4%	13,529,549	8.7%	58.2%	41.8%	195,890	47.6%	86.1%	13.9%
2011	5	14,098,325	4.1%	58.3%	41.7%	13,937,060	3.9%	58.1%	41.9%	161,265	24.0%	75.3%	24.7%
2011	6	15,017,031	2.8%	59.2%	40.8%	14,819,073	2.6%	58.9%	41.1%	197,958	19.1%	75.8%	24.2%
2011	7	16,968,320	4.1%	60.0%	40.0%	16,660,595	3.7%	59.7%	40.3%	307,725	29.0%	78.0%	22.0%
2011	8	16,033,732	2.9%	58.6%	41.4%	15,784,969	2.7%	58.5%	41.5%	248,763	17.8%	68.5%	31.5%
2011	9	13,404,467	5.0%	56.1%	43.9%	13,245,089	4.8%	56.0%	44.0%	159,378	16.3%	65.1%	34.9%
2011	10	13,336,395	2.4%	56.0%	44.0%	13,209,353	2.2%	55.9%	44.1%	127,042	17.9%	75.3%	24.7%
2011	11	12,289,245	4.4%	57.1%	42.9%	12,159,822	4.1%	56.8%	43.2%	129,423	43.7%	91.0%	9.0%
2011	12	13,734,159	5.0%	58.5%	41.5%	13,571,214	4.7%	58.1%	41.9%	162,945	27.6%	88.2%	11.8%
2012	1	13,420,474	4.0%	58.6%	41.4%	13,203,332	3.9%	58.1%	41.9%	217,142	10.3%	88.2%	11.8%
2012	2	11,929,173	6.8%	59.4%	40.6%	11,732,952	6.9%	58.9%	41.1%	196,221	0.9%	86.4%	13.6%
2012	3	14,648,660	6.8%	59.9%	40.1%	14,404,268	6.7%	59.4%	40.6%	244,392	10.9%	84.5%	15.5%
YE	201003	153,075,277	-2.2%	57.4%	42.6%	151,460,306	-2.0%	57.4%	42.6%	1,614,971	-18.1%	63.0%	37.0%
YE	201103	161,049,081	5.2%	59.0%	41.0%	159,096,130	5.0%	58.8%	41.2%	1,952,951	20.9%	72.9%	27.1%
YE	201203	168,605,420	4.7%	58.4%	41.6%	166,257,276	4.5%	58.1%	41.9%	2,348,144	20.2%	80.0%	20.0%

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

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

Seats

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2010	4	16,416,388	-3.7%	59.2%	40.8%	16,205,348	-4.0%	58.9%	41.1%	211,040	35.4%	81.3%	18.7%
2010	5	17,383,020	5.8%	58.6%	41.4%	17,178,280	5.7%	58.5%	41.5%	204,740	11.5%	69.0%	31.0%
2010	6	17,861,411	3.9%	59.6%	40.4%	17,607,889	3.9%	59.4%	40.6%	253,522	7.2%	73.5%	26.5%
2010	7	19,477,162	5.4%	59.6%	40.4%	19,151,858	5.1%	59.4%	40.6%	325,304	24.0%	72.1%	27.9%
2010	8	18,708,159	3.0%	59.4%	40.6%	18,421,222	2.7%	59.4%	40.6%	286,937	25.0%	64.4%	35.6%
2010	9	16,101,689	4.3%	57.7%	42.3%	15,902,840	4.3%	57.6%	42.4%	198,849	2.7%	63.5%	36.5%
2010	10	16,429,704	6.3%	58.1%	41.9%	16,259,140	6.6%	57.9%	42.1%	170,564	-16.5%	71.2%	28.8%
2010	11	15,471,707	3.2%	59.2%	40.8%	15,329,776	3.1%	59.0%	41.0%	141,931	16.3%	89.3%	10.7%
2010	12	16,895,463	2.2%	59.7%	40.3%	16,681,066	1.9%	59.3%	40.7%	214,397	31.6%	87.6%	12.4%
2011	1	17,424,869	3.0%	60.2%	39.8%	17,133,828	2.6%	59.8%	40.2%	291,041	33.9%	84.3%	15.7%
2011	2	15,626,597	5.0%	60.5%	39.5%	15,360,323	4.4%	60.0%	40.0%	266,274	53.2%	86.7%	13.3%
2011	3	18,030,279	4.5%	60.8%	39.2%	17,741,822	4.2%	60.4%	39.6%	288,457	35.2%	88.6%	11.4%
2011	4	17,740,000	8.1%	59.5%	40.5%	17,462,584	7.8%	59.0%	41.0%	277,416	31.5%	87.9%	12.1%
2011	5	17,735,374	2.0%	59.1%	40.9%	17,497,380	1.9%	58.8%	41.2%	237,994	16.2%	80.1%	19.9%
2011	6	18,309,956	2.5%	59.8%	40.2%	18,031,134	2.4%	59.5%	40.5%	278,822	10.0%	79.9%	20.1%
2011	7	20,050,718	2.9%	60.1%	39.9%	19,646,004	2.6%	59.7%	40.3%	404,714	24.4%	80.4%	19.6%
2011	8	19,159,398	2.4%	58.9%	41.1%	18,816,431	2.1%	58.6%	41.4%	342,967	19.5%	74.4%	25.6%
2011	9	17,172,116	6.6%	56.6%	43.4%	16,916,164	6.4%	56.3%	43.7%	255,952	28.7%	73.5%	26.5%
2011	10	17,251,859	5.0%	56.6%	43.4%	17,044,458	4.8%	56.3%	43.7%	207,401	21.6%	81.4%	18.6%
2011	11	16,116,400	4.2%	57.4%	42.6%	15,895,602	3.7%	56.9%	43.1%	220,798	55.6%	92.9%	7.1%
2011	12	17,809,339	5.4%	58.7%	41.3%	17,536,766	5.1%	58.2%	41.8%	272,573	27.1%	90.8%	9.2%
2012	1	17,886,293	2.6%	59.2%	40.8%	17,554,514	2.5%	58.7%	41.3%	331,779	14.0%	90.5%	9.5%
2012	2	16,557,600	6.0%	60.0%	40.0%	16,272,398	5.9%	59.4%	40.6%	285,202	7.1%	88.8%	11.2%
2012	3	18,664,970	3.5%	60.3%	39.7%	18,329,734	3.3%	59.8%	40.2%	335,236	16.2%	86.2%	13.8%
YE	201003	198,763,691	-5.1%	57.8%	42.2%	196,408,464	-5.0%	57.6%	42.4%	2,355,227	-14.4%	69.3%	30.7%
YE	201103	205,826,448	3.6%	59.4%	40.6%	202,973,392	3.3%	59.2%	40.8%	2,853,056	21.1%	77.5%	22.5%
YE	201203	214,454,023	4.2%	58.9%	41.1%	211,003,169	4.0%	58.5%	41.5%	3,450,854	21.0%	83.7%	16.3%

**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
2010	4	119,606	0.1%	66.0%	34.0%	115,233	-0.6%	65.3%	34.7%	4,373	21.1%	82.7%	17.3%
2010	5	123,335	11.6%	65.6%	34.4%	119,168	11.3%	65.0%	35.0%	4,167	20.2%	81.6%	18.4%
2010	6	127,199	7.6%	66.3%	33.7%	122,432	6.9%	65.6%	34.4%	4,767	27.9%	83.6%	16.4%
2010	7	136,760	7.2%	66.2%	33.8%	131,523	6.5%	65.5%	34.5%	5,237	27.6%	82.5%	17.5%
2010	8	130,750	4.3%	66.0%	34.0%	126,155	3.7%	65.4%	34.6%	4,595	23.5%	81.3%	18.7%
2010	9	113,301	3.8%	64.6%	35.4%	109,237	3.5%	64.0%	36.0%	4,064	11.6%	81.1%	18.9%
2010	10	116,718	4.8%	64.9%	35.1%	112,270	4.4%	64.2%	35.8%	4,448	16.3%	83.0%	17.0%
2010	11	111,590	2.0%	66.0%	34.0%	107,404	1.5%	65.3%	34.7%	4,186	16.7%	85.6%	14.4%
2010	12	120,086	1.2%	66.0%	34.0%	115,446	0.6%	65.2%	34.8%	4,640	19.6%	85.4%	14.6%
2011	1	122,301	1.6%	66.7%	33.3%	117,518	0.8%	65.9%	34.1%	4,783	27.0%	86.4%	13.6%
2011	2	110,629	2.9%	66.9%	33.1%	106,241	2.3%	66.1%	33.9%	4,388	20.7%	86.6%	13.4%
2011	3	128,348	2.8%	67.1%	32.9%	123,626	2.7%	66.4%	33.6%	4,722	4.4%	86.0%	14.0%
2011	4	124,061	3.7%	66.4%	33.6%	119,470	3.7%	65.6%	34.4%	4,591	5.0%	86.4%	13.6%
2011	5	122,610	-0.6%	66.3%	33.7%	118,663	-0.4%	65.7%	34.3%	3,947	-5.3%	84.4%	15.6%
2011	6	125,311	-1.5%	66.8%	33.2%	120,888	-1.3%	66.2%	33.8%	4,423	-7.2%	84.8%	15.2%
2011	7	136,263	-0.4%	66.9%	33.1%	131,154	-0.3%	66.2%	33.8%	5,109	-2.4%	84.6%	15.4%
2011	8	130,302	-0.3%	66.2%	33.8%	125,496	-0.5%	65.5%	34.5%	4,806	4.6%	84.8%	15.2%
2011	9	117,794	4.0%	64.3%	35.7%	113,564	4.0%	63.5%	36.5%	4,230	4.1%	84.1%	15.9%
2011	10	118,795	1.8%	64.2%	35.8%	115,130	2.5%	63.5%	36.5%	3,665	-17.6%	86.7%	13.3%
2011	11	114,473	2.6%	65.0%	35.0%	110,727	3.1%	64.2%	35.8%	3,746	-10.5%	90.8%	9.2%
2011	12	124,773	3.9%	65.8%	34.2%	120,590	4.5%	65.0%	35.0%	4,183	-9.8%	89.5%	10.5%
2012	1	123,623	1.1%	66.2%	33.8%	119,393	1.6%	65.3%	34.7%	4,230	-11.6%	90.3%	9.7%
2012	2	116,251	5.1%	66.8%	33.2%	112,414	5.8%	66.0%	34.0%	3,837	-12.6%	90.5%	9.5%
2012	3	131,034	2.1%	67.4%	32.6%	126,506	2.3%	66.6%	33.4%	4,528	-4.1%	90.6%	9.4%
YE	201003	1,402,589	-4.5%	65.1%	34.9%	1,357,103	-4.4%	64.6%	35.4%	45,486	-7.6%	81.4%	18.6%
YE	201103	1,460,623	4.1%	66.0%	34.0%	1,406,253	3.6%	65.3%	34.7%	54,370	19.5%	83.8%	16.2%
YE	201203	1,485,290	1.7%	66.1%	33.9%	1,433,995	2.0%	65.3%	34.7%	51,295	-5.7%	87.2%	12.8%

**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
2010	4	807,025	30.7%	48.6%	51.4%	689,103	32.4%	43.5%	56.5%	117,922	21.8%	78.1%	21.9%
2010	5	866,960	37.1%	46.7%	53.3%	759,885	37.3%	42.6%	57.4%	107,075	35.2%	75.3%	24.7%
2010	6	823,891	22.8%	47.5%	52.5%	723,193	22.1%	43.4%	56.6%	100,699	27.7%	76.7%	23.3%
2010	7	830,604	21.2%	47.1%	52.9%	721,401	20.2%	42.7%	57.3%	109,203	28.3%	76.1%	23.9%
2010	8	801,982	15.6%	47.8%	52.2%	690,086	14.2%	43.0%	57.0%	111,896	25.4%	77.7%	22.3%
2010	9	810,920	11.8%	48.1%	51.9%	696,219	10.3%	43.1%	56.9%	114,701	21.8%	78.3%	21.7%
2010	10	882,250	8.6%	47.9%	52.1%	756,330	7.4%	42.9%	57.1%	125,920	16.2%	77.6%	22.4%
2010	11	838,082	6.9%	49.4%	50.6%	714,883	6.0%	44.2%	55.8%	123,199	12.6%	79.6%	20.4%
2010	12	820,381	6.5%	49.6%	50.4%	698,908	4.8%	45.1%	54.9%	121,473	17.4%	75.6%	24.4%
2011	1	754,184	7.3%	49.4%	50.6%	648,941	4.8%	44.6%	55.4%	105,243	25.7%	79.1%	20.9%
2011	2	715,909	1.3%	49.8%	50.2%	627,597	2.5%	46.0%	54.0%	88,313	-6.5%	76.9%	23.1%
2011	3	885,564	6.0%	49.7%	50.3%	781,337	10.2%	46.1%	53.9%	104,227	-17.6%	76.7%	23.3%
2011	4	838,372	3.9%	50.0%	50.0%	724,933	5.2%	45.2%	54.8%	113,439	-3.8%	80.4%	19.6%
2011	5	818,288	-5.6%	49.2%	50.8%	720,287	-5.2%	45.4%	54.6%	98,002	-8.5%	77.0%	23.0%
2011	6	790,491	-4.1%	47.8%	52.2%	697,287	-3.6%	43.7%	56.3%	93,204	-7.4%	78.7%	21.3%
2011	7	808,517	-2.7%	47.7%	52.3%	708,835	-1.7%	43.4%	56.6%	99,683	-8.7%	78.8%	21.2%
2011	8	780,203	-2.7%	49.2%	50.8%	687,557	-0.4%	44.9%	55.1%	92,645	-17.2%	80.9%	19.1%
2011	9	778,804	-4.0%	49.4%	50.6%	684,034	-1.8%	44.9%	55.1%	94,770	-17.4%	82.0%	18.0%
2011	10	828,918	-6.0%	50.0%	50.0%	725,071	-4.1%	45.0%	55.0%	103,847	-17.5%	84.9%	15.1%
2011	11	812,579	-3.0%	50.7%	49.3%	714,047	-0.1%	45.0%	55.0%	98,532	-20.0%	92.6%	7.4%
2011	12	806,364	-1.7%	50.0%	50.0%	706,142	1.0%	44.5%	55.5%	100,222	-17.5%	88.9%	11.1%
2012	1	686,127	-9.0%	51.5%	48.5%	599,875	-7.6%	45.8%	54.2%	86,252	-18.0%	91.1%	8.9%
2012	2	712,415	-0.5%	51.0%	49.0%	628,837	0.2%	45.1%	54.9%	83,578	-5.4%	95.3%	4.7%
2012	3	861,023	-2.8%	51.6%	48.4%	759,638	-2.8%	45.8%	54.2%	101,384	-2.7%	95.1%	4.9%
YE	201003	8,637,214	-2.0%	48.1%	51.9%	7,487,792	-0.1%	43.7%	56.3%	1,149,422	-12.8%	76.6%	23.4%
YE	201103	9,837,753	13.9%	48.4%	51.6%	8,507,883	13.6%	43.9%	56.1%	1,329,870	15.7%	77.3%	22.7%
YE	201203	9,522,101	-3.2%	49.8%	50.2%	8,356,543	-1.8%	44.9%	55.1%	1,165,558	-12.4%	85.3%	14.7%

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

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

Passengers

Region	Period	Total Passengers				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2011	3	103,253	-0.8%	44.6%	55.4%	43,944	5.5%	43.4%	57,212	-5.5%	56.6%	2,097	15.2%	100.0%	-	0.0%	0.0%
	2012	3	113,513	9.9%	49.7%	50.3%	53,647	22.1%	48.5%	57,066	-0.3%	51.5%	2,800	33.5%	100.0%	-	0.0%	0.0%
	YE	201003	1,229,383	-0.2%	44.4%	55.6%	523,602	12.0%	43.4%	683,588	-7.3%	56.6%	22,193	-15.5%	100.0%	-	-100.0%	0.0%
	YE	201103	1,415,061	15.1%	46.6%	53.4%	635,690	21.4%	45.7%	756,146	10.6%	54.3%	23,216	4.6%	100.0%	9	0.0%	0.0%
	YE	201203	1,401,020	-1.0%	43.3%	56.7%	577,263	-9.2%	42.1%	793,710	5.0%	57.9%	30,047	29.4%	100.0%	-	-100.0%	0.0%
Australia/Oceania	2011	3	308,162	8.4%	39.1%	60.9%	120,429	10.6%	39.1%	187,722	7.0%	60.9%	11	-60.7%	100.0%	-	0.0%	0.0%
	2012	3	307,052	-0.4%	38.7%	61.3%	118,905	-1.3%	38.7%	188,143	0.2%	61.3%	4	-63.6%	100.0%	-	0.0%	0.0%
	YE	201003	3,531,757	11.3%	34.9%	65.1%	1,230,679	66.2%	34.9%	2,298,217	-4.8%	65.1%	1,509	-91.4%	52.7%	1,352	0.0%	47.3%
	YE	201103	3,708,626	5.0%	39.3%	60.7%	1,456,953	18.4%	39.3%	2,250,670	-2.1%	60.7%	643	-57.4%	64.1%	360	-73.4%	35.9%
	YE	201203	3,825,628	3.2%	39.2%	60.8%	1,496,785	2.7%	39.1%	2,326,770	3.4%	60.9%	1,624	152.6%	78.3%	449	24.7%	21.7%
Canada	2011	3	2,196,626	7.7%	48.0%	52.0%	1,010,400	2.4%	47.0%	1,137,771	10.2%	53.0%	45,057	154.5%	93.0%	3,398	38.2%	7.0%
	2012	3	2,285,580	4.0%	47.5%	52.5%	1,039,804	2.9%	46.5%	1,196,280	5.1%	53.5%	46,425	3.0%	93.8%	3,071	-9.6%	6.2%
	YE	201003	20,682,924	-4.1%	56.0%	44.0%	11,459,664	-6.2%	55.8%	9,085,213	-1.5%	44.2%	123,462	-0.6%	89.4%	14,585	-16.6%	10.6%
	YE	201103	22,515,968	8.9%	54.1%	45.9%	11,945,089	4.2%	53.7%	10,311,442	13.5%	46.3%	240,288	94.6%	92.6%	19,149	31.3%	7.4%
	YE	201203	23,470,473	4.2%	51.8%	48.2%	11,882,325	-0.5%	51.2%	11,304,618	9.6%	48.8%	264,099	9.9%	93.1%	19,431	1.5%	6.9%
Central America	2011	3	2,555,175	-1.9%	85.5%	14.5%	2,135,005	6.4%	85.3%	366,801	-34.9%	14.7%	50,429	99.5%	94.5%	2,940	-66.8%	5.5%
	2012	3	2,706,744	5.9%	84.3%	15.7%	2,249,440	5.4%	84.3%	417,483	13.8%	15.7%	33,286	-34.0%	83.6%	6,535	122.3%	16.4%
	YE	201003	24,669,215	-7.2%	72.5%	27.5%	17,766,689	-7.2%	72.6%	6,700,041	-4.9%	27.4%	123,538	-45.5%	61.0%	78,947	-54.8%	39.0%
	YE	201103	25,718,850	4.3%	79.1%	20.9%	20,052,054	12.9%	79.0%	5,325,791	-20.5%	21.0%	288,835	133.8%	84.7%	52,170	-33.9%	15.3%
	YE	201203	27,037,976	5.1%	81.1%	18.9%	21,654,910	8.0%	81.1%	5,042,510	-5.3%	18.9%	259,634	-10.1%	76.2%	80,922	55.1%	23.8%
Europe	2011	3	3,591,863	0.3%	45.3%	54.7%	1,627,892	-0.1%	45.4%	1,958,929	1.2%	54.6%	338	-51.7%	6.7%	4,704	-72.3%	93.3%
	2012	3	3,843,012	7.0%	44.3%	55.7%	1,698,247	4.3%	44.3%	2,134,852	9.0%	55.7%	3,258	863.9%	32.9%	6,655	41.5%	67.1%
	YE	201003	49,515,740	-4.2%	46.4%	53.6%	22,926,583	-2.2%	46.8%	26,090,951	-4.7%	53.2%	57,371	-8.6%	11.5%	440,835	-43.2%	88.5%
	YE	201103	49,902,526	0.8%	46.9%	53.1%	23,410,686	2.1%	47.3%	26,119,087	0.1%	52.7%	15,441	-73.1%	4.1%	357,312	-18.9%	95.9%
	YE	201203	52,266,183	4.7%	46.0%	54.0%	24,002,803	2.5%	46.1%	28,012,751	7.3%	53.9%	28,196	82.6%	11.2%	224,433	-37.2%	88.8%

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

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

Please see the report's introduction for further details.

