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International Affairs

International Aviation Developments Series



U.S. International Air Passenger and Freight Statistics

September 2014



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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:

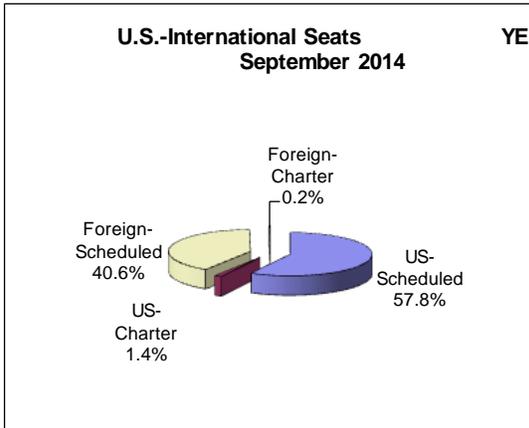
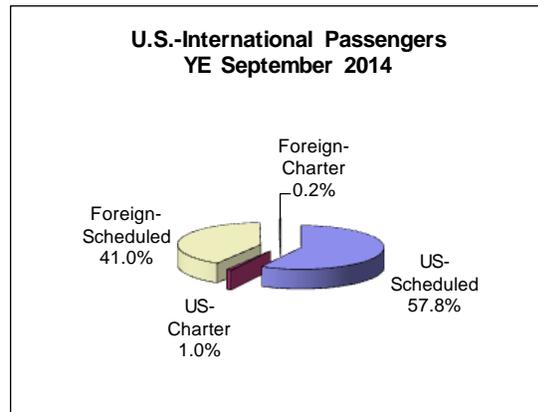
- The T-100 segment data includes all traffic arriving at U.S. airports and departing from U.S. airports on nonstop commercial international flights.
- Prior to October 1st 2002, air carriers that operated aircraft with 60 seats or less were not required to file T-100 data. Therefore prior to October 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.

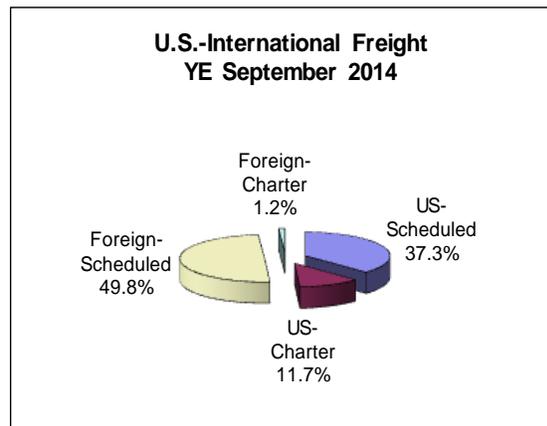
Summary for the Month of September 2014 and 12 months ended September 2014

U.S. and foreign air carriers transported 188.7 million passengers between the United States and the rest of the world for the year-ended September 2014, up 5% from the same 12 month period a year earlier . U.S. flag market share increased from a 58% share to a 58.8% share.



For the 12 months ended September 2014, available seats into and out of the United States increased 5.1% from the same 12 month period a year earlier to 235.2 million. During the most recent period, there were 1.55 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 rose to 59.2% from 58.2%, and U.S. carriers performed 67.3% of all departures.

U.S. and foreign airlines carried 9.72 million freight tons to and from the United States during the 12 months ended September 2014, a 5.6% increase from the same 12 month period a year earlier U.S. flag share declined from 49.4% to 49%.



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of September 2014 increased 4.1% from a year ago to 15,029,372 passengers. U.S. airlines carried 56.3% of

total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.0% of international travel.

For the 12 months ended September 2014, U.S.-world traffic was up 5% from the same 12 month period a year earlier to 188,650,927 passengers. U.S. airlines carried 58.8% of total passengers, compared to 58.0% the previous year. U.S. and foreign charter passengers accounted for 1.3% of international travel.

World Area Trends

Eight of the nine regions experienced passenger growth between the year-ended periods September 2014 and 2013. The Middle East experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the 12 months ended September 2014, rising 17.8%. Passenger traffic between the U.S. and Africa contracted the most, falling 1.1% to 1,412,070 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 54.8 million passengers were transported during the 12 months ended September 2014 period. Europe is followed by Central America at 32.2 million passengers, and the Far East was third at 28 million passengers.

Country Trends

The top five U.S.-international country passenger gateways for the 12 months ended September 2014 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 eight of the top 25 country markets, was unchanged in five country markets, and decreased in 12 country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the 12 months ended September 2014 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 36 out of the top 40 domestic gateway airports. Load factors were below 60% in none of the top 40 domestic gateway airports. Passenger traffic for the 12 months ended September 2014 compared to 12 months ended September 2013 was up in 31 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the 12 months ended September 2014 were London, United Kingdom (LHR), Toronto, Canada (YYZ), Tokyo, Japan (NRT), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 29 international gateways, Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Vancouver, Canada (YVR); Calgary, Canada (YYC); Hong Kong, Hong Kong (HKG); Guadalajara, Mexico (GDL); Dubai, United Arab Emirates (DXB); Beijing, China (PEK); San Jose del Cabo, Mexico (SJD); Montego Bay, Jamaica (MBJ); Shanghai, China (PVG); Punta Cana, Dominican Republic (PUJ); Taipei, Taiwan (TPE); Bogota, Colombia (BOG); Munich, Germany (MUC); Madrid, Spain (MAD); Dublin, Ireland (DUB); San Jose, Costa Rica (SJO); Lima, Peru (LIM); Rome, Italy (FCO); Sydney, Australia (SYD); Zurich, Switzerland (ZRH); Tel Aviv, Israel (TLV); Istanbul, Turkey (IST); Puerto Vallarta, Mexico (PVR) and Edmonton, Canada (YEG), 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 September 2013. 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) Newark, NJ (EWR)-London, United Kingdom (LHR).

Departures and Seat Capacity

Departures between the U.S. and the rest of the world for the month of September 2014 increased 2% from September 2013. Available seats increased by 4.9% over the same period. U.S. airlines provided 56.9% of international seats and 65.5% of departures. Charter service for all airlines accounted for 1.4% of international seats and 2.9% of international departures.

For the 12 months ended September 2014, U.S.-world seats increased 5.1% from the same 12 month period a year earlier to 235.2 million. Departures increased by 1.7% to 1.55 million. U.S. airlines provided 59.2% of seats, compared to 58.2% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.1% of international departures

World Area Trends

Seven of the nine world area regions recorded an increase in annual seat capacity between the 12 months ended periods September 2014 and 2013. The Middle East reported the largest relative increase in available seats to and from the U.S., rising 18.1% to 9.3 million, while Canada-U.S. seat capacity had the largest relative decline, down 4% to 32.0 million seats.

Between the U.S. and Europe, 66.8 million seats were available for the 12 months ended September 2014, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 40.6 million seats, the Far East with 34.8 million seats, and Canada with 32 million seats.

Country Trends

The top five U.S.-international country gateways for seat capacity in the 12 months ended September 2014 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, four posted negative growth rates. U.S. flag share was down in eight of the 25 country markets, was unchanged in five country markets, and increased in the remaining 12 country markets.

Freight Traffic

Air freight between the U.S. and the rest of the world in the month of September 2014 increased 4.3% from September 2013 to 804,667 tons. U.S. airlines carried 47.3% of total freight to and from international destinations. Charter service accounted for 12.4% of international freight traffic.

For the 12 months ended September 2014, U.S.-world airfreight increased 5.6% over the same 12 month period a year earlier to 9.72 million tons. U.S. airlines carried 49.0% of total freight, compared to 49.4% the previous year.

World Area Trends

The Middle East experienced the greatest relative increase in nonstop freight shipments to and from the U.S. between the 12 months ended September 2014 and 2013, rising 23%. The Far East posted the second largest increase, up 6.6%. Seven of the nine regions recorded a gain of freight traffic between the two 12 month ended periods. On an absolute basis, the Far East posted the largest increase, up 222 thousand tons to 3.6 million tons.

In addition, with 3.6 million tons transported for the 12 months ended September 2014, this area the Far East is 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 September 2014 were Japan, Germany, the United Kingdom, China, and Hong Kong. Of the top 25 country markets, 19 posted positive freight growth rates for the 12 months ended September 2014 versus the 12 months ended September 2013. Chile had the highest loss rate at 16.2%. U.S. flag share was down in 11 of the 25 country markets, was unchanged in 5 country markets, and increased in the remaining 9 country markets.

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

Passengers

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2012	10	13,572,299	1.6%	56.0%	44.0%	13,426,158	1.5%	55.7%	44.3%	146,141	15.0%	78.3%	21.7%
2012	11	12,921,065	5.0%	56.8%	43.2%	12,785,412	5.0%	56.5%	43.5%	135,653	4.8%	87.4%	12.6%
2012	12	14,296,063	4.0%	57.8%	42.2%	14,119,044	3.9%	57.5%	42.5%	177,019	8.6%	87.5%	12.5%
2013	1	13,992,683	4.1%	58.0%	42.0%	13,795,242	4.3%	57.5%	42.5%	197,441	-9.1%	87.6%	12.4%
2013	2	12,253,744	2.6%	58.8%	41.2%	12,054,487	2.6%	58.4%	41.6%	199,257	0.6%	82.5%	17.5%
2013	3	15,463,510	5.6%	59.0%	41.0%	15,210,387	5.6%	58.7%	41.3%	253,123	3.6%	75.1%	24.9%
2013	4	14,534,430	1.9%	57.3%	42.7%	14,322,389	2.2%	57.0%	43.0%	212,041	-10.8%	82.7%	17.3%
2013	5	15,570,696	7.3%	57.0%	43.0%	15,380,680	7.4%	56.8%	43.2%	190,016	-0.9%	77.7%	22.3%
2013	6	16,665,195	5.0%	59.1%	40.9%	16,434,625	5.2%	58.9%	41.1%	230,570	-11.7%	74.9%	25.1%
2013	7	18,065,647	4.2%	60.1%	39.9%	17,784,026	4.6%	59.8%	40.2%	281,621	-13.3%	79.3%	20.7%
2013	8	17,938,319	5.9%	58.7%	41.3%	17,696,766	6.2%	58.6%	41.4%	241,553	-14.9%	67.5%	32.5%
2013	9	14,435,956	3.2%	55.9%	44.1%	14,285,457	3.4%	55.7%	44.3%	150,499	-9.0%	66.1%	33.9%
2013	10	14,523,638	7.0%	56.5%	43.5%	14,368,247	7.0%	56.3%	43.7%	155,391	6.3%	77.4%	22.6%
2013	11	13,343,205	3.3%	57.5%	42.5%	13,192,425	3.2%	57.2%	42.8%	150,780	11.2%	91.1%	8.9%
2013	12	15,293,174	7.0%	58.7%	41.3%	15,129,281	7.2%	58.4%	41.6%	163,893	-7.4%	91.2%	8.8%
2014	1	14,834,839	6.0%	58.5%	41.5%	14,639,796	6.1%	58.1%	41.9%	195,043	-1.2%	90.6%	9.4%
2014	2	12,594,333	2.8%	60.3%	39.7%	12,412,940	3.0%	59.8%	40.2%	181,393	-9.0%	94.8%	5.2%
2014	3	15,863,292	2.6%	60.7%	39.3%	15,639,231	2.8%	60.3%	39.7%	224,061	-11.5%	89.9%	10.1%
2014	4	15,573,244	7.1%	58.5%	41.5%	15,392,500	7.5%	58.2%	41.8%	180,744	-14.8%	86.9%	13.1%
2014	5	16,344,361	5.0%	58.6%	41.4%	16,156,960	5.0%	58.4%	41.6%	187,401	-1.4%	80.9%	19.1%
2014	6	17,425,549	4.6%	59.7%	40.3%	17,187,879	4.6%	59.5%	40.5%	237,670	3.1%	74.6%	25.4%
2014	7	18,987,634	5.1%	60.5%	39.5%	18,691,558	5.1%	60.3%	39.7%	296,076	5.1%	77.3%	22.7%
2014	8	18,838,286	5.0%	58.5%	41.5%	18,578,870	5.0%	58.3%	41.7%	259,416	7.4%	71.5%	28.5%
2014	9	15,029,372	4.1%	56.3%	43.7%	14,877,448	4.1%	56.2%	43.8%	151,924	0.9%	69.8%	30.2%
YE	201209	172,351,351	4.5%	58.1%	41.9%	169,807,806	4.4%	57.8%	42.2%	2,543,545	15.2%	80.2%	19.8%
YE	201309	179,709,607	4.3%	58.0%	42.0%	177,294,673	4.4%	57.7%	42.3%	2,414,934	-5.1%	78.5%	21.5%
YE	201409	188,650,927	5.0%	58.8%	41.2%	186,267,135	5.1%	58.5%	41.5%	2,383,792	-1.3%	82.4%	17.6%