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

Passengers

Region	Period	Total Passengers				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2011	3	1,896,353	-2.8%	46.2%	53.8%	875,373	3.3%	46.5%	1,006,240	-8.2%	53.5%	1,284	4.7%	8.7%	13,456	103.9%	91.3%
	2012	3	2,101,423	10.8%	47.4%	52.6%	994,226	13.6%	47.8%	1,084,356	7.8%	52.2%	1,312	2.2%	5.7%	21,529	60.0%	94.3%
	YE	201003	21,699,938	-3.4%	42.8%	57.2%	9,261,132	-7.2%	42.8%	12,357,777	-0.4%	57.2%	20,043	-18.4%	24.7%	60,986	6.6%	75.3%
	YE	201103	23,519,454	8.4%	45.2%	54.8%	10,610,059	14.6%	45.4%	12,785,181	3.5%	54.6%	25,181	25.6%	20.3%	99,033	62.4%	79.7%
	YE	201203	24,356,167	3.6%	46.0%	54.0%	11,161,518	5.2%	46.2%	13,010,760	1.8%	53.8%	41,689	65.6%	22.7%	142,200	43.6%	77.3%
Middle East	2011	3	396,999	6.6%	48.0%	52.0%	190,697	4.4%	48.0%	206,302	8.6%	52.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	2012	3	472,347	19.0%	42.1%	57.9%	198,903	4.3%	42.1%	273,444	32.5%	57.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	4,213,345	26.7%	48.1%	51.9%	2,027,503	36.9%	48.1%	2,185,577	18.6%	51.9%	143	-48.9%	54.0%	122	11.9%	46.0%
	YE	201103	4,905,227	16.4%	48.9%	51.1%	2,397,479	18.2%	48.9%	2,507,585	14.7%	51.1%	19	-86.7%	11.7%	144	18.0%	88.3%
	YE	201203	5,459,766	11.3%	42.4%	57.6%	2,314,898	-3.4%	42.4%	3,144,619	25.4%	57.6%	115	505.3%	46.2%	134	-6.9%	53.8%
South America	2011	3	983,802	13.5%	68.4%	31.6%	672,530	10.4%	68.4%	311,046	21.3%	31.6%	226	-73.0%	100.0%	-	0.0%	0.0%
	2012	3	1,035,298	5.2%	66.9%	33.1%	688,529	2.4%	66.8%	342,294	10.0%	33.2%	4,475	1880.1%	100.0%	-	0.0%	0.0%
	YE	201003	10,270,682	5.2%	69.2%	30.8%	7,091,296	2.3%	69.2%	3,161,968	12.0%	30.8%	17,321	94.7%	99.4%	97	-96.3%	0.6%
	YE	201103	11,519,699	12.2%	69.5%	30.5%	7,994,552	12.7%	69.4%	3,516,758	11.2%	30.6%	8,385	-51.6%	100.0%	4	-95.9%	0.0%
	YE	201203	12,261,244	6.4%	67.4%	32.6%	8,233,441	3.0%	67.3%	3,992,200	13.5%	32.7%	35,586	324.4%	100.0%	17	325.0%	0.0%
The Carribean	2011	3	1,682,977	2.0%	90.1%	9.9%	1,420,013	-0.4%	89.5%	166,595	7.6%	10.5%	96,369	40.4%	100.0%	-	-100.0%	0.0%
	2012	3	1,783,691	6.0%	91.7%	8.3%	1,519,980	7.0%	91.1%	148,669	-10.8%	8.9%	115,042	19.4%	100.0%	-	0.0%	0.0%
	YE	201003	17,262,293	3.1%	88.4%	11.6%	14,603,729	4.5%	87.9%	2,006,097	-13.0%	12.1%	651,311	43.9%	99.8%	1,156	208.3%	0.2%
	YE	201103	17,843,670	3.4%	89.2%	10.8%	15,098,427	3.4%	88.7%	1,922,481	-4.2%	11.3%	821,947	26.2%	99.9%	815	-29.5%	0.1%
	YE	201203	18,524,963	3.8%	89.1%	10.9%	15,284,085	1.2%	88.3%	2,021,310	5.1%	11.7%	1,218,060	48.2%	99.9%	1,508	85.0%	0.1%

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

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

Please see the report's introduction for further details.

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

Available Seats

Region	Period	Total Seats				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Foreign Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2011	3	142,522	4.1%	46.2%	53.8%	60,821	20.3%	44.2%	76,702	-1.5%	55.8%	4,999	-41.6%	100.0%	-	0.0%	0.0%
	2012	3	155,011	8.8%	49.8%	50.2%	72,082	18.5%	48.2%	77,464	1.0%	51.8%	5,087	1.8%	93.1%	378	0.0%	6.9%
	YE	201003	1,677,194	0.9%	43.6%	56.4%	648,856	10.9%	40.7%	946,182	-5.9%	59.3%	82,156	14.3%	100.0%	-	-100.0%	0.0%
	YE	201103	1,870,770	11.5%	47.7%	52.3%	825,346	27.2%	45.8%	976,335	3.2%	54.2%	67,777	-17.5%	98.1%	1,312	0.0%	1.9%
	YE	201203	1,902,955	1.7%	44.8%	55.2%	792,951	-3.9%	43.0%	1,050,036	7.5%	57.0%	59,298	-12.5%	98.9%	670	-48.9%	1.1%
Australia/Oceania	2011	3	406,981	3.3%	39.9%	60.1%	162,308	8.4%	39.9%	244,649	0.2%	60.1%	24	-52.0%	100.0%	-	0.0%	0.0%
	2012	3	395,871	-2.7%	39.9%	60.1%	157,862	-2.7%	39.9%	237,993	-2.7%	60.1%	16	-33.3%	100.0%	-	0.0%	0.0%
	YE	201003	4,537,217	-24.9%	35.9%	64.1%	1,625,127	48.8%	35.9%	2,905,186	-11.0%	64.1%	3,562	-85.7%	51.6%	3,342	0.0%	48.4%
	YE	201103	4,641,778	2.3%	39.5%	60.5%	1,831,124	12.7%	39.5%	2,806,839	-3.4%	60.5%	2,626	-26.3%	68.8%	1,189	-64.4%	31.2%
	YE	201203	4,797,240	3.3%	40.2%	59.8%	1,919,326	4.8%	40.1%	2,867,069	2.1%	59.9%	10,391	295.7%	95.8%	454	-61.8%	4.2%
Canada	2011	3	2,902,266	5.4%	51.0%	49.0%	1,424,604	1.0%	50.1%	1,417,406	7.8%	49.9%	55,594	135.2%	92.3%	4,662	19.7%	7.7%
	2012	3	2,963,802	2.1%	49.7%	50.3%	1,417,908	-0.5%	48.8%	1,485,768	4.8%	51.2%	56,232	1.1%	93.5%	3,894	-16.5%	6.5%
	YE	201003	29,373,594	-20.8%	57.6%	42.4%	16,709,206	-7.8%	57.3%	12,436,503	-1.9%	42.7%	204,542	-2.3%	89.8%	23,343	-9.1%	10.2%
	YE	201103	31,263,249	6.4%	55.4%	44.6%	16,963,201	1.5%	54.9%	13,920,930	11.9%	45.1%	352,393	72.3%	93.0%	26,725	14.5%	7.0%
	YE	201203	31,907,163	2.1%	53.4%	46.6%	16,647,068	-1.9%	52.9%	14,850,798	6.7%	47.1%	383,550	8.8%	93.7%	25,747	-3.7%	6.3%
Central America	2011	3	3,310,434	2.4%	85.3%	14.7%	2,754,901	12.2%	85.1%	480,920	-34.5%	14.9%	70,267	136.7%	94.2%	4,346	-62.7%	5.8%
	2012	3	3,471,372	4.9%	83.6%	16.4%	2,853,458	3.6%	83.5%	562,155	16.9%	16.5%	47,279	-32.7%	84.8%	8,480	95.1%	15.2%
	YE	201003	32,397,897	-55.6%	71.5%	28.5%	22,992,936	-7.4%	71.6%	9,125,640	-13.3%	28.4%	176,505	-50.4%	63.2%	102,816	-50.6%	36.8%
	YE	201103	33,483,671	3.4%	78.4%	21.6%	25,742,247	12.0%	78.2%	7,158,254	-21.6%	21.8%	514,204	191.3%	88.2%	68,966	-32.9%	11.8%
	YE	201203	35,094,193	4.8%	80.6%	19.4%	27,867,212	8.3%	80.6%	6,690,036	-6.5%	19.4%	424,729	-17.4%	79.1%	112,216	62.7%	20.9%
Europe	2011	3	4,868,084	8.8%	46.5%	53.5%	2,264,518	10.3%	46.6%	2,596,501	8.3%	53.4%	1,320	-51.0%	18.7%	5,745	-72.5%	81.3%
	2012	3	4,774,485	-1.9%	45.3%	54.7%	2,157,369	-4.7%	45.3%	2,603,179	0.3%	54.7%	4,972	276.7%	35.7%	8,965	56.0%	64.3%
	YE	201003	60,949,292	-56.4%	46.4%	53.6%	28,157,141	-6.8%	46.7%	32,158,834	-9.9%	53.3%	120,553	-5.4%	19.0%	512,764	-43.1%	81.0%
	YE	201103	61,502,403	0.9%	47.2%	52.8%	29,014,369	3.0%	47.5%	32,030,330	-0.4%	52.5%	43,604	-63.8%	9.5%	414,100	-19.2%	90.5%
	YE	201203	63,985,421	4.0%	46.5%	53.5%	29,692,455	2.3%	46.6%	33,982,214	6.1%	53.4%	59,819	37.2%	19.2%	250,933	-39.4%	80.8%

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

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

Available Seats

Region	Period	Total Seats				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2011	3	2,471,126	5.7%	46.2%	53.8%	1,137,755	15.9%	46.4%	1,312,034	-2.6%	53.6%	3,705	83.8%	17.4%	17,632	103.2%	82.6%
	2012	3	2,667,808	8.0%	45.5%	54.5%	1,211,874	6.5%	45.9%	1,430,117	9.0%	54.1%	2,044	-44.8%	7.9%	23,773	34.8%	92.1%
	YE	201003	27,626,941	-83.7%	42.4%	57.6%	11,666,384	-7.5%	42.4%	15,849,363	-3.4%	57.6%	33,845	-19.1%	30.4%	77,349	-5.9%	69.6%
	YE	201103	28,808,394	4.3%	44.7%	55.3%	12,826,316	9.9%	44.8%	15,821,251	-0.2%	55.2%	39,514	16.7%	24.6%	121,313	56.8%	75.4%
	YE	201203	30,641,134	6.4%	45.1%	54.9%	13,739,629	7.1%	45.2%	16,675,397	5.4%	54.8%	70,148	77.5%	31.0%	155,960	28.6%	69.0%
Middle East	2011	3	542,343	16.6%	44.3%	55.7%	240,115	5.3%	44.3%	301,810	27.9%	55.7%	-	-100.0%	0.0%	418	0.0%	100.0%
	2012	3	586,607	8.2%	39.6%	60.4%	232,305	-3.3%	39.7%	353,460	17.1%	60.3%	-	0.0%	0.0%	842	101.4%	100.0%
	YE	201003	5,414,490	-96.9%	48.6%	51.4%	2,629,054	35.1%	48.6%	2,782,479	16.4%	51.4%	1,966	23.1%	66.5%	991	51.3%	33.5%
	YE	201103	6,041,310	11.6%	47.7%	52.3%	2,884,169	9.7%	47.8%	3,151,806	13.3%	52.2%	91	-95.4%	1.7%	5,244	429.2%	98.3%
	YE	201203	6,817,295	12.8%	40.7%	59.3%	2,775,891	-3.8%	40.8%	4,028,238	27.8%	59.2%	659	624.2%	5.0%	12,507	138.5%	95.0%
South America	2011	3	1,238,345	4.5%	69.4%	30.6%	859,313	3.2%	69.4%	378,492	7.7%	30.6%	540	-49.6%	100.0%	-	0.0%	0.0%
	2012	3	1,297,034	4.7%	69.5%	30.5%	892,253	3.8%	69.2%	396,241	4.7%	30.8%	8,540	1481.5%	100.0%	-	0.0%	0.0%
	YE	201003	13,415,313	-92.8%	68.3%	31.7%	9,137,841	-0.7%	68.2%	4,252,570	7.4%	31.8%	24,591	45.8%	98.8%	311	-90.4%	1.2%
	YE	201103	14,633,064	9.1%	70.2%	29.8%	10,251,163	12.2%	70.1%	4,366,182	2.7%	29.9%	15,687	-36.2%	99.8%	32	-89.7%	0.2%
	YE	201203	15,001,401	2.5%	68.5%	31.5%	10,206,858	-0.4%	68.3%	4,726,885	8.3%	31.7%	67,614	331.0%	99.9%	44	37.5%	0.1%
The Carribean	2011	3	2,148,178	-5.3%	89.7%	10.3%	1,807,662	-7.2%	89.1%	221,311	0.6%	10.9%	119,205	19.9%	100.0%	-	-100.0%	0.0%
	2012	3	2,352,980	9.5%	90.7%	9.3%	1,969,935	9.0%	90.0%	218,311	-1.4%	10.0%	164,734	38.2%	100.0%	-	0.0%	0.0%
	YE	201003	23,371,753	-88.8%	88.2%	11.8%	19,626,328	4.5%	87.7%	2,758,834	-17.8%	12.3%	983,969	45.2%	99.7%	2,622	327.0%	0.3%
	YE	201103	23,581,809	0.9%	88.6%	11.4%	19,727,929	0.5%	88.1%	2,675,601	-3.0%	11.9%	1,176,488	19.6%	99.8%	1,791	-31.7%	0.2%
	YE	201203	24,307,221	3.1%	88.7%	11.3%	19,754,183	0.1%	87.8%	2,736,923	2.3%	12.2%	1,813,628	54.2%	99.9%	2,487	38.9%	0.1%