**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
2012	10	17,215,609	-0.3%	56.7%	43.3%	16,979,282	-0.5%	56.3%	43.7%	236,327	13.9%	83.6%	16.4%
2012	11	16,622,115	3.0%	57.1%	42.9%	16,406,794	3.1%	56.7%	43.3%	215,321	-2.5%	88.2%	11.8%
2012	12	18,213,492	2.1%	58.0%	42.0%	17,946,231	2.2%	57.6%	42.4%	267,261	-1.9%	88.9%	11.1%
2013	1	18,308,362	2.2%	58.0%	42.0%	18,025,259	2.5%	57.6%	42.4%	283,103	-14.7%	88.9%	11.1%
2013	2	16,427,022	-0.9%	58.8%	41.2%	16,150,255	-0.8%	58.4%	41.6%	276,767	-3.7%	84.7%	15.3%
2013	3	19,151,777	2.6%	59.0%	41.0%	18,814,833	2.6%	58.7%	41.3%	336,944	0.5%	77.4%	22.6%
2013	4	18,680,986	3.4%	57.6%	42.4%	18,381,859	3.6%	57.2%	42.8%	299,127	-10.9%	84.6%	15.4%
2013	5	19,340,094	5.3%	57.5%	42.5%	19,059,710	5.3%	57.2%	42.8%	280,384	4.2%	80.6%	19.4%
2013	6	19,723,238	3.5%	59.5%	40.5%	19,409,619	3.9%	59.2%	40.8%	313,619	-15.1%	79.5%	20.5%
2013	7	21,176,130	3.1%	60.0%	40.0%	20,798,058	3.5%	59.6%	40.4%	378,072	-14.0%	82.7%	17.3%
2013	8	20,921,128	4.2%	59.2%	40.8%	20,588,823	4.6%	58.9%	41.1%	332,305	-15.9%	73.8%	26.2%
2013	9	17,998,806	2.5%	56.4%	43.6%	17,756,477	2.7%	56.2%	43.8%	242,329	-9.6%	74.1%	25.9%
2013	10	18,375,162	6.7%	57.0%	43.0%	18,133,231	6.8%	56.7%	43.3%	241,931	2.4%	82.5%	17.5%
2013	11	17,388,611	4.6%	57.9%	42.1%	17,134,984	4.4%	57.4%	42.6%	253,627	17.8%	92.2%	7.8%
2013	12	18,908,393	3.8%	59.0%	41.0%	18,637,659	3.9%	58.5%	41.5%	270,734	1.3%	93.3%	6.7%
2014	1	18,936,688	3.4%	59.1%	40.9%	18,616,839	3.3%	58.6%	41.4%	319,849	13.0%	92.7%	7.3%
2014	2	16,716,141	1.8%	60.6%	39.4%	16,431,070	1.7%	60.0%	40.0%	285,071	3.0%	95.4%	4.6%
2014	3	20,227,184	5.6%	60.8%	39.2%	19,908,361	5.8%	60.4%	39.6%	318,823	-5.4%	91.5%	8.5%
2014	4	19,619,228	5.0%	58.8%	41.2%	19,330,793	5.2%	58.3%	41.7%	288,435	-3.6%	89.5%	10.5%
2014	5	20,273,840	4.8%	59.3%	40.7%	19,962,643	4.7%	58.9%	41.1%	311,197	11.0%	85.5%	14.5%
2014	6	21,094,126	7.0%	60.3%	39.7%	20,732,947	6.8%	59.9%	40.1%	361,179	15.2%	81.0%	19.0%
2014	7	22,644,011	6.9%	60.7%	39.3%	22,211,534	6.8%	60.3%	39.7%	432,477	14.4%	82.2%	17.8%
2014	8	22,098,359	5.6%	59.1%	40.9%	21,720,169	5.5%	58.8%	41.2%	378,190	13.8%	77.2%	22.8%
2014	9	18,887,862	4.9%	56.9%	43.1%	18,621,679	4.9%	56.6%	43.4%	266,183	9.8%	78.4%	21.6%
YE	201209	218,066,959	3.8%	58.6%	41.4%	214,334,270	3.6%	58.2%	41.8%	3,732,689	17.7%	83.9%	16.1%
YE	201309	223,778,759	2.6%	58.2%	41.8%	220,317,200	2.8%	57.8%	42.2%	3,461,559	-7.3%	82.0%	18.0%
YE	201409	235,169,605	5.1%	59.2%	40.8%	231,441,909	5.0%	58.7%	41.3%	3,727,696	7.7%	86.3%	13.7%