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

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

Region		Period		Total Departures				Scheduled Service						Nonscheduled Service					
				Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
								Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa		2011	3	576	13.6%	51.0%	49.0%	266	26.7%	48.5%	282	4.8%	51.5%	28	0.0%	100.0%	-	0.0%	0.0%
		2012	3	609	5.7%	54.7%	45.3%	303	13.9%	52.5%	274	-2.8%	47.5%	30	7.1%	93.8%	2	0.0%	6.3%
		YE	201003	6,450	-0.4%	47.8%	52.2%	2,753	4.8%	45.0%	3,358	-4.7%	55.0%	332	3.4%	97.9%	7	-12.5%	2.1%
		YE	201103	7,585	17.6%	52.0%	48.0%	3,595	30.6%	49.8%	3,629	8.1%	50.2%	346	4.2%	95.8%	15	114.3%	4.2%
		YE	201203	7,429	-2.1%	50.5%	49.5%	3,411	-5.1%	48.1%	3,677	1.3%	51.9%	337	-2.6%	98.8%	4	-73.3%	1.2%
Australia/Oceania		2011	3	1,847	7.0%	39.9%	60.1%	671	9.3%	37.7%	1,109	8.5%	62.3%	66	-26.7%	98.5%	1	0.0%	1.5%
		2012	3	1,777	-3.8%	39.0%	61.0%	628	-6.4%	36.7%	1,084	-2.3%	63.3%	65	-1.5%	100.0%	-	-100.0%	0.0%
		YE	201003	20,228	-22.0%	37.0%	63.0%	6,506	28.3%	33.8%	12,734	-3.9%	66.2%	970	-13.8%	98.2%	18	157.1%	1.8%
		YE	201103	20,812	2.9%	40.0%	60.0%	7,507	15.4%	37.6%	12,436	-2.3%	62.4%	827	-14.7%	95.2%	42	133.3%	4.8%
		YE	201203	21,855	5.0%	39.4%	60.6%	7,745	3.2%	36.9%	13,251	6.6%	63.1%	856	3.5%	99.7%	3	-92.9%	0.3%
Canada		2011	3	36,483	3.3%	60.5%	39.5%	21,402	1.4%	60.1%	14,204	4.3%	39.9%	672	101.8%	76.6%	205	-14.2%	23.4%
		2012	3	36,411	-0.2%	59.8%	40.2%	21,119	-1.3%	59.3%	14,476	1.9%	40.7%	663	-1.3%	81.3%	153	-25.4%	18.8%
		YE	201003	393,627	-9.9%	64.2%	35.8%	249,223	-3.1%	64.2%	139,135	-6.0%	35.8%	3,461	2.3%	65.7%	1,808	-24.9%	34.3%
		YE	201103	419,411	6.6%	63.1%	36.9%	258,884	3.9%	62.9%	152,434	9.6%	37.1%	5,808	67.8%	71.8%	2,285	26.4%	28.2%
		YE	201203	414,832	-1.1%	62.2%	37.8%	251,448	-2.9%	61.8%	155,216	1.8%	38.2%	6,389	10.0%	78.2%	1,779	-22.1%	21.8%
Central America		2011	3	26,956	2.7%	84.6%	15.4%	21,618	11.5%	84.0%	4,113	-30.2%	16.0%	1,186	38.6%	96.8%	39	-58.5%	3.2%
		2012	3	27,987	3.8%	83.8%	16.2%	22,663	4.8%	83.5%	4,468	8.6%	16.5%	802	-32.4%	93.7%	54	38.5%	6.3%
		YE	201003	270,774	-63.0%	72.4%	27.6%	187,962	-6.7%	71.7%	74,010	-12.3%	28.3%	7,956	-0.1%	90.4%	846	-49.8%	9.6%
		YE	201103	280,474	3.6%	78.3%	21.7%	207,466	10.4%	77.5%	60,300	-18.5%	22.5%	12,112	52.2%	95.3%	596	-29.6%	4.7%
		YE	201203	291,547	3.9%	80.6%	19.4%	225,756	8.8%	80.2%	55,607	-7.8%	19.8%	9,346	-22.8%	91.8%	838	40.6%	8.2%
Europe		2011	3	21,488	7.7%	52.4%	47.6%	10,913	11.1%	51.8%	10,152	7.0%	48.2%	356	-5.8%	84.2%	67	-75.5%	15.8%
		2012	3	20,819	-3.1%	51.9%	48.1%	10,431	-4.4%	51.2%	9,961	-1.9%	48.8%	375	5.3%	87.8%	52	-22.4%	12.2%
		YE	201003	262,247	-74.3%	52.5%	47.5%	133,204	-6.5%	52.2%	122,157	-10.4%	47.8%	4,517	-18.3%	65.6%	2,369	-33.1%	34.4%
		YE	201103	266,143	1.5%	53.3%	46.7%	137,209	3.0%	52.8%	122,581	0.3%	47.2%	4,559	0.9%	71.8%	1,794	-24.3%	28.2%
		YE	201203	274,689	3.2%	53.1%	46.9%	141,527	3.1%	52.6%	127,591	4.1%	47.4%	4,311	-5.4%	77.4%	1,260	-29.8%	22.6%

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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		2011	3	12,803	12.6%	47.6%	52.4%	5,819	22.0%	47.4%	6,469	4.9%	52.6%	277	7.8%	53.8%	238	33.7%	46.2%
		2012	3	12,968	1.3%	48.1%	51.9%	5,971	2.6%	47.5%	6,611	2.2%	52.5%	272	-1.8%	70.5%	114	-52.1%	29.5%
		YE	201003	130,245	-88.7%	44.7%	55.3%	55,470	-7.8%	44.1%	70,354	-2.2%	55.9%	2,708	-9.9%	61.3%	1,713	-9.9%	38.7%
		YE	201103	144,785	11.2%	46.5%	53.5%	63,844	15.1%	45.9%	75,360	7.1%	54.1%	3,519	29.9%	63.1%	2,062	20.4%	36.9%
		YE	201203	149,112	3.0%	47.0%	53.0%	66,792	4.6%	46.3%	77,366	2.7%	53.7%	3,218	-8.6%	65.0%	1,736	-15.8%	35.0%
Middle East		2011	3	1,906	14.6%	46.7%	53.3%	879	3.4%	46.5%	1,013	27.3%	53.5%	12	-25.0%	85.7%	2	100.0%	14.3%
		2012	3	2,021	6.0%	42.9%	57.1%	837	-4.8%	42.1%	1,150	13.5%	57.9%	30	150.0%	88.2%	4	100.0%	11.8%
		YE	201003	19,617	-98.3%	51.4%	48.6%	9,743	32.2%	50.6%	9,511	20.8%	49.4%	346	50.4%	95.3%	17	88.9%	4.7%
		YE	201103	21,108	7.6%	50.0%	50.0%	10,403	6.8%	49.7%	10,511	10.5%	50.3%	151	-56.4%	77.8%	43	152.9%	22.2%
		YE	201203	23,669	12.1%	43.9%	56.1%	10,051	-3.4%	43.2%	13,215	25.7%	56.8%	331	119.2%	82.1%	72	67.4%	17.9%
South America		2011	3	7,949	0.9%	67.8%	32.2%	5,032	3.6%	66.8%	2,500	5.7%	33.2%	359	-20.4%	86.1%	58	-72.0%	13.9%
		2012	3	8,475	6.6%	69.4%	30.6%	5,318	5.7%	67.2%	2,593	3.7%	32.8%	562	56.5%	99.6%	2	-96.6%	0.4%
		YE	201003	87,609	-93.0%	67.1%	32.9%	54,166	6.0%	66.1%	27,745	1.3%	33.9%	4,647	-17.5%	81.6%	1,051	74.3%	18.4%
		YE	201103	95,700	9.2%	67.8%	32.2%	59,265	9.4%	66.9%	29,365	5.8%	33.1%	5,660	21.8%	80.1%	1,410	34.2%	19.9%
		YE	201203	96,290	0.6%	67.8%	32.2%	59,792	0.9%	66.1%	30,682	4.5%	33.9%	5,477	-3.2%	94.2%	339	-76.0%	5.8%
The Caribbean		2011	3	18,340	-9.3%	90.5%	9.5%	15,482	-10.8%	90.1%	1,702	-1.7%	9.9%	1,107	3.7%	95.8%	49	-12.5%	4.2%
		2012	3	19,967	8.9%	91.3%	8.7%	16,937	9.4%	91.0%	1,682	-1.2%	9.0%	1,302	17.6%	96.6%	46	-6.1%	3.4%
		YE	201003	211,792	-85.6%	89.3%	10.7%	176,994	1.0%	88.9%	22,078	-11.0%	11.1%	12,087	8.8%	95.0%	633	-16.8%	5.0%
		YE	201103	204,605	-3.4%	89.6%	10.4%	170,745	-3.5%	89.2%	20,719	-6.2%	10.8%	12,597	4.2%	95.9%	544	-14.1%	4.1%
		YE	201203	205,867	0.6%	89.5%	10.5%	169,892	-0.5%	89.0%	20,976	1.2%	11.0%	14,455	14.7%	96.4%	544	0.0%	3.6%

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

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

Please see the report's introduction for further details.

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

Freight (Tons)

Region	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2011	3	2,791	22.1%	53.2%	46.8%	1,026	18.2%	44.0%	1,305	-5.0%	56.0%	460	944.7%	100.0%	-	0.0%	0.0%
	2012	3	3,071	10.0%	44.9%	55.1%	823	-19.8%	32.7%	1,691	29.6%	67.3%	557	21.0%	100.0%	-	0.0%	0.0%
	YE	201003	22,599	11.8%	48.2%	51.8%	9,400	30.4%	45.2%	11,399	1.5%	54.8%	1,482	2.5%	82.3%	319	-2.6%	17.7%
	YE	201103	32,084	42.0%	52.4%	47.6%	12,286	30.7%	45.5%	14,703	29.0%	54.5%	4,511	204.5%	88.5%	585	83.3%	11.5%
	YE	201203	32,998	2.8%	53.1%	46.9%	11,330	-7.8%	42.3%	15,483	5.3%	57.7%	6,185	37.1%	100.0%	-	-100.0%	0.0%
Australia/Oceania	2011	3	15,284	0.4%	55.7%	44.3%	5,988	6.7%	47.2%	6,708	-1.0%	52.8%	2,520	-10.9%	97.4%	68	0.0%	2.6%
	2012	3	16,303	6.7%	57.0%	43.0%	6,513	8.8%	48.1%	7,018	4.6%	51.9%	2,772	10.0%	100.0%	-	-100.0%	0.0%
	YE	201003	157,975	-9.7%	54.4%	45.6%	55,490	18.7%	43.6%	71,856	3.9%	56.4%	30,375	-20.7%	99.2%	254	-52.2%	0.8%
	YE	201103	171,839	8.8%	56.7%	43.3%	68,286	23.1%	48.7%	72,067	0.3%	51.3%	29,200	-3.9%	92.7%	2,285	800.4%	7.3%
	YE	201203	168,790	-1.8%	57.9%	42.1%	69,269	1.4%	49.4%	71,023	-1.4%	50.6%	28,421	-2.7%	99.7%	76	-96.7%	0.3%
Canada	2011	3	32,457	8.6%	69.5%	30.5%	21,234	14.0%	71.9%	8,303	-6.5%	28.1%	1,322	153.7%	45.3%	1,598	-12.9%	54.7%
	2012	3	29,223	-10.0%	76.3%	23.7%	21,006	-1.1%	78.3%	5,810	-30.0%	21.7%	1,288	-2.6%	53.5%	1,120	-30.0%	46.5%
	YE	201003	345,852	-35.4%	65.2%	34.8%	206,949	-4.1%	67.5%	99,622	1.1%	32.5%	18,672	17.2%	47.5%	20,609	-30.8%	52.5%
	YE	201103	356,114	3.0%	68.4%	31.6%	227,286	9.8%	72.3%	86,935	-12.7%	27.7%	16,227	-13.1%	38.7%	25,667	24.5%	61.3%
	YE	201203	342,044	-4.0%	73.5%	26.5%	232,686	2.4%	76.9%	69,875	-19.6%	23.1%	18,682	15.1%	47.3%	20,800	-19.0%	52.7%
Central America	2011	3	62,007	10.8%	70.9%	29.1%	32,641	4.1%	64.7%	17,773	39.4%	35.3%	11,298	-4.8%	97.5%	294	2604.7%	2.5%
	2012	3	54,850	-11.5%	78.0%	22.0%	33,229	1.8%	73.4%	12,050	-32.2%	26.6%	9,567	-15.3%	100.0%	4	-98.5%	0.0%
	YE	201003	566,128	-48.6%	75.8%	24.2%	306,584	7.1%	69.2%	136,689	-14.2%	30.8%	122,612	2.2%	99.8%	243	13.2%	0.2%
	YE	201103	691,145	22.1%	72.8%	27.2%	350,467	14.3%	65.2%	186,727	36.6%	34.8%	152,604	24.5%	99.1%	1,347	454.6%	0.9%
	YE	201203	680,146	-1.6%	70.0%	30.0%	363,497	3.7%	64.2%	202,779	8.6%	35.8%	112,692	-26.2%	99.0%	1,178	-12.6%	1.0%
Europe	2011	3	287,087	6.5%	46.4%	53.6%	114,439	11.9%	43.1%	150,958	12.4%	56.9%	18,664	2.9%	86.0%	3,026	-79.6%	14.0%
	2012	3	265,609	-7.5%	45.3%	54.7%	100,606	-12.1%	41.1%	144,108	-4.5%	58.9%	19,844	6.3%	95.0%	1,052	-65.2%	5.0%
	YE	201003	2,678,688	-34.2%	44.0%	56.0%	993,168	1.4%	40.6%	1,450,727	-13.4%	59.4%	186,449	-30.6%	79.4%	48,344	8.5%	20.6%
	YE	201103	3,080,299	15.0%	45.9%	54.1%	1,196,876	20.5%	42.2%	1,636,545	12.8%	57.8%	217,640	16.7%	88.2%	29,239	-39.5%	11.8%
	YE	201203	3,014,534	-2.1%	45.6%	54.4%	1,154,695	-3.5%	41.6%	1,619,266	-1.1%	58.4%	219,204	0.7%	91.1%	21,369	-26.9%	8.9%

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

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

Freight (Tons)

Region	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2011	3	337,586	6.7%	40.0%	60.0%	112,233	19.9%	37.4%	187,752	-0.1%	62.6%	22,688	9.2%	60.3%	14,913	7.4%	39.7%
	2012	3	319,835	-5.3%	40.6%	59.4%	106,721	-4.9%	36.2%	187,684	0.0%	63.8%	23,007	1.4%	90.5%	2,423	-83.7%	9.5%
	YE	201003	3,275,121	351.3%	37.4%	62.6%	1,022,375	-0.9%	34.7%	1,925,720	6.9%	65.3%	203,460	-5.4%	62.2%	123,565	-12.1%	37.8%
	YE	201103	3,801,895	16.1%	38.3%	61.7%	1,184,885	15.9%	35.0%	2,204,356	14.5%	65.0%	271,041	33.2%	65.7%	141,613	14.6%	34.3%
	YE	201203	3,527,529	-7.2%	39.4%	60.6%	1,147,230	-3.2%	36.1%	2,033,427	-7.8%	63.9%	243,871	-10.0%	70.3%	103,001	-27.3%	29.7%
Middle East	2011	3	20,842	10.4%	54.4%	45.6%	11,064	19.3%	53.8%	9,510	2.1%	46.2%	269	-7.1%	100.0%	-	-100.0%	0.0%
	2012	3	23,487	12.7%	57.3%	42.7%	11,726	6.0%	53.9%	10,025	5.4%	46.1%	1,736	545.4%	100.0%	-	0.0%	0.0%
	YE	201003	190,724	-74.2%	52.7%	47.3%	92,033	57.5%	50.6%	89,693	33.5%	49.4%	8,437	72.6%	93.8%	561	70.2%	6.2%
	YE	201103	215,516	13.0%	52.9%	47.1%	110,962	20.6%	52.5%	100,521	12.1%	47.5%	3,132	-62.9%	77.6%	902	60.8%	22.4%
	YE	201203	246,052	14.2%	58.0%	42.0%	123,820	11.6%	54.5%	103,251	2.7%	45.5%	18,780	499.7%	98.9%	201	-77.7%	1.1%
South America	2011	3	115,487	3.1%	63.7%	36.3%	51,221	25.6%	57.4%	37,984	5.9%	42.6%	22,316	1.9%	84.9%	3,966	-70.5%	15.1%
	2012	3	137,394	19.0%	68.7%	31.3%	57,136	11.5%	57.1%	42,993	13.2%	42.9%	37,253	66.9%	100.0%	12	-99.7%	0.0%
	YE	201003	1,241,996	43.5%	60.3%	39.7%	496,666	18.1%	53.9%	424,892	-7.9%	46.1%	252,183	-27.3%	78.7%	68,256	86.0%	21.3%
	YE	201103	1,340,730	7.9%	58.4%	41.6%	481,630	-3.0%	51.0%	463,428	9.1%	49.0%	301,483	19.5%	76.2%	94,189	38.0%	23.8%
	YE	201203	1,373,466	2.4%	63.2%	36.8%	529,521	9.9%	52.2%	485,027	4.7%	47.8%	338,904	12.4%	94.4%	20,014	-78.8%	5.6%
The Carribean	2011	3	12,022	-22.6%	92.2%	7.8%	10,672	21.8%	95.3%	527	-8.0%	4.7%	407	-92.5%	49.4%	417	-43.8%	50.6%
	2012	3	11,250	-6.4%	92.5%	7.5%	10,037	-5.9%	95.6%	463	-12.1%	4.4%	372	-8.6%	49.6%	378	-9.2%	50.4%
	YE	201003	158,132	-82.1%	91.8%	8.2%	88,829	-8.7%	94.0%	5,701	-45.2%	6.0%	56,298	19.9%	88.5%	7,304	15.6%	11.5%
	YE	201103	148,130	-6.3%	92.2%	7.8%	103,772	16.8%	94.4%	6,152	7.9%	5.6%	32,752	-41.8%	85.7%	5,454	-25.3%	14.3%
	YE	201203	136,541	-7.8%	92.7%	7.3%	119,005	14.7%	95.7%	5,356	-12.9%	4.3%	7,585	-76.8%	62.3%	4,593	-15.8%	37.7%