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

Departures

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2012	10	118,764	-0.1%	64.9%	35.1%	115,102	-0.1%	64.1%	35.9%	3,662	-0.1%	89.5%	10.5%
2012	11	117,175	2.3%	64.9%	35.1%	113,590	2.5%	64.1%	35.9%	3,585	-4.5%	90.2%	9.8%
2012	12	125,349	0.4%	65.4%	34.6%	121,529	0.7%	64.7%	35.3%	3,820	-8.7%	89.8%	10.2%
2013	1	126,850	2.5%	65.4%	34.6%	123,153	3.1%	64.7%	35.3%	3,697	-12.8%	89.6%	10.4%
2013	2	114,483	-1.8%	66.2%	33.8%	110,772	-1.8%	65.5%	34.5%	3,711	-3.7%	87.6%	12.4%
2013	3	132,923	1.3%	66.4%	33.6%	128,612	1.5%	65.7%	34.3%	4,311	-4.9%	86.1%	13.9%
2013	4	127,860	1.8%	65.7%	34.3%	123,599	2.1%	64.8%	35.2%	4,261	-4.3%	89.9%	10.1%
2013	5	130,910	2.9%	65.7%	34.3%	126,975	3.2%	65.0%	35.0%	3,935	-5.2%	86.6%	13.4%
2013	6	131,036	0.9%	67.3%	32.7%	126,923	1.2%	66.7%	33.3%	4,113	-8.7%	85.5%	14.5%
2013	7	139,498	1.0%	67.6%	32.4%	135,385	1.6%	67.0%	33.0%	4,113	-14.6%	86.4%	13.6%
2013	8	137,539	1.2%	67.1%	32.9%	133,685	1.7%	66.6%	33.4%	3,854	-13.8%	84.9%	15.1%
2013	9	117,253	-1.7%	64.4%	35.6%	113,853	-1.6%	63.7%	36.3%	3,400	-5.9%	84.6%	15.4%
2013	10	123,748	4.2%	65.6%	34.4%	119,947	4.2%	64.9%	35.1%	3,801	3.8%	87.7%	12.3%
2013	11	117,867	0.6%	66.0%	34.0%	113,945	0.3%	65.1%	34.9%	3,922	9.4%	91.2%	8.8%
2013	12	126,486	0.9%	66.7%	33.3%	122,476	0.8%	65.9%	34.1%	4,010	5.0%	92.3%	7.7%
2014	1	125,525	-1.0%	66.6%	33.4%	121,613	-1.3%	65.8%	34.2%	3,912	5.8%	90.6%	9.4%
2014	2	112,220	-2.0%	68.6%	31.4%	108,572	-2.0%	67.8%	32.2%	3,648	-1.7%	92.0%	8.0%
2014	3	137,587	3.5%	68.5%	31.5%	133,235	3.6%	67.8%	32.2%	4,352	1.0%	89.9%	10.1%
2014	4	129,626	1.4%	67.1%	32.9%	125,678	1.7%	66.4%	33.6%	3,948	-7.3%	90.5%	9.5%
2014	5	132,004	0.8%	67.8%	32.2%	127,980	0.8%	67.2%	32.8%	4,024	2.3%	88.8%	11.2%
2014	6	135,915	3.7%	68.7%	31.3%	131,545	3.6%	68.1%	31.9%	4,370	6.2%	85.8%	14.2%
2014	7	144,943	3.9%	68.9%	31.1%	140,226	3.6%	68.3%	31.7%	4,717	14.7%	86.0%	14.0%
2014	8	139,817	1.7%	67.7%	32.3%	135,609	1.4%	67.1%	32.9%	4,208	9.2%	86.7%	13.3%
2014	9	119,606	2.0%	65.5%	34.5%	116,116	2.0%	64.9%	35.1%	3,490	2.6%	86.4%	13.6%
YE	201209	1,505,753	2.7%	66.0%	34.0%	1,455,524	3.1%	65.3%	34.7%	50,229	-7.5%	88.7%	11.3%
YE	201309	1,519,640	0.9%	66.0%	34.0%	1,473,178	1.2%	65.3%	34.7%	46,462	-7.5%	87.5%	12.5%
YE	201409	1,545,344	1.7%	67.3%	32.7%	1,496,942	1.6%	66.7%	33.3%	48,402	4.2%	88.9%	11.1%

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

Freight (Tons)

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2012	10	776,488	-6.4%	50.4%	49.6%	687,780	-5.2%	45.0%	55.0%	88,708	-14.6%	92.0%	8.0%
2012	11	807,843	-0.7%	50.3%	49.7%	711,018	-0.5%	44.5%	55.5%	96,824	-1.7%	92.7%	7.3%
2012	12	779,406	-3.4%	50.1%	49.9%	668,288	-5.4%	43.2%	56.8%	111,118	10.9%	91.7%	8.3%
2013	1	700,826	2.1%	51.3%	48.7%	608,922	1.4%	45.1%	54.9%	91,905	6.6%	92.5%	7.5%
2013	2	671,572	-8.4%	50.3%	49.7%	583,569	-10.1%	44.3%	55.7%	88,004	5.3%	90.7%	9.3%
2013	3	797,732	-7.8%	49.0%	51.0%	692,818	-9.3%	42.3%	57.7%	104,915	3.5%	93.1%	6.9%
2013	4	782,985	1.4%	51.3%	48.7%	664,939	-1.3%	43.6%	56.4%	118,046	19.8%	94.6%	5.4%
2013	5	782,684	-1.9%	48.0%	52.0%	688,086	-1.2%	42.5%	57.5%	94,598	-6.8%	88.0%	12.0%
2013	6	778,989	-1.1%	48.6%	51.4%	672,611	-2.8%	42.8%	57.2%	106,378	11.4%	85.3%	14.7%
2013	7	771,284	-2.1%	48.1%	51.9%	673,723	-2.4%	42.4%	57.6%	97,561	-0.1%	87.3%	12.7%
2013	8	782,087	2.5%	47.7%	52.3%	688,389	2.6%	41.8%	58.2%	93,698	1.7%	90.4%	9.6%
2013	9	771,778	-0.5%	47.7%	52.3%	677,563	-1.5%	41.7%	58.3%	94,215	7.5%	91.2%	8.8%
2013	10	834,557	7.5%	49.3%	50.7%	726,230	5.6%	43.4%	56.6%	108,327	22.1%	89.0%	11.0%
2013	11	840,820	4.1%	49.8%	50.2%	725,619	2.1%	43.2%	56.8%	115,202	19.0%	91.6%	8.4%
2013	12	788,545	1.2%	49.6%	50.4%	680,418	1.8%	43.0%	57.0%	108,127	-2.7%	91.5%	8.5%
2014	1	729,199	4.0%	48.9%	51.1%	638,384	4.8%	42.9%	57.1%	90,815	-1.2%	91.0%	9.0%
2014	2	672,535	0.1%	50.1%	49.9%	589,429	1.0%	44.4%	55.6%	83,106	-5.6%	90.5%	9.5%
2014	3	871,265	9.2%	48.1%	51.9%	765,352	10.5%	42.3%	57.7%	105,913	1.0%	90.5%	9.5%
2014	4	804,227	2.7%	49.4%	50.6%	695,547	4.6%	42.6%	57.4%	108,679	-7.9%	93.0%	7.0%
2014	5	851,499	8.8%	49.2%	50.8%	743,293	8.0%	42.9%	57.1%	108,206	14.4%	92.0%	8.0%
2014	6	838,775	7.7%	48.8%	51.2%	729,939	8.5%	43.0%	57.0%	108,836	2.3%	88.0%	12.0%
2014	7	863,760	12.0%	48.6%	51.4%	755,023	12.1%	42.9%	57.1%	108,736	11.5%	88.5%	11.5%
2014	8	821,070	5.0%	48.8%	51.2%	718,649	4.4%	42.7%	57.3%	102,421	9.3%	91.5%	8.5%
2014	9	804,667	4.3%	47.3%	52.7%	704,886	4.0%	40.9%	59.1%	99,781	5.9%	92.7%	7.3%
YE	201209	9,419,360	-3.0%	50.7%	49.3%	8,272,584	-2.1%	45.2%	54.8%	1,146,777	-9.0%	90.9%	9.1%
YE	201309	9,203,674	-2.3%	49.4%	50.6%	8,017,706	-3.1%	43.2%	56.8%	1,185,968	3.4%	90.8%	9.2%
YE	201409	9,720,918	5.6%	49.0%	51.0%	8,472,768	5.7%	42.8%	57.2%	1,248,150	5.2%	90.8%	9.2%