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

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Please see the report's introduction for further details.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2011	3	2,196,626	7.7%	48.0%	52.0%	1,010,400	2.4%	47.0%	1,137,771	10.2%	53.0%	45,057	154.5%	93.0%	3,398	38.2%	7.0%
	2012	3	2,285,580	4.0%	47.5%	52.5%	1,039,804	2.9%	46.5%	1,196,280	5.1%	53.5%	46,425	3.0%	93.8%	3,071	-9.6%	6.2%
	YE	201003	20,682,924	-4.1%	56.0%	44.0%	11,459,664	-6.2%	55.8%	9,085,213	-1.5%	44.2%	123,462	-0.5%	89.4%	14,585	-16.6%	10.6%
	YE	201103	22,515,967	8.9%	54.1%	45.9%	11,945,089	4.2%	53.7%	10,311,442	13.5%	46.3%	240,287	94.6%	92.6%	19,149	31.3%	7.4%
	YE	201203	23,470,467	4.2%	51.8%	48.2%	11,882,325	-0.5%	51.2%	11,304,618	9.6%	48.8%	264,093	9.9%	93.1%	19,431	1.5%	6.9%
Mexico	2011	3	1,801,489	-4.2%	90.7%	9.3%	1,591,913	8.0%	90.7%	164,004	-55.9%	9.3%	42,632	70.9%	93.5%	2,940	-66.8%	6.5%
	2012	3	1,876,282	4.2%	90.0%	10.0%	1,664,154	4.5%	90.2%	181,223	10.5%	9.8%	24,370	-42.8%	78.9%	6,535	122.3%	21.1%
	YE	201003	17,122,893	-10.4%	73.2%	26.8%	12,443,874	-10.4%	73.4%	4,513,959	-7.5%	26.6%	86,125	-49.7%	52.2%	78,935	-54.8%	47.8%
	YE	201103	17,921,475	4.7%	82.8%	17.2%	14,639,390	17.6%	82.9%	3,028,475	-32.9%	17.1%	201,514	134.0%	79.5%	52,096	-34.0%	20.5%
	YE	201203	18,708,591	4.4%	86.9%	13.1%	16,083,455	9.9%	87.1%	2,371,825	-21.7%	12.9%	172,389	-14.5%	68.1%	80,922	55.3%	31.9%
United Kingdom	2011	3	1,160,336	-1.3%	40.6%	59.4%	470,588	-4.4%	40.7%	684,853	1.8%	59.3%	206	415.0%	4.2%	4,689	-54.0%	95.8%
	2012	3	1,325,385	14.2%	38.4%	61.6%	508,307	8.0%	38.6%	810,140	18.3%	61.4%	291	41.3%	4.2%	6,647	41.8%	95.8%
	YE	201003	16,193,253	-6.8%	41.2%	58.8%	6,669,916	-6.9%	42.3%	9,103,099	-4.5%	57.7%	1,506	-85.8%	0.4%	418,732	-37.0%	99.6%
	YE	201103	15,732,198	-2.8%	41.8%	58.2%	6,576,024	-1.4%	42.7%	8,808,031	-3.2%	57.3%	4,002	165.7%	1.1%	344,141	-17.8%	98.9%
	YE	201203	16,935,547	7.6%	40.5%	59.5%	6,853,234	4.2%	41.0%	9,867,960	12.0%	59.0%	2,227	-44.4%	1.0%	212,126	-38.4%	99.0%
Japan	2011	3	828,910	-13.9%	69.0%	31.0%	571,022	-5.2%	70.1%	244,130	-30.7%	29.9%	652	-45.8%	4.7%	13,106	111.1%	95.3%
	2012	3	989,766	19.4%	66.2%	33.8%	654,321	14.6%	67.6%	313,046	28.2%	32.4%	1,167	79.0%	5.2%	21,232	62.0%	94.8%
	YE	201003	10,353,653	-5.9%	61.7%	38.3%	6,373,872	-7.9%	61.9%	3,918,519	-2.4%	38.1%	13,901	23.1%	22.7%	47,361	-7.8%	77.3%
	YE	201103	10,654,497	2.9%	65.7%	34.3%	6,986,321	9.6%	66.2%	3,569,277	-8.9%	33.8%	13,360	-3.9%	13.5%	85,539	80.6%	86.5%
	YE	201203	10,399,104	-2.4%	66.2%	33.8%	6,866,333	-1.7%	66.9%	3,394,175	-4.9%	33.1%	21,704	62.5%	15.7%	116,892	36.7%	84.3%
Germany	2011	3	686,715	-3.4%	41.9%	58.1%	287,863	-2.5%	41.9%	398,839	-3.9%	58.1%	13	-97.4%	100.0%	-	0.0%	0.0%
	2012	3	733,476	6.8%	43.1%	56.9%	316,054	9.8%	43.1%	417,383	4.6%	56.9%	39	200.0%	100.0%	-	0.0%	0.0%
	YE	201003	9,278,416	-0.2%	40.6%	59.4%	3,758,151	3.9%	40.6%	5,506,021	-3.1%	59.4%	13,523	1426.3%	94.9%	721	538.1%	5.1%
	YE	201103	9,482,083	2.2%	42.0%	58.0%	3,978,235	5.9%	42.0%	5,501,819	-0.1%	58.0%	1,816	-86.6%	89.5%	213	-70.5%	10.5%
	YE	201203	9,628,333	1.5%	42.6%	57.4%	4,094,533	2.9%	42.5%	5,530,016	0.5%	57.5%	3,584	97.4%	94.7%	200	-6.1%	5.3%

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2/ Ranked in descending order according to YE 201203 data.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
France	2011	3	446,629	3.9%	41.6%	58.4%	185,986	4.3%	41.6%	260,609	3.6%	58.4%	29	-25.6%	85.3%	5	0.0%	14.7%
	2012	3	469,168	5.0%	44.6%	55.4%	209,442	12.6%	44.6%	259,709	-0.3%	55.4%	17	-41.4%	100.0%	-	-100.0%	0.0%
	YE	201003	5,960,379	-4.3%	41.0%	59.0%	2,440,245	-5.8%	41.0%	3,517,267	-3.2%	59.0%	1,323	-11.9%	46.1%	1,544	1615.6%	53.9%
	YE	201103	6,014,444	0.9%	42.0%	58.0%	2,525,319	3.5%	42.0%	3,486,285	-0.9%	58.0%	1,682	27.1%	59.2%	1,158	-25.0%	40.8%
	YE	201203	6,324,041	5.1%	42.8%	57.2%	2,705,874	7.1%	42.8%	3,616,467	3.7%	57.2%	1,650	-1.9%	97.1%	50	-95.7%	2.9%
Dominican Republic	2011	3	414,675	1.5%	99.7%	0.3%	401,233	1.2%	99.7%	1,406	-14.5%	0.3%	12,036	16.9%	100.0%	-	0.0%	0.0%
	2012	3	472,069	13.8%	99.7%	0.3%	451,039	12.4%	99.7%	1,243	-11.6%	0.3%	19,787	64.4%	100.0%	-	0.0%	0.0%
	YE	201003	4,461,454	11.0%	99.4%	0.6%	4,363,146	11.3%	99.4%	24,132	68.0%	0.6%	73,317	-14.2%	98.8%	859	0.0%	1.2%
	YE	201103	4,569,432	2.4%	99.2%	0.8%	4,421,303	1.3%	99.2%	35,041	45.2%	0.8%	113,088	54.2%	100.0%	-	-100.0%	0.0%
	YE	201203	4,722,538	3.4%	99.6%	0.4%	4,573,356	3.4%	99.6%	20,300	-42.1%	0.4%	128,882	14.0%	100.0%	-	0.0%	0.0%
Netherlands	2011	3	321,622	0.6%	61.3%	38.7%	197,003	0.2%	61.3%	124,619	7.2%	38.7%	-	0.0%	0.0%	-	-100.0%	0.0%
	2012	3	329,014	2.3%	61.9%	38.1%	203,660	3.4%	61.9%	125,354	0.6%	38.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	4,317,281	-9.8%	64.1%	35.9%	2,765,671	-6.5%	64.2%	1,544,154	-15.7%	35.8%	661	0.0%	8.9%	6,795	56525.0%	91.1%
	YE	201103	4,350,417	0.8%	63.6%	36.4%	2,768,382	0.1%	63.6%	1,582,026	2.5%	36.4%	9	-98.6%	100.0%	-	-100.0%	0.0%
	YE	201203	4,504,903	3.6%	62.4%	37.6%	2,810,571	1.5%	62.4%	1,694,070	7.1%	37.6%	262	2811.1%	100.0%	-	0.0%	0.0%
South Korea	2011	3	324,498	12.3%	12.7%	87.3%	41,225	287.3%	12.7%	282,923	1.8%	87.3%	-	-100.0%	0.0%	350	-10.5%	100.0%
	2012	3	320,121	-1.3%	13.4%	86.6%	43,022	4.4%	13.5%	276,802	-2.2%	86.5%	-	0.0%	0.0%	297	-15.1%	100.0%
	YE	201003	3,459,525	2.8%	5.2%	94.8%	180,956	-25.7%	5.3%	3,264,618	4.8%	94.7%	336	314.8%	2.4%	13,615	132.8%	97.6%
	YE	201103	3,955,836	14.3%	10.7%	89.3%	420,289	132.3%	10.7%	3,521,742	7.9%	89.3%	1,390	313.7%	10.1%	12,415	-8.8%	89.9%
	YE	201203	4,274,034	8.0%	12.8%	87.2%	543,063	29.2%	12.8%	3,702,780	5.1%	87.2%	2,907	109.1%	10.3%	25,284	103.7%	89.7%
Brazil	2011	3	330,132	23.5%	67.8%	32.2%	223,888	27.3%	67.8%	106,140	16.9%	32.2%	104	-85.3%	100.0%	-	0.0%	0.0%
	2012	3	352,152	6.7%	65.8%	34.2%	231,797	3.5%	65.8%	120,354	13.4%	34.2%	1	-99.0%	100.0%	-	0.0%	0.0%
	YE	201003	3,070,650	15.7%	66.7%	33.3%	2,044,617	9.3%	66.7%	1,022,278	31.1%	33.3%	3,751	-10.1%	99.9%	4	-99.4%	0.1%
	YE	201103	3,609,035	17.5%	67.9%	32.1%	2,449,336	19.8%	67.9%	1,158,838	13.4%	32.1%	859	-77.1%	99.8%	2	-50.0%	0.2%
	YE	201203	4,126,391	14.3%	66.5%	33.5%	2,732,387	11.6%	66.4%	1,382,798	19.3%	33.6%	11,206	1204.5%	100.0%	-	-100.0%	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
China	2011	3	227,249	17.5%	61.4%	38.6%	139,541	15.8%	61.4%	87,708	20.3%	38.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	3	290,059	27.6%	66.0%	34.0%	191,398	37.2%	66.0%	98,661	12.5%	34.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	2,132,995	7.1%	63.4%	36.6%	1,351,007	6.8%	63.4%	780,483	7.7%	36.6%	1,495	-49.9%	99.3%	10	42.9%	0.7%
	YE	201103	2,754,953	29.2%	63.5%	36.5%	1,745,388	29.2%	63.5%	1,005,369	28.8%	36.5%	3,119	108.6%	74.3%	1,077	10670.0%	25.7%
	YE	201203	3,524,851	27.9%	66.4%	33.6%	2,335,053	33.8%	66.3%	1,184,897	17.9%	33.7%	4,877	56.4%	99.5%	24	-97.8%	0.5%
Jamaica	2011	3	276,170	-3.0%	82.3%	17.7%	216,066	-0.8%	81.5%	48,981	-22.4%	18.5%	11,123	211.5%	100.0%	-	0.0%	0.0%
	2012	3	275,767	-0.1%	81.6%	18.4%	220,150	1.9%	81.2%	50,819	3.8%	18.8%	4,798	-56.9%	100.0%	-	0.0%	0.0%
	YE	201003	2,868,348	-1.4%	71.6%	28.4%	2,025,386	11.4%	71.3%	816,010	-22.3%	28.7%	26,952	-35.7%	100.0%	-	0.0%	0.0%
	YE	201103	2,976,299	3.8%	80.3%	19.7%	2,327,016	14.9%	79.9%	585,797	-28.2%	20.1%	63,486	135.6%	100.0%	-	0.0%	0.0%
	YE	201203	3,104,595	4.3%	78.5%	21.5%	2,250,080	-3.3%	77.1%	666,647	13.8%	22.9%	187,868	195.9%	100.0%	-	0.0%	0.0%
Spain	2011	3	190,681	4.2%	55.0%	45.0%	104,837	3.5%	55.0%	85,808	4.9%	45.0%	36	176.9%	100.0%	-	0.0%	0.0%
	2012	3	203,816	6.9%	53.9%	46.1%	109,843	4.8%	53.9%	93,934	9.5%	46.1%	39	8.3%	100.0%	-	0.0%	0.0%
	YE	201003	2,437,042	8.3%	57.1%	42.9%	1,387,227	5.0%	57.0%	1,045,418	12.7%	43.0%	4,395	118.2%	100.0%	2	-77.8%	0.0%
	YE	201103	2,702,659	10.9%	55.4%	44.6%	1,496,496	7.9%	55.4%	1,205,271	15.3%	44.6%	782	-82.2%	87.7%	110	5400.0%	12.3%
	YE	201203	2,959,769	9.5%	55.9%	44.1%	1,650,392	10.3%	55.9%	1,304,487	8.2%	44.1%	4,888	525.1%	100.0%	2	-98.2%	0.0%
Italy	2011	3	165,514	-3.5%	60.6%	39.4%	100,239	2.6%	60.6%	65,259	-11.6%	39.4%	16	700.0%	100.0%	-	0.0%	0.0%
	2012	3	132,391	-20.0%	68.4%	31.6%	90,586	-9.6%	68.4%	41,795	-36.0%	31.6%	10	-37.5%	100.0%	-	0.0%	0.0%
	YE	201003	2,656,788	-2.6%	68.2%	31.8%	1,811,406	-5.5%	68.2%	845,129	5.0%	31.8%	245	-96.4%	96.8%	8	0.0%	3.2%
	YE	201103	2,715,180	2.2%	66.8%	33.2%	1,812,950	0.1%	66.8%	902,097	6.7%	33.2%	133	-45.7%	100.0%	-	-100.0%	0.0%
	YE	201203	2,611,056	-3.8%	65.6%	34.4%	1,711,951	-5.6%	65.6%	898,841	-0.4%	34.4%	264	98.5%	100.0%	-	0.0%	0.0%
The Bahamas	2011	3	239,868	-8.8%	83.1%	16.9%	197,130	-12.6%	82.9%	40,522	40.7%	17.1%	2,216	-74.0%	100.0%	-	0.0%	0.0%
	2012	3	265,937	10.9%	86.1%	13.9%	221,734	12.5%	85.7%	36,879	-9.0%	14.3%	7,324	230.5%	100.0%	-	0.0%	0.0%
	YE	201003	2,559,631	-3.2%	85.1%	14.9%	2,126,510	-0.9%	84.8%	380,326	-17.3%	15.2%	52,795	35.7%	100.0%	-	-100.0%	0.0%
	YE	201103	2,525,911	-1.3%	81.7%	18.3%	2,022,172	-4.9%	81.4%	461,497	21.3%	18.6%	42,242	-20.0%	100.0%	-	0.0%	0.0%
	YE	201203	2,495,535	-1.2%	81.4%	18.6%	1,971,037	-2.5%	80.9%	463,918	0.5%	19.1%	60,253	42.6%	99.5%	327	0.0%	0.5%

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

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Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Australia	2011	3	183,419	10.1%	56.8%	43.2%	104,096	13.4%	56.8%	79,312	6.0%	43.2%	11	450.0%	100.0%	-	0.0%	0.0%
	2012	3	195,670	6.7%	54.0%	46.0%	105,576	1.4%	54.0%	90,094	13.6%	46.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201003	2,075,053	32.9%	51.0%	49.0%	1,057,430	94.5%	51.0%	1,017,176	0.1%	49.0%	2	-99.8%	0.4%	445	0.0%	99.6%
	YE	201103	2,260,370	8.9%	55.2%	44.8%	1,247,939	18.0%	55.2%	1,012,404	-0.5%	44.8%	27	1250.0%	100.0%	-	-100.0%	0.0%
	YE	201203	2,379,795	5.3%	54.9%	45.1%	1,306,567	4.7%	54.9%	1,072,698	6.0%	45.1%	81	200.0%	15.3%	449	0.0%	84.7%
Hong Kong	2011	3	201,684	9.3%	33.2%	66.8%	66,331	14.4%	33.0%	134,735	6.5%	67.0%	618	0.0%	100.0%	-	0.0%	0.0%
	2012	3	204,786	1.5%	28.7%	71.3%	58,830	-11.3%	28.7%	145,956	8.3%	71.3%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201003	2,081,130	-2.5%	30.5%	69.5%	634,953	-5.5%	30.5%	1,446,164	-1.1%	69.5%	13	0.0%	100.0%	-	0.0%	0.0%
	YE	201103	2,323,077	11.6%	32.8%	67.2%	760,622	19.8%	32.8%	1,561,835	8.0%	67.2%	618	4653.8%	99.7%	2	0.0%	0.3%
	YE	201203	2,344,049	0.9%	31.5%	68.5%	732,480	-3.7%	31.3%	1,605,619	2.8%	68.7%	5,950	862.8%	100.0%	-	-100.0%	0.0%
Colombia	2011	3	169,449	-0.8%	56.2%	43.8%	95,131	-3.0%	56.2%	74,198	2.0%	43.8%	120	0.0%	100.0%	-	0.0%	0.0%
	2012	3	185,321	9.4%	52.8%	47.2%	97,855	2.9%	52.8%	87,466	17.9%	47.2%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201003	2,073,704	13.1%	54.0%	46.0%	1,119,088	24.3%	54.0%	954,261	2.3%	46.0%	355	234.9%	100.0%	-	0.0%	0.0%
	YE	201103	2,334,183	12.6%	58.0%	42.0%	1,353,264	20.9%	58.0%	979,552	2.7%	42.0%	1,367	285.1%	100.0%	-	0.0%	0.0%
	YE	201203	2,259,896	-3.2%	53.9%	46.1%	1,218,616	-9.9%	53.9%	1,041,253	6.3%	46.1%	27	-98.0%	100.0%	-	0.0%	0.0%
Costa Rica	2011	3	235,548	5.9%	94.8%	5.2%	222,919	5.9%	94.8%	12,304	3.8%	5.2%	325	0.0%	100.0%	-	0.0%	0.0%
	2012	3	259,135	10.0%	94.7%	5.3%	245,361	10.1%	94.7%	13,721	11.5%	5.3%	53	-83.7%	100.0%	-	0.0%	0.0%
	YE	201003	2,104,887	-0.3%	92.6%	7.4%	1,947,619	3.4%	92.6%	156,448	-29.7%	7.4%	808	-85.4%	98.5%	12	0.0%	1.5%
	YE	201103	2,143,311	1.8%	93.7%	6.3%	2,006,201	3.0%	93.7%	135,506	-13.4%	6.3%	1,604	98.5%	100.0%	-	-100.0%	0.0%
	YE	201203	2,249,964	5.0%	92.6%	7.4%	2,077,067	3.5%	92.5%	167,404	23.5%	7.5%	5,493	242.5%	100.0%	-	0.0%	0.0%
United Arab Emirates	2011	3	151,029	11.1%	36.1%	63.9%	54,506	2.1%	36.1%	96,523	17.0%	63.9%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	3	195,954	29.7%	33.8%	66.2%	66,231	21.5%	33.8%	129,723	34.4%	66.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	1,391,627	51.3%	36.7%	63.3%	511,399	57.1%	36.7%	880,228	48.2%	63.3%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201103	1,737,636	24.9%	37.5%	62.5%	650,984	27.3%	37.5%	1,086,648	23.5%	62.5%	4	0.0%	100.0%	-	0.0%	0.0%
	YE	201203	2,029,766	16.8%	34.7%	65.3%	704,904	8.3%	34.7%	1,324,862	21.9%	65.3%	-	-100.0%	0.0%	-	0.0%	0.0%