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

Passengers

Region	Period		Total Passengers				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2012	12	119,158	-7.4%	46.7%	53.3%	52,905	-12.4%	45.4%	63,555	-2.9%	54.6%	2,698	-5.2%	100.0%	-	0.0%	0.0%
	2013	12	115,763	-2.8%	46.5%	53.5%	50,953	-3.7%	45.1%	61,905	-2.6%	54.9%	2,905	7.7%	100.0%	-	0.0%	0.0%
	YE	201112	1,399,991	0.2%	42.1%	57.9%	561,737	-9.4%	40.9%	810,496	7.2%	59.1%	27,749	26.1%	100.0%	9	0.0%	0.0%
	YE	201212	1,431,591	2.3%	45.6%	54.4%	619,832	10.3%	44.3%	778,919	-3.9%	55.7%	32,840	18.3%	100.0%	-	-100.0%	0.0%
	YE	201312	1,432,250	0.0%	44.1%	55.9%	596,596	-3.7%	42.7%	800,202	2.7%	57.3%	35,452	8.0%	100.0%	-	0.0%	0.0%
Australia/Oceania	2012	12	349,700	2.7%	39.7%	60.3%	137,364	6.1%	39.4%	210,887	0.0%	60.6%	1,449	#####	100.0%	-	0.0%	0.0%
	2013	12	355,776	1.7%	42.9%	57.1%	152,593	11.1%	42.9%	203,173	-3.7%	57.1%	10	-99.3%	100.0%	-	0.0%	0.0%
	YE	201112	3,824,247	5.1%	39.8%	60.2%	1,519,706	7.4%	39.8%	2,303,121	3.5%	60.2%	971	47.1%	68.4%	449	24.7%	31.6%
	YE	201212	3,896,164	1.9%	39.1%	60.9%	1,519,346	0.0%	39.0%	2,374,136	3.1%	61.0%	2,682	176.2%	100.0%	-	-100.0%	0.0%
	YE	201312	4,163,570	6.9%	41.0%	59.0%	1,705,930	12.3%	41.0%	2,454,885	3.4%	59.0%	2,755	2.7%	100.0%	-	0.0%	0.0%
Canada	2012	12	2,000,024	6.6%	47.9%	52.1%	943,414	6.6%	47.5%	1,040,952	7.5%	52.5%	15,325	-21.1%	97.9%	333	-88.3%	2.1%
	2013	12	1,971,373	-1.4%	51.1%	48.9%	987,127	4.6%	50.6%	962,102	-7.6%	49.4%	20,512	33.8%	92.6%	1,632	390.1%	7.4%
	YE	201112	23,167,009	4.4%	52.1%	47.9%	11,817,745	-1.1%	51.6%	11,073,438	10.1%	48.4%	256,653	50.6%	93.0%	19,173	7.1%	7.0%
	YE	201212	24,211,516	4.5%	51.4%	48.6%	12,176,791	3.0%	50.9%	11,756,609	6.2%	49.1%	264,454	3.0%	95.1%	13,662	-28.7%	4.9%
	YE	201312	24,695,783	2.0%	52.3%	47.7%	12,708,453	4.4%	52.0%	11,746,836	-0.1%	48.0%	218,440	-17.4%	90.8%	22,054	61.4%	9.2%
Central America	2012	12	2,724,584	5.9%	79.8%	20.2%	2,140,625	3.8%	79.7%	546,896	11.8%	20.3%	32,662	91.3%	88.1%	4,401	-11.7%	11.9%
	2013	12	2,968,626	9.0%	78.6%	21.4%	2,302,831	7.6%	78.5%	632,211	15.6%	21.5%	29,921	-8.4%	89.1%	3,663	-16.8%	10.9%
	YE	201112	26,591,016	2.6%	81.5%	18.5%	21,370,074	8.5%	81.5%	4,841,906	-18.4%	18.5%	312,633	37.8%	82.5%	66,403	-0.8%	17.5%
	YE	201212	28,060,209	5.5%	80.6%	19.4%	22,226,640	4.0%	80.5%	5,378,106	11.1%	19.5%	380,869	21.8%	83.6%	74,594	12.3%	16.4%
	YE	201312	30,091,179	7.2%	80.0%	20.0%	23,634,955	6.3%	79.9%	5,929,986	10.3%	20.1%	452,037	18.7%	85.9%	74,201	-0.5%	14.1%
Europe	2012	12	3,586,424	-1.7%	43.4%	56.6%	1,553,299	-3.7%	43.4%	2,028,339	-0.1%	56.6%	2,349	-20.8%	49.1%	2,437	74.8%	50.9%
	2013	12	3,865,720	7.8%	44.7%	55.3%	1,725,201	11.1%	44.7%	2,137,114	5.4%	55.3%	3,395	44.5%	99.7%	10	-99.6%	0.3%
	YE	201112	51,958,704	4.3%	46.1%	53.9%	23,926,211	2.4%	46.3%	27,775,438	6.6%	53.7%	21,523	27.0%	8.4%	235,532	-36.1%	91.6%
	YE	201212	52,226,788	0.5%	44.8%	55.2%	23,380,732	-2.3%	45.0%	28,553,231	2.8%	55.0%	23,233	7.9%	7.9%	269,592	14.5%	92.1%
	YE	201312	53,506,883	2.5%	45.4%	54.6%	24,253,412	3.7%	45.6%	28,973,606	1.5%	54.4%	62,751	170.1%	22.4%	217,114	-19.5%	77.6%

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**

Passengers

Region	Period		Total Passengers				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2012	12	2,169,020	6.4%	44.0%	56.0%	952,376	4.9%	44.2%	1,200,337	7.9%	55.8%	1,704	-77.4%	10.4%	14,603	45.9%	89.6%
	2013	12	2,260,645	4.2%	43.7%	56.3%	983,212	3.2%	43.7%	1,264,336	5.3%	56.3%	3,966	132.7%	30.3%	9,131	-37.5%	69.7%
	YE	201112	23,929,924	2.3%	45.9%	54.1%	10,936,166	5.7%	46.1%	12,805,627	-1.1%	53.9%	43,703	94.8%	23.2%	144,428	99.9%	76.8%
	YE	201212	25,911,226	8.3%	45.9%	54.1%	11,882,327	8.7%	46.2%	13,854,512	8.2%	53.8%	21,382	-51.1%	12.3%	153,005	5.9%	87.7%
	YE	201312	27,058,659	4.4%	44.5%	55.5%	12,020,385	1.2%	44.8%	14,817,665	7.0%	55.2%	23,784	11.2%	10.8%	196,825	28.6%	89.2%
Middle East	2012	12	526,329	13.5%	37.9%	62.1%	198,886	0.7%	37.8%	326,991	22.9%	62.2%	452	0.0%	100.0%	-	0.0%	0.0%
	2013	12	604,376	14.8%	36.1%	63.9%	218,301	9.8%	36.1%	386,075	18.1%	63.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201112	5,261,744	9.7%	43.6%	56.4%	2,293,163	-2.5%	43.6%	2,968,331	21.5%	56.4%	115	379.2%	46.0%	135	32.4%	54.0%
	YE	201212	6,000,131	14.0%	39.6%	60.4%	2,372,147	3.4%	39.6%	3,625,422	22.1%	60.4%	2,483	2059.1%	96.9%	79	-41.5%	3.1%
	YE	201312	6,634,343	10.6%	39.0%	61.0%	2,585,290	9.0%	39.0%	4,046,174	11.6%	61.0%	2,791	12.4%	96.9%	88	11.4%	3.1%
South America	2012	12	1,239,911	12.1%	66.0%	34.0%	809,352	7.2%	65.8%	421,328	21.2%	34.2%	9,231	163.7%	100.0%	-	0.0%	0.0%
	2013	12	1,375,172	10.9%	67.1%	32.9%	919,448	13.6%	67.0%	452,745	7.5%	33.0%	2,979	-67.7%	100.0%	-	0.0%	0.0%
	YE	201112	12,059,549	7.2%	67.7%	32.3%	8,151,370	4.0%	67.7%	3,889,849	14.5%	32.3%	18,313	24.5%	99.9%	17	325.0%	0.1%
	YE	201212	13,113,655	8.7%	66.5%	33.5%	8,644,077	6.0%	66.3%	4,389,211	12.8%	33.7%	80,281	338.4%	99.9%	86	405.9%	0.1%
	YE	201312	14,467,987	10.3%	65.8%	34.2%	9,515,189	10.1%	65.8%	4,944,318	12.6%	34.2%	8,475	-89.4%	99.9%	5	-94.2%	0.1%
The Caribbean	2012	12	1,573,955	0.7%	89.5%	10.5%	1,319,731	3.3%	88.9%	164,854	-15.5%	11.1%	89,099	-1.4%	99.7%	271	0.0%	0.3%
	2013	12	1,665,165	5.8%	89.8%	10.2%	1,410,007	6.8%	89.3%	169,423	2.8%	10.7%	85,735	-3.8%	100.0%	-	-100.0%	0.0%
	YE	201112	18,230,971	2.5%	88.9%	11.1%	15,057,932	-0.4%	88.2%	2,018,866	5.3%	11.8%	1,152,736	52.7%	99.9%	1,437	35.3%	0.1%
	YE	201212	19,084,829	4.7%	90.0%	10.0%	15,911,143	5.7%	89.3%	1,910,039	-5.4%	10.7%	1,262,382	9.5%	99.9%	1,265	-12.0%	0.1%
	YE	201312	19,073,682	-0.1%	90.6%	9.4%	16,170,424	1.6%	90.0%	1,794,012	-6.1%	10.0%	1,109,141	-12.1%	100.0%	105	-91.7%	0.0%