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Switzerland	2011	3	144,727	11.7%	36.9%	63.1%	53,408	5.4%	36.9%	91,304	15.8%	63.1%	11	-31.3%	73.3%	4	0.0%	26.7%
	2012	3	151,937	5.0%	36.2%	63.8%	54,997	3.0%	36.2%	96,914	6.1%	63.8%	18	63.6%	69.2%	8	100.0%	30.8%
	YE	201003	1,674,280	6.5%	44.0%	56.0%	735,911	12.7%	44.0%	938,069	2.6%	56.0%	246	15.5%	82.0%	54	-98.8%	18.0%
	YE	201103	1,887,154	12.7%	41.1%	58.9%	774,833	5.3%	41.1%	1,111,882	18.5%	58.9%	379	54.1%	86.3%	60	11.1%	13.7%
	YE	201203	1,932,493	2.4%	40.2%	59.8%	777,229	0.3%	40.2%	1,154,876	3.9%	59.8%	355	-6.3%	91.5%	33	-45.0%	8.5%
Panama	2011	3	141,564	5.9%	45.0%	55.0%	63,751	-0.7%	45.0%	77,813	12.1%	55.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	3	169,236	19.5%	37.4%	62.6%	63,111	-1.0%	37.3%	105,958	36.2%	62.7%	167	0.0%	100.0%	-	0.0%	0.0%
	YE	201003	1,468,908	10.1%	48.8%	51.2%	692,696	1.2%	47.9%	752,409	16.0%	52.1%	23,803	1505.1%	100.0%	-	-100.0%	0.0%
	YE	201103	1,551,233	5.6%	45.0%	55.0%	697,733	0.7%	45.0%	853,079	13.4%	55.0%	421	-98.2%	100.0%	-	0.0%	0.0%
	YE	201203	1,780,758	14.8%	39.6%	60.4%	704,422	1.0%	39.6%	1,074,774	26.0%	60.4%	1,562	271.0%	100.0%	-	0.0%	0.0%
Ireland	2011	3	124,455	-2.8%	48.9%	51.1%	60,856	4.6%	48.9%	63,594	-8.9%	51.1%	5	0.0%	100.0%	-	0.0%	0.0%
	2012	3	123,452	-0.8%	40.2%	59.8%	49,265	-19.0%	40.0%	73,809	16.1%	60.0%	378	7460.0%	100.0%	-	0.0%	0.0%
	YE	201003	1,879,243	-12.1%	45.4%	54.6%	847,938	-3.8%	45.3%	1,025,608	-16.9%	54.7%	5,382	-38.1%	94.5%	315	-97.9%	5.5%
	YE	201103	1,723,682	-8.3%	48.0%	52.0%	824,178	-2.8%	47.9%	896,607	-12.6%	52.1%	2,889	-46.3%	99.7%	8	-97.5%	0.3%
	YE	201203	1,769,737	2.7%	47.5%	52.5%	839,067	1.8%	47.5%	928,349	3.5%	52.5%	2,312	-20.0%	99.6%	9	12.5%	0.4%
Taiwan	2011	3	138,240	-18.3%	0.0%	100.0%	-	0.0%	0.0%	138,240	-18.3%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	3	129,776	-6.1%	0.0%	100.0%	-	0.0%	0.0%	129,776	-6.1%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	1,908,951	-5.1%	0.2%	99.8%	326	-99.5%	0.0%	1,905,537	-1.4%	100.0%	3,088	-66.1%	100.0%	-	0.0%	0.0%
	YE	201103	1,793,556	-6.0%	0.3%	99.7%	363	11.3%	0.0%	1,787,372	-6.2%	100.0%	5,821	88.5%	100.0%	-	0.0%	0.0%
	YE	201203	1,714,935	-4.4%	0.2%	99.8%	-	-100.0%	0.0%	1,710,666	-4.3%	100.0%	4,269	-26.7%	100.0%	-	0.0%	0.0%
El Salvador	2011	3	123,018	5.5%	34.9%	65.1%	41,309	-2.0%	34.0%	80,077	7.6%	66.0%	1,632	0.0%	100.0%	-	0.0%	0.0%
	2012	3	124,305	1.0%	31.0%	69.0%	36,882	-10.7%	30.1%	85,792	7.1%	69.9%	1,631	-0.1%	100.0%	-	0.0%	0.0%
	YE	201003	1,290,954	6.3%	36.7%	63.3%	472,063	1.6%	36.6%	816,589	10.5%	63.4%	2,302	-78.9%	100.0%	-	0.0%	0.0%
	YE	201103	1,386,345	7.4%	35.7%	64.3%	474,394	0.5%	34.7%	891,135	9.1%	65.3%	20,816	804.3%	100.0%	-	0.0%	0.0%
	YE	201203	1,467,579	5.9%	32.3%	67.7%	459,831	-3.1%	31.6%	993,284	11.5%	68.4%	14,464	-30.5%	100.0%	-	0.0%	0.0%

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

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Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2011	3	2,902,266	5.4%	51.0%	49.0%	1,424,604	1.0%	50.1%	1,417,406	7.8%	49.9%	55,594	135.2%	92.3%	4,662	19.7%	7.7%
	2012	3	2,963,802	2.1%	49.7%	50.3%	1,417,908	-0.5%	48.8%	1,485,768	4.8%	51.2%	56,232	1.1%	93.5%	3,894	-16.5%	6.5%
	YE	201003	29,373,594	-5.4%	57.6%	42.4%	16,709,206	-7.8%	57.3%	12,436,503	-1.9%	42.7%	204,542	-2.0%	89.8%	23,343	-9.1%	10.2%
	YE	201103	31,263,116	6.4%	55.4%	44.6%	16,963,201	1.5%	54.9%	13,920,930	11.9%	45.1%	352,260	72.2%	92.9%	26,725	14.5%	7.1%
	YE	201203	31,907,140	2.1%	53.4%	46.6%	16,647,068	-1.9%	52.9%	14,850,798	6.7%	47.1%	383,527	8.9%	93.7%	25,747	-3.7%	6.3%
Mexico	2011	3	2,348,021	0.1%	90.6%	9.4%	2,074,196	15.3%	90.5%	217,029	-57.2%	9.5%	52,450	79.8%	92.3%	4,346	-62.7%	7.7%
	2012	3	2,381,881	1.4%	89.5%	10.5%	2,103,004	1.4%	89.7%	241,252	11.2%	10.3%	29,145	-44.4%	77.5%	8,480	95.1%	22.5%
	YE	201003	22,623,581	-12.1%	71.6%	28.4%	16,072,065	-9.8%	71.7%	6,328,214	-15.7%	28.3%	120,536	-43.8%	54.0%	102,766	-50.6%	46.0%
	YE	201103	23,086,520	2.0%	81.9%	18.1%	18,591,303	15.7%	81.9%	4,106,286	-35.1%	18.1%	320,194	165.6%	82.3%	68,737	-33.1%	17.7%
	YE	201203	23,935,817	3.7%	86.6%	13.4%	20,481,108	10.2%	86.9%	3,100,639	-24.5%	13.1%	241,854	-24.5%	68.3%	112,216	63.3%	31.7%
United Kingdom	2011	3	1,629,946	9.6%	42.5%	57.5%	692,094	11.1%	42.6%	932,432	9.5%	57.4%	385	285.0%	7.1%	5,035	-59.3%	92.9%
	2012	3	1,712,797	5.1%	39.6%	60.4%	677,608	-2.1%	39.8%	1,025,374	10.0%	60.2%	915	137.7%	9.3%	8,900	76.8%	90.7%
	YE	201003	19,860,063	-15.3%	41.6%	58.4%	8,262,757	-13.3%	42.6%	11,114,426	-15.3%	57.4%	3,116	-82.8%	0.6%	479,764	-37.0%	99.4%
	YE	201103	19,635,150	-1.1%	42.1%	57.9%	8,252,812	-0.1%	42.9%	10,975,540	-1.2%	57.1%	12,622	305.1%	3.1%	394,176	-17.8%	96.9%
	YE	201203	21,072,450	7.3%	41.7%	58.3%	8,776,324	6.3%	42.1%	12,058,353	9.9%	57.9%	6,356	-49.6%	2.7%	231,417	-41.3%	97.3%
Japan	2011	3	1,146,577	-0.8%	67.6%	32.4%	773,599	9.5%	68.6%	354,543	-19.3%	31.4%	1,287	-17.7%	7.0%	17,148	113.3%	93.0%
	2012	3	1,190,815	3.9%	65.7%	34.3%	780,829	0.9%	67.0%	384,695	8.5%	33.0%	1,816	41.1%	7.2%	23,475	36.9%	92.8%
	YE	201003	13,394,426	-5.7%	60.7%	39.3%	8,109,527	-6.4%	60.9%	5,202,881	-4.5%	39.1%	21,188	33.1%	25.8%	60,830	-18.5%	74.2%
	YE	201103	13,263,713	-1.0%	64.9%	35.1%	8,582,842	5.8%	65.3%	4,557,341	-12.4%	34.7%	19,911	-6.0%	16.1%	103,619	70.3%	83.9%
	YE	201203	13,115,810	-1.1%	65.5%	34.5%	8,557,343	-0.3%	66.1%	4,398,481	-3.5%	33.9%	31,520	58.3%	19.7%	128,466	24.0%	80.3%
Germany	2011	3	898,542	2.7%	42.9%	57.1%	385,215	4.7%	42.9%	513,224	1.4%	57.1%	103	-88.7%	100.0%	-	0.0%	0.0%
	2012	3	895,142	-0.4%	44.5%	55.5%	398,134	3.4%	44.5%	496,826	-3.2%	55.5%	182	76.7%	100.0%	-	0.0%	0.0%
	YE	201003	11,155,328	-2.3%	40.9%	59.1%	4,532,820	2.6%	40.7%	6,592,429	-5.7%	59.3%	28,889	508.3%	96.0%	1,190	643.8%	4.0%
	YE	201103	11,482,641	2.9%	42.2%	57.8%	4,838,984	6.8%	42.2%	6,638,238	0.7%	57.8%	4,775	-83.5%	88.1%	644	-45.9%	11.9%
	YE	201203	11,719,604	2.1%	42.8%	57.2%	5,009,181	3.5%	42.8%	6,701,182	0.9%	57.2%	8,826	84.8%	95.5%	415	-35.6%	4.5%

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share		
France	2011	3	587,037	12.6%	45.1%	54.9%	264,686	15.8%	45.1%	321,826	9.9%	54.9%	91	-22.9%	17.3%	434	0.0%	82.7%	
	2012	3	558,377	-4.9%	47.5%	52.5%	265,080	0.1%	47.5%	293,212	-8.9%	52.5%	85	-6.6%	100.0%	-	-100.0%	0.0%	
	YE	201003		7,170,712	-8.6%	43.5%	56.5%	3,116,595	-8.0%	43.5%	4,049,081	-9.1%	56.5%	2,920	0.7%	58.0%	2,116	349.3%	42.0%
	YE	201103		7,376,463	2.9%	44.5%	55.5%	3,281,772	5.3%	44.5%	4,088,535	1.0%	55.5%	4,225	44.7%	68.6%	1,931	-8.7%	31.4%
	YE	201203		7,610,399	3.2%	44.9%	55.1%	3,416,242	4.1%	44.9%	4,188,268	2.4%	55.1%	3,792	-10.2%	64.4%	2,097	8.6%	35.6%
Dominican Republic	2011	3	501,758	-5.9%	99.6%	0.4%	486,765	-5.7%	99.6%	1,856	-57.9%	0.4%	13,137	5.8%	100.0%	-	0.0%	0.0%	
	2012	3	591,776	17.9%	99.6%	0.4%	562,780	15.6%	99.6%	2,202	18.6%	0.4%	26,794	104.0%	100.0%	-	0.0%	0.0%	
	YE	201003		5,910,966	12.3%	99.1%	0.9%	5,748,705	12.7%	99.1%	53,539	60.7%	0.9%	106,456	-16.9%	97.9%	2,266	0.0%	2.1%
	YE	201103		5,700,551	-3.6%	99.0%	1.0%	5,502,249	-4.3%	99.0%	55,156	3.0%	1.0%	143,146	34.5%	100.0%	-	-100.0%	0.0%
	YE	201203		5,929,773	4.0%	99.4%	0.6%	5,706,387	3.7%	99.4%	35,192	-36.2%	0.6%	188,194	31.5%	100.0%	-	0.0%	0.0%
South Korea	2011	3	429,425	18.6%	12.3%	87.7%	52,984	349.9%	12.4%	375,957	7.5%	87.6%	-	-100.0%	0.0%	484	-23.9%	100.0%	
	2012	3	466,130	8.5%	11.9%	88.1%	55,332	4.4%	11.9%	410,500	9.2%	88.1%	-	0.0%	0.0%	298	-38.4%	100.0%	
	YE	201003		4,420,196	1.3%	4.8%	95.2%	211,679	-28.2%	4.8%	4,191,602	3.2%	95.2%	410	1.5%	2.4%	16,505	121.3%	97.6%
	YE	201103		4,904,404	11.0%	10.2%	89.8%	498,400	135.5%	10.2%	4,388,035	4.7%	89.8%	1,891	361.2%	10.5%	16,078	-2.6%	89.5%
	YE	201203		5,570,245	13.6%	12.1%	87.9%	668,091	34.0%	12.1%	4,870,960	11.0%	87.9%	3,738	97.7%	12.0%	27,456	70.8%	88.0%
Netherlands	2011	3	425,650	8.0%	62.0%	38.0%	263,882	7.5%	62.0%	161,768	15.3%	38.0%	-	0.0%	0.0%	-	-100.0%	0.0%	
	2012	3	393,574	-7.5%	63.5%	36.5%	250,008	-5.3%	63.5%	143,559	-11.3%	36.5%	7	0.0%	100.0%	-	0.0%	0.0%	
	YE	201003		5,172,799	-13.6%	64.4%	35.6%	3,327,898	-10.9%	64.5%	1,834,695	-18.6%	35.5%	1,684	386.7%	16.5%	8,522	16944.0%	83.5%
	YE	201103		5,290,316	2.3%	64.4%	35.6%	3,406,139	2.4%	64.4%	1,883,611	2.7%	35.6%	566	-66.4%	100.0%	-	-100.0%	0.0%
	YE	201203		5,324,861	0.7%	63.8%	36.2%	3,395,366	-0.3%	63.8%	1,927,472	2.3%	36.2%	2,023	257.4%	100.0%	-	0.0%	0.0%
Brazil	2011	3	398,841	12.0%	69.9%	30.1%	278,426	13.8%	69.8%	120,189	8.6%	30.2%	226	-68.8%	100.0%	-	0.0%	0.0%	
	2012	3	446,835	12.0%	69.2%	30.8%	309,213	11.1%	69.2%	137,575	14.5%	30.8%	47	-79.2%	100.0%	-	0.0%	0.0%	
	YE	201003		3,912,534	7.3%	66.8%	33.2%	2,609,719	4.8%	66.8%	1,297,831	12.8%	33.2%	4,970	-9.1%	99.7%	14	-98.6%	0.3%
	YE	201103		4,373,231	11.8%	69.3%	30.7%	3,029,663	16.1%	69.3%	1,342,190	3.4%	30.7%	1,362	-72.6%	98.8%	16	14.3%	1.2%
	YE	201203		4,935,482	12.9%	68.1%	31.9%	3,345,134	10.4%	68.0%	1,573,718	17.3%	32.0%	16,630	1121.0%	100.0%	-	-100.0%	0.0%

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
China	2011	3	269,399	22.2%	61.6%	38.4%	165,827	24.8%	61.6%	103,572	18.2%	38.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	3	367,197	36.3%	66.6%	33.4%	244,517	47.5%	66.6%	122,680	18.4%	33.4%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	2,755,289	-0.1%	63.4%	36.6%	1,745,065	0.8%	63.4%	1,007,854	-1.1%	36.6%	2,356	-74.1%	99.4%	14	-56.3%	0.6%
	YE	201103	3,247,116	17.9%	63.5%	36.5%	2,058,322	18.0%	63.5%	1,182,704	17.3%	36.5%	4,488	90.5%	73.7%	1,602	11342.9%	26.3%
	YE	201203	4,247,249	30.8%	66.9%	33.1%	2,834,493	37.7%	66.8%	1,407,522	19.0%	33.2%	5,196	15.8%	99.3%	38	-97.6%	0.7%
Jamaica	2011	3	349,432	-7.6%	80.0%	20.0%	264,494	-8.8%	79.1%	69,724	-16.8%	20.9%	15,214	236.7%	100.0%	-	0.0%	0.0%
	2012	3	361,868	3.6%	79.8%	20.2%	281,822	6.6%	79.4%	73,150	4.9%	20.6%	6,896	-54.7%	100.0%	-	0.0%	0.0%
	YE	201003	3,611,774	-6.9%	71.0%	29.0%	2,528,783	10.7%	70.7%	1,048,039	-32.2%	29.3%	34,952	-30.9%	100.0%	-	0.0%	0.0%
	YE	201103	3,871,843	7.2%	77.8%	22.2%	2,922,218	15.6%	77.3%	860,078	-17.9%	22.7%	89,547	156.2%	100.0%	-	0.0%	0.0%
	YE	201203	3,865,351	-0.2%	76.5%	23.5%	2,704,828	-7.4%	74.9%	907,565	5.5%	25.1%	252,958	182.5%	100.0%	-	0.0%	0.0%
Spain	2011	3	256,904	14.8%	55.0%	45.0%	141,205	11.7%	55.0%	115,561	18.6%	45.0%	138	283.3%	100.0%	-	0.0%	0.0%
	2012	3	250,813	-2.4%	53.6%	46.4%	134,273	-4.9%	53.6%	116,396	0.7%	46.4%	144	4.3%	100.0%	-	0.0%	0.0%
	YE	201003	3,003,994	6.9%	57.3%	42.7%	1,711,863	3.1%	57.2%	1,283,100	12.1%	42.8%	9,019	96.7%	99.9%	12	-25.0%	0.1%
	YE	201103	3,354,742	11.7%	54.3%	45.7%	1,817,929	6.2%	54.2%	1,534,108	19.6%	45.8%	2,406	-73.3%	88.9%	299	2391.7%	11.1%
	YE	201203	3,693,448	10.1%	54.5%	45.5%	2,004,001	10.2%	54.4%	1,678,575	9.4%	45.6%	10,083	319.1%	92.7%	789	163.9%	7.3%
The Bahamas	2011	3	303,200	-22.2%	83.2%	16.8%	249,046	-23.5%	83.0%	51,034	9.2%	17.0%	3,120	-81.9%	100.0%	-	0.0%	0.0%
	2012	3	361,368	19.2%	85.7%	14.3%	291,254	16.9%	84.9%	51,641	1.2%	15.1%	18,473	492.1%	100.0%	-	0.0%	0.0%
	YE	201003	3,810,167	2.0%	83.7%	16.3%	3,101,306	4.1%	83.3%	619,767	-10.3%	16.7%	89,094	38.6%	100.0%	-	-100.0%	0.0%
	YE	201103	3,476,589	-8.8%	81.6%	18.4%	2,775,903	-10.5%	81.3%	638,309	3.0%	18.7%	62,377	-30.0%	100.0%	-	0.0%	0.0%
	YE	201203	3,437,709	-1.1%	81.9%	18.1%	2,679,567	-3.5%	81.1%	623,121	-2.4%	18.9%	134,533	115.7%	99.6%	488	0.0%	0.4%
Italy	2011	3	220,576	2.0%	57.4%	42.6%	126,546	4.7%	57.4%	93,980	-1.5%	42.6%	50	212.5%	100.0%	-	0.0%	0.0%
	2012	3	157,093	-28.8%	67.2%	32.8%	105,605	-16.5%	67.2%	51,462	-45.2%	32.8%	26	-48.0%	100.0%	-	0.0%	0.0%
	YE	201003	3,709,538	-0.6%	59.2%	40.8%	2,196,984	-11.8%	59.2%	1,512,140	22.7%	40.8%	384	-95.8%	92.8%	30	0.0%	7.2%
	YE	201103	3,369,378	-9.2%	65.1%	34.9%	2,193,891	-0.1%	65.1%	1,175,081	-22.3%	34.9%	406	5.7%	100.0%	-	-100.0%	0.0%
	YE	201203	3,139,050	-6.8%	64.1%	35.9%	2,011,371	-8.3%	64.1%	1,127,152	-4.1%	35.9%	527	29.8%	100.0%	-	0.0%	0.0%

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Hong Kong	2011	3	223,562	6.5%	34.7%	65.3%	75,259	17.9%	34.0%	145,903	-0.1%	66.0%	2,400	0.0%	100.0%	-	0.0%	0.0%
	2012	3	270,397	20.9%	28.1%	71.9%	76,033	1.0%	28.1%	194,364	33.2%	71.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201003	2,454,995	-11.4%	30.2%	69.8%	741,773	-9.8%	30.2%	1,713,204	-12.1%	69.8%	18	0.0%	100.0%	-	0.0%	0.0%
	YE	201103	2,663,384	8.5%	33.2%	66.8%	882,360	19.0%	33.2%	1,778,610	3.8%	66.8%	2,400	13233.3%	99.4%	14	0.0%	0.6%
	YE	201203	2,948,106	10.7%	30.5%	69.5%	880,166	-0.2%	30.1%	2,047,492	15.1%	69.9%	20,448	752.0%	100.0%	-	-100.0%	0.0%
Australia	2011	3	238,275	3.6%	56.2%	43.8%	133,887	9.5%	56.2%	104,364	-3.1%	43.8%	24	33.3%	100.0%	-	0.0%	0.0%
	2012	3	249,765	4.8%	54.8%	45.2%	136,922	2.3%	54.8%	112,843	8.1%	45.2%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201003	2,577,316	20.8%	52.2%	47.8%	1,346,235	72.1%	52.3%	1,228,773	-9.0%	47.7%	18	-98.5%	0.8%	2,290	0.0%	99.2%
	YE	201103	2,719,051	5.5%	54.9%	45.1%	1,493,775	11.0%	55.0%	1,224,537	-0.3%	45.0%	58	222.2%	7.8%	681	-70.3%	92.2%
	YE	201203	2,902,736	6.8%	55.8%	44.2%	1,618,833	8.4%	55.8%	1,283,227	4.8%	44.2%	222	282.8%	32.8%	454	-33.3%	67.2%
Colombia	2011	3	233,941	-8.8%	57.6%	42.4%	134,417	-5.3%	57.5%	99,224	-13.4%	42.5%	300	0.0%	100.0%	-	0.0%	0.0%
	2012	3	241,982	3.4%	57.0%	43.0%	137,680	2.4%	56.9%	104,148	5.0%	43.1%	154	-48.7%	100.0%	-	0.0%	0.0%
	YE	201003	2,924,378	9.0%	49.8%	50.2%	1,456,848	11.5%	49.8%	1,466,742	6.5%	50.2%	788	328.3%	100.0%	-	0.0%	0.0%
	YE	201103	3,174,848	8.6%	59.0%	41.0%	1,868,727	28.3%	58.9%	1,302,582	-11.2%	41.1%	3,539	349.1%	100.0%	-	0.0%	0.0%
	YE	201203	2,778,858	-12.5%	55.0%	45.0%	1,528,601	-18.2%	55.0%	1,250,058	-4.0%	45.0%	199	-94.4%	100.0%	-	0.0%	0.0%
Costa Rica	2011	3	277,976	9.0%	94.7%	5.3%	262,560	9.1%	94.7%	14,724	2.8%	5.3%	692	0.0%	100.0%	-	0.0%	0.0%
	2012	3	314,521	13.1%	94.4%	5.6%	296,946	13.1%	94.4%	17,472	18.7%	5.6%	103	-85.1%	100.0%	-	0.0%	0.0%
	YE	201003	2,550,296	-4.1%	92.5%	7.5%	2,358,692	0.5%	92.5%	190,140	-36.8%	7.5%	1,414	-84.6%	96.6%	50	0.0%	3.4%
	YE	201103	2,660,041	4.3%	93.6%	6.4%	2,486,855	5.4%	93.6%	170,910	-10.1%	6.4%	2,276	61.0%	100.0%	-	-100.0%	0.0%
	YE	201203	2,758,504	3.7%	92.5%	7.5%	2,542,205	2.2%	92.5%	206,940	21.1%	7.5%	9,359	311.2%	100.0%	-	0.0%	0.0%
United Arab Emirates	2011	3	208,051	28.8%	31.6%	68.4%	65,841	1.6%	31.6%	142,210	47.0%	68.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	3	236,841	13.8%	31.4%	68.6%	74,486	13.1%	31.4%	162,355	14.2%	68.6%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	1,750,753	42.6%	37.3%	62.7%	652,757	56.2%	37.3%	1,097,996	35.7%	62.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201103	2,129,377	21.6%	36.2%	63.8%	770,177	18.0%	36.2%	1,359,186	23.8%	63.8%	14	0.0%	100.0%	-	0.0%	0.0%
	YE	201203	2,534,055	19.0%	33.0%	67.0%	836,612	8.6%	33.0%	1,697,443	24.9%	67.0%	-	-100.0%	0.0%	-	0.0%	0.0%

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

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

Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201203 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	
Panama	2011	3	188,935	14.9%	43.6%	56.4%	82,466	0.2%	43.6%	106,469	29.6%	56.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	3	240,653	27.4%	35.2%	64.8%	84,450	2.4%	35.1%	155,857	46.4%	64.9%	346	0.0%	100.0%	-	0.0%	0.0%
	YE	201003	1,877,486	-0.2%	48.2%	51.8%	877,754	-5.2%	47.4%	972,338	2.2%	52.6%	27,394	591.1%	100.0%	-	-100.0%	0.0%
	YE	201103	2,132,719	13.6%	43.8%	56.2%	932,688	6.3%	43.8%	1,199,138	23.3%	56.2%	893	-96.7%	100.0%	-	0.0%	0.0%
	YE	201203	2,477,035	16.1%	37.5%	62.5%	926,253	-0.7%	37.4%	1,548,121	29.1%	62.6%	2,661	198.0%	100.0%	-	0.0%	0.0%
Switzerland	2011	3	197,237	19.9%	42.4%	57.6%	83,505	22.8%	42.4%	113,405	17.5%	57.6%	79	41.1%	24.2%	248	0.0%	75.8%
	2012	3	194,902	-1.2%	40.9%	59.1%	79,580	-4.7%	40.9%	115,160	1.5%	59.1%	97	22.8%	59.9%	65	-73.8%	40.1%
	YE	201003	2,035,015	1.5%	46.2%	53.8%	938,853	4.9%	46.2%	1,094,463	-0.7%	53.8%	1,449	23.5%	85.3%	250	-96.2%	14.7%
	YE	201103	2,314,390	13.7%	44.0%	56.0%	1,016,446	8.3%	44.0%	1,294,970	18.3%	56.0%	1,434	-1.0%	48.2%	1,540	516.0%	51.8%
	YE	201203	2,376,537	2.7%	43.1%	56.9%	1,022,980	0.6%	43.1%	1,351,378	4.4%	56.9%	1,408	-1.8%	64.6%	771	-49.9%	35.4%
Ireland	2011	3	159,155	-2.4%	45.4%	54.6%	71,913	2.1%	45.3%	86,860	-5.4%	54.7%	382	-57.0%	100.0%	-	0.0%	0.0%
	2012	3	145,276	-8.7%	37.8%	62.2%	54,315	-24.5%	37.5%	90,430	4.1%	62.5%	531	39.0%	100.0%	-	0.0%	0.0%
	YE	201003	2,372,256	-16.0%	41.7%	58.3%	976,091	-11.2%	41.4%	1,382,957	-18.2%	58.6%	12,869	-19.0%	97.4%	339	-98.0%	2.6%
	YE	201103	2,106,623	-11.2%	45.2%	54.8%	943,930	-3.3%	45.0%	1,154,768	-16.5%	55.0%	7,864	-38.9%	99.2%	61	-82.0%	0.8%
	YE	201203	2,171,974	3.1%	44.9%	55.1%	967,991	2.5%	44.7%	1,196,399	3.6%	55.3%	7,560	-3.9%	99.7%	24	-60.7%	0.3%
Taiwan	2011	3	168,076	-17.1%	0.0%	100.0%	-	0.0%	0.0%	168,076	-16.9%	100.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	2012	3	161,193	-4.1%	0.0%	100.0%	-	0.0%	0.0%	161,193	-4.1%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	2,399,262	-3.5%	0.3%	99.7%	374	-99.5%	0.0%	2,392,889	-0.2%	100.0%	5,999	-50.8%	100.0%	-	0.0%	0.0%
	YE	201103	2,199,612	-8.3%	0.4%	99.6%	374	0.0%	0.0%	2,191,446	-8.4%	100.0%	7,792	29.9%	100.0%	-	0.0%	0.0%
	YE	201203	2,086,214	-5.2%	0.2%	99.8%	-	-100.0%	0.0%	2,081,096	-5.0%	100.0%	5,118	-34.3%	100.0%	-	0.0%	0.0%
El Salvador	2011	3	164,763	11.3%	39.9%	60.1%	62,078	4.4%	38.6%	98,946	11.6%	61.4%	3,739	0.0%	100.0%	-	0.0%	0.0%
	2012	3	164,393	-0.2%	36.3%	63.7%	56,131	-9.6%	34.9%	104,722	5.8%	65.1%	3,540	-5.3%	100.0%	-	0.0%	0.0%
	YE	201003	1,712,565	1.8%	39.8%	60.2%	676,948	3.3%	39.6%	1,031,028	3.9%	60.4%	4,589	-86.7%	100.0%	-	0.0%	0.0%
	YE	201103	1,888,439	10.3%	40.5%	59.5%	717,468	6.0%	39.0%	1,124,316	9.0%	61.0%	46,655	916.7%	100.0%	-	0.0%	0.0%
	YE	201203	1,970,321	4.3%	36.8%	63.2%	692,717	-3.4%	35.7%	1,245,430	10.8%	64.3%	32,174	-31.0%	100.0%	-	0.0%	0.0%

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 201203 data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Japan	2011	3	72,881	23.2%	57.6%	42.4%	38,028	9.3%	55.4%	30,640	48.6%	44.6%	3,939	9.1%	93.5%	274	150.1%	6.5%
	2012	3	80,280	10.2%	54.8%	45.2%	41,664	9.6%	53.6%	36,124	17.9%	46.4%	2,308	-41.4%	92.6%	183	-33.1%	7.4%
	YE	201003	748,333	-12.4%	56.7%	43.3%	387,359	-14.0%	54.8%	319,441	-13.2%	45.2%	36,734	3.3%	88.4%	4,798	549.5%	11.6%
	YE	201103	812,709	8.6%	57.2%	42.8%	416,484	7.5%	54.9%	342,803	7.3%	45.1%	48,444	31.9%	90.7%	4,978	3.7%	9.3%
	YE	201203	835,387	2.8%	57.1%	42.9%	446,415	7.2%	56.1%	349,207	1.9%	43.9%	30,502	-37.0%	76.7%	9,263	86.1%	23.3%
United Kingdom	2011	3	74,276	-3.1%	45.9%	54.1%	32,821	5.3%	45.4%	39,485	1.1%	54.6%	1,259	-67.0%	63.9%	711	-72.3%	36.1%
	2012	3	70,072	-5.7%	43.1%	56.9%	28,790	-12.3%	42.1%	39,563	0.2%	57.9%	1,394	10.7%	81.1%	326	-54.2%	18.9%
	YE	201003	766,290	-6.4%	43.6%	56.4%	313,113	-3.9%	42.5%	423,323	-7.0%	57.5%	20,904	-28.1%	70.0%	8,950	-2.3%	30.0%
	YE	201103	804,423	5.0%	46.0%	54.0%	348,880	11.4%	44.9%	428,124	1.1%	55.1%	20,865	-0.2%	76.1%	6,555	-26.8%	23.9%
	YE	201203	782,003	-2.8%	44.5%	55.5%	329,573	-5.5%	43.3%	431,062	0.7%	56.7%	18,250	-12.5%	85.4%	3,118	-52.4%	14.6%
Germany	2011	3	78,855	16.3%	54.3%	45.7%	34,826	21.0%	49.2%	35,930	6.6%	50.8%	7,994	56.2%	98.7%	105	-29.4%	1.3%
	2012	3	67,068	-14.9%	51.6%	48.4%	30,141	-13.5%	48.2%	32,343	-10.0%	51.8%	4,451	-44.3%	97.1%	132	25.8%	2.9%
	YE	201003	670,113	-6.9%	51.6%	48.4%	271,414	10.1%	45.9%	320,215	-1.9%	54.1%	74,159	-46.8%	94.5%	4,324	-41.4%	5.5%
	YE	201103	825,779	23.2%	53.2%	46.8%	352,683	29.9%	47.9%	383,965	19.9%	52.1%	86,995	17.3%	97.6%	2,136	-50.6%	2.4%
	YE	201203	767,560	-7.1%	52.3%	47.7%	360,459	2.2%	49.7%	364,726	-5.0%	50.3%	40,606	-53.3%	95.8%	1,769	-17.2%	4.2%
South Korea	2011	3	78,667	-4.7%	32.7%	67.3%	15,101	5.0%	28.1%	38,596	-8.2%	71.9%	10,588	-15.8%	42.4%	14,382	5.9%	57.6%
	2012	3	61,543	-21.8%	33.4%	66.6%	13,815	-8.5%	26.3%	38,727	0.3%	73.7%	6,761	-36.1%	75.1%	2,240	-84.4%	24.9%
	YE	201003	795,272	2.3%	29.8%	70.2%	123,046	-5.9%	21.9%	440,064	9.3%	78.1%	113,715	8.6%	49.0%	118,448	-14.9%	51.0%
	YE	201103	914,095	14.9%	33.2%	66.8%	173,287	40.8%	26.7%	475,164	8.0%	73.3%	130,538	14.8%	49.1%	135,107	14.1%	50.9%
	YE	201203	748,221	-18.1%	31.4%	68.6%	149,937	-13.5%	26.2%	421,935	-11.2%	73.8%	84,695	-35.1%	48.0%	91,653	-32.2%	52.0%
China	2011	3	62,768	11.8%	60.5%	39.5%	32,158	41.8%	56.5%	24,797	-19.0%	43.5%	5,812	104.7%	100.0%	-	0.0%	0.0%
	2012	3	62,190	-0.9%	53.2%	46.8%	28,821	-10.4%	49.8%	29,102	17.4%	50.2%	4,267	-26.6%	100.0%	-	0.0%	0.0%
	YE	201003	574,837	21.7%	53.6%	46.4%	272,776	12.8%	50.5%	266,987	32.3%	49.5%	35,074	22.0%	100.0%	-	0.0%	0.0%
	YE	201103	648,680	12.8%	54.5%	45.5%	306,521	12.4%	50.9%	295,125	10.5%	49.1%	46,938	33.8%	99.8%	96	0.0%	0.2%
	YE	201203	654,472	0.9%	53.0%	47.0%	305,070	-0.5%	49.8%	307,409	4.2%	50.2%	41,993	-10.5%	100.0%	-	-100.0%	0.0%

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

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Freight (Tons)