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

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

Please see the report's introduction for further details.

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

Available Seats

Region	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Foreign Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2012	12	159,211	-8.4%	45.5%	54.5%	61,642	-21.5%	41.5%	86,759	-4.1%	58.5%	10,810	127.8%	100.0%	-	0.0%	0.0%
	2013	12	154,392	-3.0%	45.2%	54.8%	58,519	-5.1%	40.9%	84,551	-2.5%	59.1%	11,322	4.7%	100.0%	-	0.0%	0.0%
	YE	201112	1,892,695	3.2%	43.6%	56.4%	767,144	-2.3%	41.9%	1,065,380	9.4%	58.1%	58,567	-23.2%	97.3%	1,604	0.0%	2.7%
	YE	201212	1,912,469	1.0%	45.6%	54.4%	806,276	5.1%	43.7%	1,039,023	-2.5%	56.3%	66,208	13.0%	98.6%	962	-40.0%	1.4%
	YE	201312	1,973,667	3.2%	44.5%	55.5%	730,460	-9.4%	40.0%	1,094,957	5.4%	60.0%	148,250	123.9%	100.0%	-	-100.0%	0.0%
Australia/Oceania	2012	12	441,373	4.4%	41.1%	58.9%	177,593	10.1%	40.6%	260,020	-0.6%	59.4%	3,760	2982.0%	100.0%	-	0.0%	0.0%
	2013	12	434,144	-1.6%	43.9%	56.1%	190,678	7.4%	43.9%	243,450	-6.4%	56.1%	16	-99.6%	100.0%	-	0.0%	0.0%
	YE	201112	4,776,003	-25.8%	40.5%	59.5%	1,924,942	8.0%	40.4%	2,840,760	0.8%	59.6%	9,847	397.8%	95.6%	454	-85.0%	4.4%
	YE	201212	4,874,080	2.1%	40.4%	59.6%	1,960,989	1.9%	40.3%	2,905,923	2.3%	59.7%	7,168	-27.2%	100.0%	-	-100.0%	0.0%
	YE	201312	5,221,687	7.1%	42.4%	57.6%	2,211,256	12.8%	42.4%	3,006,069	3.4%	57.6%	4,362	-39.1%	100.0%	-	0.0%	0.0%
Canada	2012	12	2,753,662	3.0%	47.7%	52.3%	1,293,071	-1.3%	47.3%	1,440,556	8.6%	52.7%	19,498	-41.4%	97.3%	537	-86.4%	2.7%
	2013	12	2,551,419	-7.3%	50.8%	49.2%	1,266,207	-2.1%	50.3%	1,252,845	-13.0%	49.7%	30,023	54.0%	92.8%	2,344	336.5%	7.2%
	YE	201112	31,553,233	-15.5%	53.8%	46.2%	16,589,023	-2.2%	53.3%	14,562,769	6.8%	46.7%	375,218	40.7%	93.5%	26,223	1.4%	6.5%
	YE	201212	32,912,024	4.3%	52.7%	47.3%	16,995,952	2.5%	52.2%	15,534,016	6.7%	47.8%	363,193	-3.2%	95.1%	18,863	-28.1%	4.9%
	YE	201312	32,315,150	-1.8%	52.8%	47.2%	16,735,862	-1.5%	52.4%	15,228,380	-2.0%	47.6%	312,310	-14.0%	89.0%	38,598	104.6%	11.0%
Central America	2012	12	3,468,174	6.2%	79.3%	20.7%	2,699,477	4.3%	79.2%	709,208	10.7%	20.8%	51,587	63.1%	86.7%	7,902	9.2%	13.3%
	2013	12	3,637,259	4.9%	78.4%	21.6%	2,807,996	4.0%	78.2%	780,954	10.1%	21.8%	42,969	-16.7%	88.9%	5,340	-32.4%	11.1%
	YE	201112	34,703,290	-51.0%	81.2%	18.8%	27,684,199	10.8%	81.2%	6,421,839	-19.3%	18.8%	503,052	25.3%	84.2%	94,200	8.0%	15.8%
	YE	201212	36,115,168	4.1%	80.0%	20.0%	28,296,446	2.2%	79.9%	7,126,835	11.0%	20.1%	585,472	16.4%	84.6%	106,415	13.0%	15.4%
	YE	201312	38,188,732	5.7%	79.2%	20.8%	29,605,253	4.6%	79.1%	7,823,560	9.8%	20.9%	649,063	10.9%	85.4%	110,856	4.2%	14.6%
Europe	2012	12	4,407,945	-4.0%	43.7%	56.3%	1,924,992	-5.8%	43.7%	2,477,142	-2.4%	56.3%	3,183	-41.2%	54.8%	2,628	17.5%	45.2%
	2013	12	4,674,952	6.1%	45.2%	54.8%	2,108,303	9.5%	45.2%	2,560,477	3.4%	54.8%	6,108	91.9%	99.0%	64	-97.6%	1.0%
	YE	201112	64,262,095	-51.0%	46.6%	53.4%	29,914,794	5.3%	46.8%	34,030,178	8.0%	53.2%	55,202	17.9%	17.4%	261,921	-39.1%	82.6%
	YE	201212	63,347,469	-1.4%	45.6%	54.4%	28,850,296	-3.6%	45.8%	34,145,720	0.3%	54.2%	44,064	-20.2%	12.5%	307,389	17.4%	87.5%
	YE	201312	64,283,933	1.5%	46.0%	54.0%	29,493,985	2.2%	46.1%	34,447,240	0.9%	53.9%	103,652	135.2%	30.2%	239,056	-22.2%	69.8%