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		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	
Taiwan	2011	3	61,282	-10.5%	8.9%	91.1%	5,482	3.0%	8.9%	55,801	-11.6%	91.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	3	52,972	-13.6%	10.2%	89.8%	5,394	-1.6%	10.2%	47,577	-14.7%	89.8%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	649,575	15.4%	8.7%	91.3%	56,293	4.3%	8.7%	593,127	16.6%	91.3%	155	-3.6%	100.0%	-	0.0%	0.0%
	YE	201103	726,078	11.8%	8.2%	91.8%	57,697	2.5%	8.0%	666,562	12.4%	92.0%	1,819	1073.8%	100.0%	-	0.0%	0.0%
	YE	201203	627,744	-13.5%	9.1%	90.9%	56,916	-1.4%	9.1%	570,800	-14.4%	90.9%	29	-98.4%	100.0%	-	0.0%	0.0%
Hong Kong	2011	3	57,129	27.7%	39.9%	60.1%	20,444	33.9%	37.3%	34,337	23.3%	62.7%	2,349	46.0%	100.0%	-	0.0%	0.0%
	2012	3	57,973	1.5%	44.7%	55.3%	16,366	-19.9%	33.8%	32,044	-6.7%	66.2%	9,563	307.2%	100.0%	-	0.0%	0.0%
	YE	201003	456,001	-2.4%	40.3%	59.7%	169,572	19.4%	38.4%	272,394	-2.6%	61.6%	14,034	-69.2%	100.0%	-	0.0%	0.0%
	YE	201103	645,115	41.5%	40.6%	59.4%	219,798	29.6%	36.5%	383,007	40.6%	63.5%	42,311	201.5%	100.0%	-	0.0%	0.0%
	YE	201203	608,637	-5.7%	43.5%	56.5%	178,518	-18.8%	34.2%	343,800	-10.2%	65.8%	86,319	104.0%	100.0%	-	0.0%	0.0%
Colombia	2011	3	33,791	-6.5%	63.9%	36.1%	16,259	46.2%	61.3%	10,259	-21.7%	38.7%	5,334	-10.0%	73.3%	1,940	-67.6%	26.7%
	2012	3	39,235	16.1%	66.2%	33.8%	15,805	-2.8%	54.4%	13,250	29.2%	45.6%	10,180	90.9%	100.0%	-	-100.0%	0.0%
	YE	201003	430,419	3.4%	56.1%	43.9%	155,647	57.0%	50.7%	151,372	-7.8%	49.3%	85,685	-36.4%	69.4%	37,715	106.1%	30.6%
	YE	201103	422,773	-1.8%	49.5%	50.5%	143,712	-7.7%	47.2%	160,738	6.2%	52.8%	65,648	-23.4%	55.5%	52,674	39.7%	44.5%
	YE	201203	430,361	1.8%	62.0%	38.0%	156,643	9.0%	50.4%	153,857	-4.3%	49.6%	109,976	67.5%	91.8%	9,886	-81.2%	8.2%
Mexico	2011	3	38,273	14.2%	73.3%	26.7%	21,080	26.2%	67.3%	10,237	4.1%	32.7%	6,956	-0.2%	100.0%	0	-99.6%	0.0%
	2012	3	30,537	-20.2%	83.1%	16.9%	20,752	-1.6%	80.1%	5,158	-49.6%	19.9%	4,626	-33.5%	100.0%	1	2514.8%	0.0%
	YE	201003	336,188	0.6%	69.5%	30.5%	167,631	11.6%	62.0%	102,624	-11.4%	38.0%	65,908	-3.3%	100.0%	25	-72.8%	0.0%
	YE	201103	430,363	28.0%	72.5%	27.5%	217,964	30.0%	64.8%	118,435	15.4%	35.2%	93,906	42.5%	99.9%	59	131.4%	0.1%
	YE	201203	412,848	-4.1%	72.7%	27.3%	238,662	9.5%	67.9%	112,580	-4.9%	32.1%	61,525	-34.5%	99.9%	81	38.0%	0.1%
France	2011	3	35,997	11.4%	61.3%	38.7%	21,934	13.5%	61.5%	13,747	6.8%	38.5%	140	213.0%	44.2%	176	120.8%	55.8%
	2012	3	33,115	-8.0%	62.2%	37.8%	20,549	-6.3%	62.1%	12,523	-8.9%	37.9%	43	-69.0%	100.0%	-	-100.0%	0.0%
	YE	201003	332,555	-8.0%	58.4%	41.6%	193,711	2.5%	58.4%	137,887	-19.4%	41.6%	472	-54.4%	49.3%	485	99.9%	50.7%
	YE	201103	384,280	15.6%	57.8%	42.2%	221,008	14.1%	57.8%	161,665	17.2%	42.2%	1,059	124.5%	65.9%	548	13.1%	34.1%
	YE	201203	374,598	-2.5%	58.0%	42.0%	217,027	-1.8%	58.1%	156,499	-3.2%	41.9%	321	-69.7%	30.0%	750	36.9%	70.0%

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 201203 data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Canada	2011	3	32,457	8.6%	69.5%	30.5%	21,234	14.0%	71.9%	8,303	-6.5%	28.1%	1,322	153.7%	45.3%	1,598	-12.9%	54.7%
	2012	3	29,223	-10.0%	76.3%	23.7%	21,006	-1.1%	78.3%	5,810	-30.0%	21.7%	1,288	-2.6%	53.5%	1,120	-30.0%	46.5%
	YE	201003	345,852	-3.9%	65.2%	34.8%	206,949	-4.1%	67.5%	99,622	1.1%	32.5%	18,672	17.4%	47.5%	20,609	-30.8%	52.5%
	YE	201103	356,074	3.0%	68.4%	31.6%	227,286	9.8%	72.3%	86,935	-12.7%	27.7%	16,188	-13.3%	38.7%	25,665	24.5%	61.3%
	YE	201203	342,030	-3.9%	73.5%	26.5%	232,686	2.4%	76.9%	69,875	-19.6%	23.1%	18,682	15.4%	47.3%	20,787	-19.0%	52.7%
Netherlands	2011	3	28,467	-0.1%	39.5%	60.5%	9,407	6.8%	35.3%	17,232	68.4%	64.7%	1,827	-1.8%	100.0%	-	-100.0%	0.0%
	2012	3	30,330	6.5%	44.5%	55.5%	7,905	-16.0%	32.0%	16,833	-2.3%	68.0%	5,592	206.0%	100.0%	-	0.0%	0.0%
	YE	201003	281,384	-14.2%	31.3%	68.7%	76,961	0.7%	29.4%	184,435	-22.1%	70.6%	11,204	-23.8%	56.1%	8,784	0.0%	43.9%
	YE	201103	319,312	13.5%	39.5%	60.5%	104,176	35.4%	35.0%	193,059	4.7%	65.0%	22,078	97.1%	100.0%	-	-100.0%	0.0%
	YE	201203	340,364	6.6%	42.7%	57.3%	92,334	-11.4%	32.1%	194,995	1.0%	67.9%	53,035	140.2%	100.0%	-	0.0%	0.0%
Brazil	2011	3	28,369	-5.0%	74.2%	25.8%	14,386	1.1%	66.5%	7,247	-0.9%	33.5%	6,676	-13.4%	99.1%	60	-90.2%	0.9%
	2012	3	30,442	7.3%	73.1%	26.9%	14,559	1.2%	64.0%	8,192	13.0%	36.0%	7,691	15.2%	100.0%	-	-100.0%	0.0%
	YE	201003	273,310	1.8%	75.0%	25.0%	146,869	18.3%	68.9%	66,204	-15.9%	31.1%	58,059	-10.0%	96.4%	2,178	89.7%	3.6%
	YE	201103	339,982	24.4%	75.4%	24.6%	156,798	6.8%	67.0%	77,156	16.5%	33.0%	99,395	71.2%	93.7%	6,634	204.6%	6.3%
	YE	201203	330,434	-2.8%	72.5%	27.5%	156,432	-0.2%	63.4%	90,239	17.0%	36.6%	83,148	-16.3%	99.3%	615	-90.7%	0.7%
Belgium	2011	3	15,846	-17.0%	41.8%	58.2%	4,492	17.9%	32.7%	9,226	11.1%	67.3%	2,129	-33.3%	100.0%	-	-100.0%	0.0%
	2012	3	18,713	18.1%	46.0%	54.0%	3,925	-12.6%	28.4%	9,900	7.3%	71.6%	4,675	119.6%	95.6%	213	0.0%	4.4%
	YE	201003	170,616	-16.4%	41.4%	58.6%	36,824	30.5%	32.0%	78,193	-31.3%	68.0%	33,836	-7.5%	60.9%	21,763	-15.0%	39.1%
	YE	201103	190,972	11.9%	44.9%	55.1%	47,278	28.4%	34.1%	91,229	16.7%	65.9%	38,458	13.7%	73.3%	14,007	-35.6%	26.7%
	YE	201203	186,122	-2.5%	47.1%	52.9%	44,287	-6.3%	32.4%	92,497	1.4%	67.6%	43,399	12.8%	88.0%	5,938	-57.6%	12.0%
Luxembourg	2011	3	17,694	44.5%	28.6%	71.4%	76	0.0%	0.7%	11,112	17.1%	99.3%	4,988	81.2%	76.7%	1,519	0.0%	23.3%
	2012	3	14,251	-19.5%	23.5%	76.5%	-	-100.0%	0.0%	10,896	-1.9%	100.0%	3,355	-32.7%	100.0%	-	-100.0%	0.0%
	YE	201003	133,625	-12.4%	25.1%	74.9%	3	-96.5%	0.0%	100,056	-15.7%	100.0%	33,566	1.0%	100.0%	-	-100.0%	0.0%
	YE	201103	161,385	20.8%	24.2%	75.8%	76	2099.0%	0.1%	120,114	20.0%	99.9%	38,911	15.9%	94.5%	2,284	0.0%	5.5%
	YE	201203	174,877	8.4%	25.8%	74.2%	-	-100.0%	0.0%	121,991	1.6%	100.0%	45,191	16.1%	85.5%	7,695	236.9%	14.5%

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 201203 data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Peru	2011	3	11,326	36.5%	43.5%	56.5%	2,892	72.3%	35.2%	5,320	18.6%	64.8%	2,030	109.2%	65.2%	1,083	-6.8%	34.8%
	2012	3	10,166	-10.2%	54.8%	45.2%	3,658	26.5%	44.3%	4,591	-13.7%	55.7%	1,917	-5.6%	100.0%	-	-100.0%	0.0%
	YE	201003	156,090	12.2%	48.6%	51.4%	39,543	18.2%	37.4%	66,189	17.4%	62.6%	36,270	0.1%	72.0%	14,088	8.2%	28.0%
	YE	201103	154,701	-0.9%	42.7%	57.3%	25,451	-35.6%	27.1%	68,367	3.3%	72.9%	40,636	12.0%	66.7%	20,247	43.7%	33.3%
	YE	201203	160,366	3.7%	54.3%	45.7%	38,327	50.6%	35.9%	68,432	0.1%	64.1%	48,745	20.0%	90.9%	4,861	-76.0%	9.1%
Chile	2011	3	14,767	20.2%	58.6%	41.4%	5,305	78.8%	47.2%	5,933	19.1%	52.8%	3,341	23.0%	94.7%	187	-88.4%	5.3%
	2012	3	29,817	101.9%	67.7%	32.3%	8,058	51.9%	45.5%	9,642	62.5%	54.5%	12,117	262.6%	100.0%	-	-100.0%	0.0%
	YE	201003	97,173	-25.0%	45.3%	54.7%	23,640	-20.2%	32.1%	50,102	-13.8%	67.9%	20,418	-49.6%	87.1%	3,014	148.0%	12.9%
	YE	201103	121,159	24.7%	54.7%	45.3%	34,197	44.7%	38.8%	53,890	7.6%	61.2%	32,068	57.1%	97.0%	1,004	-66.7%	3.0%
	YE	201203	150,887	24.5%	54.4%	45.6%	39,427	15.3%	36.5%	68,448	27.0%	63.5%	42,726	33.2%	99.3%	286	-71.5%	0.7%
Australia	2011	3	10,472	-2.3%	69.6%	30.4%	5,764	7.0%	64.9%	3,112	-13.4%	35.1%	1,528	-11.9%	95.8%	68	0.0%	4.2%
	2012	3	11,667	11.4%	70.2%	29.8%	6,328	9.8%	64.5%	3,476	11.7%	35.5%	1,863	21.9%	100.0%	-	-100.0%	0.0%
	YE	201003	107,432	7.4%	65.7%	34.3%	52,707	19.7%	59.0%	36,597	2.4%	41.0%	17,881	-9.5%	98.6%	247	-53.5%	1.4%
	YE	201103	122,608	14.1%	68.3%	31.7%	65,590	24.4%	64.2%	36,543	-0.1%	35.8%	18,193	1.7%	88.9%	2,282	824.4%	11.1%
	YE	201203	118,171	-3.6%	71.8%	28.2%	66,920	2.0%	66.8%	33,318	-8.8%	33.2%	17,921	-1.5%	99.9%	13	-99.5%	0.1%
Ecuador	2011	3	9,028	4.3%	50.8%	49.2%	3,608	-4.7%	45.1%	4,397	100.7%	54.9%	977	18.0%	95.5%	46	-97.5%	4.5%
	2012	3	9,734	7.8%	58.9%	41.1%	3,940	9.2%	49.6%	4,003	-9.0%	50.4%	1,791	83.4%	100.0%	-	-100.0%	0.0%
	YE	201003	111,075	-13.8%	54.4%	45.6%	47,486	16.3%	49.3%	48,810	-18.1%	50.7%	12,922	-54.6%	87.4%	1,855	0.0%	12.6%
	YE	201103	98,354	-11.5%	52.8%	47.2%	39,101	-17.7%	45.8%	46,219	-5.3%	54.2%	12,792	-1.0%	98.1%	242	-87.0%	1.9%
	YE	201203	108,736	10.6%	49.1%	50.9%	40,621	3.9%	42.4%	55,121	19.3%	57.6%	12,746	-0.4%	98.1%	248	2.4%	1.9%
United Arab Emirates	2011	3	7,739	-6.4%	31.3%	68.7%	2,421	-11.8%	31.3%	5,318	-2.0%	68.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	2012	3	7,790	0.7%	39.6%	60.4%	3,082	27.3%	39.6%	4,707	-11.5%	60.4%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	79,617	45.1%	30.7%	69.3%	23,168	111.5%	29.6%	55,188	34.9%	70.4%	1,261	-58.1%	100.0%	-	0.0%	0.0%
	YE	201103	86,539	8.7%	33.1%	66.9%	26,956	16.4%	31.8%	57,823	4.8%	68.2%	1,668	32.2%	94.8%	92	0.0%	5.2%
	YE	201203	89,754	3.7%	40.3%	59.7%	36,175	34.2%	40.3%	53,552	-7.4%	59.7%	27	-98.4%	100.0%	-	-100.0%	0.0%

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

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Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Venezuela	2011	3	7,983	11.5%	66.6%	33.4%	3,183	41.8%	61.0%	2,036	26.2%	39.0%	2,136	-13.9%	77.3%	627	-23.0%	22.7%
	2012	3	8,299	4.0%	82.0%	18.0%	5,140	61.5%	77.6%	1,484	-27.1%	22.4%	1,664	-22.1%	99.3%	12	-98.2%	0.7%
	YE	201003	79,732	1.1%	72.1%	27.9%	33,340	-10.2%	68.2%	15,561	17.2%	31.8%	24,140	-9.9%	78.3%	6,691	296.6%	21.7%
	YE	201103	86,661	8.7%	63.7%	36.3%	24,091	-27.7%	55.7%	19,149	23.1%	44.3%	31,127	28.9%	71.7%	12,293	83.7%	28.3%
	YE	201203	87,920	1.5%	73.3%	26.7%	40,282	67.2%	65.9%	20,847	8.9%	34.1%	24,169	-22.4%	90.2%	2,622	-78.7%	9.8%
Switzerland	2011	3	8,407	8.7%	28.9%	71.1%	2,430	-0.3%	28.9%	5,977	12.9%	71.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2012	3	8,079	-3.9%	26.8%	73.2%	2,169	-10.7%	26.8%	5,910	-1.1%	73.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201003	66,259	-6.3%	26.9%	73.1%	17,856	-16.0%	26.9%	48,403	-2.0%	73.1%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201103	86,838	31.1%	27.6%	72.4%	23,939	34.1%	27.6%	62,887	29.9%	72.4%	11	0.0%	100.0%	-	0.0%	0.0%
	YE	201203	84,444	-2.8%	24.9%	75.1%	21,052	-12.1%	24.9%	63,392	0.8%	75.1%	-	-100.0%	0.0%	-	0.0%	0.0%
Costa Rica	2011	3	6,082	-4.0%	61.8%	38.2%	1,755	-28.5%	43.1%	2,321	94.9%	56.9%	2,007	-25.4%	100.0%	-	0.0%	0.0%
	2012	3	7,133	17.3%	60.2%	39.8%	1,820	3.7%	39.0%	2,842	22.4%	61.0%	2,471	23.2%	100.0%	-	0.0%	0.0%
	YE	201003	64,793	-1.5%	79.7%	20.3%	23,941	-4.7%	64.6%	13,121	-27.9%	35.4%	27,730	23.5%	100.0%	-	0.0%	0.0%
	YE	201103	77,904	20.2%	63.9%	36.1%	18,861	-21.2%	40.1%	28,120	114.3%	59.9%	30,908	11.5%	100.0%	15	0.0%	0.0%
	YE	201203	79,888	2.5%	51.7%	48.3%	17,367	-7.9%	31.2%	38,320	36.3%	68.8%	23,969	-22.4%	99.0%	231	1462.3%	1.0%
Argentina	2011	3	7,513	4.3%	71.1%	28.9%	4,242	2.7%	66.2%	2,169	37.9%	33.8%	1,101	265.8%	100.0%	-	-100.0%	0.0%
	2012	3	6,832	-9.1%	82.8%	17.2%	4,340	2.3%	78.7%	1,175	-45.9%	21.3%	1,318	19.7%	100.0%	-	0.0%	0.0%
	YE	201003	62,069	-16.3%	64.2%	35.8%	37,722	-9.4%	64.6%	20,671	-18.0%	35.4%	2,150	-70.3%	58.5%	1,525	2366.1%	41.5%
	YE	201103	84,722	36.5%	66.3%	33.7%	47,180	25.1%	62.5%	28,313	37.0%	37.5%	8,962	316.8%	97.1%	268	-82.5%	2.9%
	YE	201203	71,475	-15.6%	71.5%	28.5%	41,811	-11.4%	67.3%	20,319	-28.2%	32.7%	9,284	3.6%	99.3%	61	-77.2%	0.7%
Spain	2011	3	6,793	32.4%	45.2%	54.8%	3,069	25.0%	45.8%	3,625	37.4%	54.2%	-	0.0%	0.0%	98	193.4%	100.0%
	2012	3	5,948	-12.4%	44.6%	55.4%	2,588	-15.7%	44.7%	3,197	-11.8%	55.3%	66	0.0%	41.0%	96	-2.5%	59.0%
	YE	201003	52,157	-1.8%	46.3%	53.7%	23,354	-1.0%	45.6%	27,893	5.0%	54.4%	785	-73.6%	86.2%	126	0.0%	13.8%
	YE	201103	66,935	28.3%	47.3%	52.7%	29,924	28.1%	46.1%	35,050	25.7%	53.9%	1,751	123.2%	89.3%	209	66.3%	10.7%
	YE	201203	70,848	5.8%	42.9%	57.1%	28,813	-3.7%	41.7%	40,282	14.9%	58.3%	1,578	-9.9%	90.0%	176	-15.9%	10.0%

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

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2/ Ranked in descending order according to YE 201203 data.

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

Gateway City	Apt.	YE March 2012			YE March 2011			Yr/Yr Growth	YE March 2012 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	23,637,293	45.4%	54.6%	22,809,749	46.4%	53.6%	3.6%	80.3%
Miami, FL	MIA	18,014,348	66.2%	33.8%	16,472,176	67.3%	32.7%	9.4%	78.7%
Los Angeles, CA	LAX	16,421,924	28.9%	71.1%	15,564,532	26.5%	73.5%	5.5%	82.1%
Newark, NJ	EWR	11,455,096	73.8%	26.2%	11,306,556	75.2%	24.8%	1.3%	79.3%
Chicago, IL	ORD	10,383,929	60.9%	39.1%	10,299,026	60.8%	39.2%	0.8%	78.7%
Atlanta, GA	ATL	9,383,360	88.2%	11.8%	9,185,642	89.2%	10.8%	2.2%	81.0%
San Francisco, CA	SFO	8,754,446	40.0%	60.0%	8,546,505	39.5%	60.5%	2.4%	83.0%
Houston, TX	IAH	8,461,700	80.8%	19.2%	8,386,195	82.3%	17.7%	0.9%	74.7%
Washington, DC	IAD	6,363,890	54.0%	46.0%	6,185,222	54.8%	45.2%	2.9%	77.4%
Dallas/Fort Worth, TX	DFW	5,294,680	86.4%	13.6%	5,105,606	88.1%	11.9%	3.7%	76.9%
Boston, MA	BOS	3,978,851	35.3%	64.7%	3,565,567	30.6%	69.4%	11.6%	74.5%
Honolulu, HI	HNL	3,918,039	42.8%	57.2%	3,655,979	36.8%	63.2%	7.2%	79.9%
Philadelphia, PA	PHL	3,868,000	86.7%	13.3%	3,836,405	86.9%	13.1%	0.8%	75.8%
Orlando, FL	MCO	3,438,065	17.5%	82.5%	3,038,178	17.4%	82.6%	13.2%	80.8%
Fort Lauderdale, FL	FLL	3,404,204	54.9%	45.1%	3,394,701	58.5%	41.5%	0.3%	80.1%
Detroit, MI	DTW	3,095,520	89.1%	10.9%	2,896,732	89.5%	10.5%	6.9%	79.2%
Charlotte, NC	CLT	2,872,103	93.3%	6.7%	2,745,612	93.5%	6.5%	4.6%	80.9%
Seattle, WA	SEA	2,850,748	58.1%	41.9%	2,694,499	60.3%	39.7%	5.8%	77.3%
Las Vegas, NV	LAS	2,596,991	9.8%	90.2%	2,099,316	4.9%	95.1%	23.7%	83.7%
Guam, TT	GUM	2,477,099	75.2%	24.8%	2,633,585	71.0%	29.0%	-5.9%	75.5%
Phoenix, AZ	PHX	2,246,659	70.9%	29.1%	2,140,722	75.5%	24.5%	4.9%	80.6%
Minneapolis, MN	MSP	2,233,579	95.4%	4.6%	2,267,732	96.6%	3.4%	-1.5%	79.5%
Denver, CO	DEN	1,666,009	67.1%	32.9%	1,841,674	71.4%	28.6%	-9.5%	80.7%
San Juan, PR	SJU	1,074,003	79.5%	20.5%	1,182,363	83.9%	16.1%	-9.2%	59.0%
New York, NY	LGA	1,070,646	25.1%	74.9%	1,027,867	27.8%	72.2%	4.2%	63.8%
Saipan, TT	SPN	605,371	55.0%	45.0%	580,940	51.0%	49.0%	4.2%	78.3%
San Diego, CA	SAN	513,810	40.0%	60.0%	276,827	44.1%	55.9%	85.6%	80.4%
Baltimore, MD	BWI	463,634	62.7%	37.3%	395,021	54.7%	45.3%	17.4%	75.0%
Portland, OR	PDX	434,958	67.8%	32.2%	442,151	70.1%	29.9%	-1.6%	75.5%
Tampa, FL	TPA	431,199	1.3%	98.7%	373,238	1.0%	99.0%	15.5%	80.1%
Salt Lake City, UT	SLC	399,050	100.0%	0.0%	456,949	99.9%	0.1%	-12.7%	77.6%
Kahului, HI	OGG	307,900	0.0%	100.0%	214,465	0.0%	100.0%	43.6%	84.8%
Chicago, IL	MDW	274,373	100.0%	0.0%	110,474	100.0%	0.0%	148.4%	64.7%
Washington, DC	DCA	253,064	16.7%	83.3%	274,154	21.3%	78.7%	-7.7%	59.3%
Fort Myers, FL	RSW	248,241	36.1%	63.9%	227,034	41.8%	58.2%	9.3%	85.5%
San Antonio, TX	SAT	225,416	30.2%	69.8%	122,689	4.6%	95.4%	83.7%	72.2%
Cleveland, OH	CLE	218,646	82.3%	17.7%	239,876	85.1%	14.9%	-8.9%	65.2%
Palm Springs, CA	PSP	215,444	0.1%	99.9%	165,471	0.0%	100.0%	30.2%	78.9%
Sanford, FL	SFB	215,048	13.4%	86.6%	43,736	0.0%	100.0%	391.7%	84.1%
Cincinnati, OH	CVG	213,879	88.4%	11.6%	254,976	92.3%	7.7%	-16.1%	64.8%

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

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

Gateway City	Foreign Airport	YE March 2012			YE March 2011			Yr/Yr Growth	YE March 2012 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	13,605,305	39.7%	60.3%	12,352,529	40.4%	59.6%	10.1%	79.6%
Toronto, Canada	YYZ	8,803,690	37.8%	62.2%	8,531,138	40.7%	59.3%	3.2%	72.0%
Tokyo, Japan	NRT	7,448,443	68.1%	31.9%	8,262,398	66.5%	33.5%	-9.9%	81.3%
Frankfurt, Germany	FRA	6,242,837	36.8%	63.2%	6,230,916	38.2%	61.8%	0.2%	81.6%
Paris, France	CDG	6,079,915	40.5%	59.5%	5,781,784	39.8%	60.2%	5.2%	83.7%
Cancun, Mexico	CUN	5,371,039	98.8%	1.2%	5,288,746	96.7%	3.3%	1.6%	84.5%
Mexico City, Mexico	MEX	4,884,645	64.9%	35.1%	4,395,986	56.7%	43.3%	11.1%	74.9%
Amsterdam, Netherlands	AMS	4,504,138	62.4%	37.6%	4,349,461	63.6%	36.4%	3.6%	84.6%
Vancouver, Canada	YVR	4,265,557	50.4%	49.6%	4,151,030	55.1%	44.9%	2.8%	79.1%
Seoul, South Korea	ICN	4,224,566	12.7%	87.3%	3,909,545	10.8%	89.2%	8.1%	76.7%
Montreal, Canada	YUL	3,076,110	52.3%	47.7%	3,037,707	53.6%	46.4%	1.3%	70.3%
Calgary, Canada	YYC	2,563,944	50.2%	49.8%	2,430,382	52.0%	48.0%	5.5%	79.6%
Sao Paulo, Brazil	GRU	2,548,106	65.2%	34.8%	2,359,244	66.3%	33.7%	8.0%	84.2%
Guadalajara, Mexico	GDL	2,366,094	82.7%	17.3%	1,893,966	73.1%	26.9%	24.9%	80.1%
Hong Kong, Hong Kong	HKG	2,338,099	31.3%	68.7%	2,322,457	32.8%	67.2%	0.7%	79.9%
Madrid, Spain	MAD	2,195,859	44.0%	56.0%	2,072,555	42.8%	57.2%	5.9%	79.7%
Montego Bay, Jamaica	MBJ	2,053,855	89.1%	10.9%	2,085,956	89.2%	10.8%	-1.5%	82.0%
Nassau, The Bahamas	NAS	2,038,265	80.2%	19.8%	2,064,763	80.6%	19.4%	-1.3%	77.4%
Munich, Germany	MUC	2,022,245	35.9%	64.1%	2,037,650	34.2%	65.8%	-0.8%	83.5%
Santo Domingo, Dominican Rep	SDQ	1,979,177	99.9%	0.1%	2,064,010	99.9%	0.1%	-4.1%	79.5%
Rome, Italy	FCO	1,790,121	56.7%	43.3%	1,929,476	58.5%	41.5%	-7.2%	84.0%
Panama City, Panama	PTY	1,779,196	39.6%	60.4%	1,550,812	45.0%	55.0%	14.7%	71.9%
San Jose, Costa Rica	SJO	1,766,256	90.5%	9.5%	1,761,291	92.3%	7.7%	0.3%	83.2%
San Jose del Cabo, Mexico	SJD	1,752,569	100.0%	0.0%	1,751,755	97.2%	2.8%	0.0%	80.0%
Taipei, Taiwan	TPE	1,710,423	0.0%	100.0%	1,787,735	0.0%	100.0%	-4.3%	82.2%
Beijing, China	PEK	1,680,755	64.2%	35.8%	1,423,097	62.2%	37.8%	18.1%	82.8%
Sydney, Australia	SYD	1,664,979	64.3%	35.7%	1,655,180	63.0%	37.0%	0.6%	82.0%
Dubai, United Arab Emirates	DXB	1,643,945	19.4%	80.6%	1,413,436	23.1%	76.9%	16.3%	78.9%
Shanghai, China	PVG	1,637,364	74.2%	25.8%	1,231,842	69.8%	30.2%	32.9%	83.0%
Zurich, Switzerland	ZRH	1,594,510	36.0%	64.0%	1,547,304	36.7%	63.3%	3.1%	83.0%
Bogota, Colombia	BOG	1,583,737	56.8%	43.2%	1,450,355	59.0%	41.0%	9.2%	80.8%
San Salvador, El Salvador	SAL	1,453,115	31.6%	68.4%	1,365,529	34.7%	65.3%	6.4%	75.0%
Dublin, Ireland	DUB	1,456,155	44.9%	55.1%	1,370,416	45.4%	54.6%	6.3%	82.2%
Punta Cana, Dominican Republ	PUJ	1,393,522	98.7%	1.3%	1,218,379	97.3%	2.7%	14.4%	81.9%
Tel Aviv, Israel	TLV	1,440,404	54.7%	45.3%	1,503,842	56.9%	43.1%	-4.2%	85.8%
Lima, Peru	LIM	1,375,617	46.0%	54.0%	1,300,736	52.2%	47.8%	5.8%	84.2%
London, United Kingdom	LGW	1,350,834	20.7%	79.3%	1,335,741	23.3%	76.7%	1.1%	81.4%
Puerto Vallarta, Mexico	PVR	1,194,061	100.0%	0.0%	1,400,480	95.7%	4.3%	-14.7%	82.8%
Manchester, United Kingdom	MAN	1,176,586	58.3%	41.7%	1,107,773	65.6%	34.4%	6.2%	84.7%
Aruba, Aruba	AUA	1,169,317	97.6%	2.4%	1,155,214	98.1%	1.9%	1.2%	82.8%

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

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

		Passenger Data					Seat Data					YE
US Airport	Foreign Airport	US Market Share	Foreign Market Share	YE March 2012	YE March 2011	Yr/Yr Growth	US Market Share	Foreign Market Share	YE March 2012	YE March 2011	Yr/Yr Growth	March 2012 LF
JFK	LHR	33.6%	66.4%	2,685,123	2,501,218	7.4%	39.2%	60.8%	3,447,439	3,242,017	6.3%	77.9%
HNL	NRT	45.2%	54.8%	1,411,553	1,719,367	-17.9%	39.2%	60.8%	1,697,329	2,055,739	-17.4%	83.2%
LAX	LHR	21.3%	78.7%	1,394,132	1,396,885	-0.2%	21.0%	79.0%	1,639,422	1,679,858	-2.4%	85.0%
JFK	CDG	29.6%	70.4%	1,263,176	1,177,336	7.3%	23.9%	76.1%	1,449,490	1,393,838	4.0%	87.1%
ORD	LHR	68.0%	32.0%	1,196,136	1,094,750	9.3%	71.1%	28.9%	1,523,047	1,370,704	11.1%	78.5%
EWR	LHR	42.6%	57.4%	1,175,406	1,079,357	8.9%	42.1%	57.9%	1,569,535	1,426,770	10.0%	74.9%
LAX	NRT	43.4%	56.6%	1,112,169	1,179,189	-5.7%	44.9%	55.1%	1,401,158	1,454,473	-3.7%	79.4%
LAX	SYD	56.1%	43.9%	1,052,485	1,082,942	-2.8%	58.0%	42.0%	1,280,990	1,278,034	0.2%	82.2%
BOS	LHR	37.3%	62.7%	1,040,314	854,537	21.7%	30.9%	69.1%	1,371,476	1,101,069	24.6%	75.9%
MIA	LHR	35.6%	64.4%	992,821	793,378	25.1%	23.7%	76.3%	1,182,188	923,099	28.1%	84.0%
IAD	LHR	44.7%	55.3%	965,690	890,242	8.5%	42.8%	57.2%	1,262,103	1,155,998	9.2%	76.5%
GUM	NRT	85.8%	14.2%	927,756	984,030	-5.7%	78.6%	21.4%	1,131,282	1,249,025	-9.4%	82.0%
SFO	LHR	30.3%	69.7%	919,061	848,066	8.4%	29.4%	70.6%	1,064,656	988,691	7.7%	86.3%
LAX	TPE	0.0%	100.0%	908,185	916,953	-1.0%	0.0%	100.0%	1,099,257	1,092,848	0.6%	82.6%
LAX	ICN	0.0%	100.0%	885,324	894,208	-1.0%	0.0%	100.0%	1,166,665	1,069,238	9.1%	75.9%
SFO	HKG	26.4%	73.6%	878,988	898,901	-2.2%	26.7%	73.3%	1,026,896	1,021,363	0.5%	85.6%
LAX	YVR	53.8%	46.2%	797,990	806,142	-1.0%	54.8%	45.2%	973,023	983,878	-1.1%	82.0%
MIA	CCS	95.3%	4.7%	786,335	696,203	12.9%	95.1%	4.9%	990,038	918,529	7.8%	79.4%
LAX	MEX	58.9%	41.1%	762,146	658,061	15.8%	35.5%	64.5%	912,251	860,775	6.0%	83.5%
MIA	GRU	61.6%	38.4%	759,599	739,996	2.6%	63.2%	36.8%	871,089	848,233	2.7%	87.2%
ORD	YYZ	69.8%	30.2%	751,354	755,258	-0.5%	71.4%	28.6%	1,012,167	1,049,571	-3.6%	74.2%
JFK	FRA	13.6%	86.4%	735,706	691,904	6.3%	17.3%	82.7%	951,713	866,532	9.8%	77.3%
LGA	YYZ	26.5%	73.5%	733,928	672,255	9.2%	31.0%	69.0%	1,119,160	1,034,767	8.2%	65.6%
LAX	GDL	78.3%	21.7%	720,802	684,594	5.3%	59.0%	41.0%	846,477	834,075	1.5%	85.2%
JFK	STI	100.0%	0.0%	688,967	651,670	5.7%	100.0%	0.0%	871,708	800,928	8.8%	79.0%
JFK	MAD	33.6%	66.4%	679,692	694,034	-2.1%	33.2%	66.8%	831,619	843,104	-1.4%	81.7%
JFK	SDQ	100.0%	0.0%	676,185	639,571	5.7%	100.0%	0.0%	830,346	801,200	3.6%	81.4%
SFO	ICN	32.4%	67.6%	670,714	602,735	11.3%	34.8%	65.2%	863,280	727,847	18.6%	77.7%
MIA	MEX	52.6%	47.4%	653,352	538,765	21.3%	50.2%	49.8%	878,032	726,343	20.9%	74.4%
JFK	TLV	37.6%	62.4%	647,277	616,081	5.1%	35.9%	64.1%	750,045	727,991	3.0%	86.3%
ATL	CUN	100.0%	0.0%	637,266	533,132	19.5%	100.0%	0.0%	714,317	611,092	16.9%	89.2%
IAH	MEX	74.5%	25.5%	635,141	642,932	-1.2%	78.0%	22.0%	895,247	862,942	3.7%	70.9%
IAD	FRA	63.1%	36.9%	625,971	652,203	-4.0%	61.0%	39.0%	805,097	814,621	-1.2%	77.8%
ORD	FRA	50.3%	49.7%	623,086	799,933	-22.1%	51.8%	48.2%	764,459	971,998	-21.4%	81.5%
MCO	LGW	0.0%	100.0%	616,765	646,264	-4.6%	0.0%	100.0%	761,264	786,554	-3.2%	81.0%
JFK	NRT	58.1%	41.9%	614,811	643,201	-4.4%	55.2%	44.8%	784,489	809,100	-3.0%	78.4%
ORD	NRT	53.7%	46.3%	605,663	628,348	-3.6%	56.4%	43.6%	773,715	787,126	-1.7%	78.3%
SFO	FRA	54.9%	45.1%	597,434	534,578	11.8%	60.7%	39.3%	685,166	614,662	11.5%	87.2%
MIA	LIM	43.2%	56.8%	596,759	552,390	8.0%	56.3%	43.7%	700,855	683,986	2.5%	85.1%
DTW	AMS	100.0%	0.0%	596,568	605,939	-1.5%	100.0%	0.0%	706,133	729,199	-3.2%	84.5%
MIA	BOG	47.7%	52.3%	578,215	478,136	20.9%	48.2%	51.8%	705,799	617,432	14.3%	81.9%
LAX	CDG	0.0%	100.0%	569,103	560,947	1.5%	0.1%	99.9%	644,782	641,488	0.5%	88.3%
JFK	GRU	49.0%	51.0%	563,133	570,603	-1.3%	49.1%	50.9%	651,828	669,313	-2.6%	86.4%
SFO	NRT	73.1%	26.9%	560,922	650,445	-13.8%	67.2%	32.8%	677,923	803,376	-15.6%	82.7%
DFW	LHR	66.3%	33.7%	557,937	487,793	14.4%	68.6%	31.4%	649,774	589,281	10.3%	85.9%
MIA	PTY	42.3%	57.7%	557,673	489,243	14.0%	50.6%	49.4%	770,559	662,508	16.3%	72.4%
JFK	AMS	25.4%	74.6%	555,726	527,623	5.3%	28.4%	71.6%	622,101	602,641	3.2%	89.3%
IAH	CUN	100.0%	0.0%	554,092	621,053	-10.8%	100.0%	0.0%	652,171	741,785	-12.1%	85.0%
MIA	EZE	83.6%	16.4%	550,705	586,023	-6.0%	74.8%	25.2%	640,886	749,555	-14.5%	85.9%
IAH	LHR	53.9%	46.1%	549,774	529,175	3.9%	50.8%	49.2%	767,984	757,373	1.4%	71.6%

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

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

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