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	2012	12	2,701,358	3.2%	42.8%	57.2%	1,153,626	2.9%	43.0%	1,527,758	3.5%	57.0%	1,883	-81.6%	9.4%	18,091	71.0%	90.6%
	2013	12	2,822,973	4.5%	42.8%	57.2%	1,201,864	4.2%	42.8%	1,605,551	5.1%	57.2%	5,273	180.0%	33.9%	10,285	-43.1%	66.1%
	YE	201112	30,044,584	-81.2%	45.1%	54.9%	13,476,069	8.6%	45.2%	16,327,091	2.5%	54.8%	76,157	127.7%	31.5%	165,267	85.3%	68.5%
	YE	201212	31,895,005	6.2%	45.2%	54.8%	14,386,801	6.8%	45.4%	17,310,112	6.0%	54.6%	25,949	-65.9%	13.1%	172,143	4.2%	86.9%
	YE	201312	33,474,252	5.0%	43.9%	56.1%	14,659,143	1.9%	44.1%	18,561,773	7.2%	55.9%	35,826	38.1%	14.1%	217,510	26.4%	85.9%
Middle East	2012	12	609,362	9.5%	38.0%	62.0%	229,650	-0.4%	37.8%	378,046	16.3%	62.2%	1,666	0.0%	100.0%	-	-100.0%	0.0%
	2013	12	700,173	14.9%	36.1%	63.9%	253,057	10.2%	36.1%	447,116	18.3%	63.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201112	6,679,186	-96.0%	41.7%	58.3%	2,783,247	-2.7%	41.8%	3,882,896	30.1%	58.2%	470	-68.2%	3.6%	12,573	369.5%	96.4%
	YE	201212	7,234,929	8.3%	38.7%	61.3%	2,786,995	0.1%	38.6%	4,425,061	14.0%	61.4%	15,107	3114.3%	66.0%	7,766	-38.2%	34.0%
	YE	201312	8,073,070	11.6%	38.3%	61.7%	3,083,288	10.6%	38.2%	4,980,731	12.6%	61.8%	5,571	-63.1%	61.6%	3,480	-55.2%	38.4%
South America	2012	12	1,539,462	13.9%	66.2%	33.8%	1,003,434	7.6%	65.9%	519,774	25.7%	34.1%	16,254	206.2%	100.0%	-	0.0%	0.0%
	2013	12	1,609,031	4.5%	68.1%	31.9%	1,090,592	8.7%	68.0%	513,749	-1.2%	32.0%	4,690	-71.1%	100.0%	-	0.0%	0.0%
	YE	201112	14,761,669	-91.8%	68.6%	31.4%	10,083,682	-0.2%	68.5%	4,639,608	7.6%	31.5%	38,335	71.9%	99.9%	44	37.5%	0.1%
	YE	201212	15,954,729	8.1%	67.8%	32.2%	10,650,844	5.6%	67.5%	5,139,853	10.8%	32.5%	163,292	326.0%	99.5%	740	1581.8%	0.5%
	YE	201312	17,507,157	9.7%	66.9%	33.1%	11,694,166	9.8%	66.9%	5,793,571	12.7%	33.1%	19,404	-88.1%	99.9%	16	-97.8%	0.1%
The Caribbean	2012	12	2,117,329	-2.0%	89.8%	10.2%	1,771,495	1.7%	89.1%	216,404	-17.1%	10.9%	128,873	-17.8%	99.6%	557	0.0%	0.4%
	2013	12	2,182,901	3.1%	90.5%	9.5%	1,823,359	2.9%	89.8%	207,318	-4.2%	10.2%	152,224	18.1%	100.0%	-	-100.0%	0.0%
	YE	201112	23,790,270	-88.3%	88.6%	11.4%	19,423,659	-3.1%	87.8%	2,701,164	-0.2%	12.2%	1,662,528	48.3%	99.8%	2,919	14.3%	0.2%
	YE	201212	24,863,930	4.5%	89.0%	11.0%	20,252,905	4.3%	88.1%	2,745,122	1.6%	11.9%	1,863,669	12.1%	99.9%	2,234	-23.5%	0.1%
	YE	201312	24,054,562	-3.3%	90.0%	10.0%	20,040,623	-1.0%	89.3%	2,393,429	-12.8%	10.7%	1,620,196	-13.1%	100.0%	314	-85.9%	0.0%

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

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

Region		Period		Total Departures				Scheduled Service						Nonscheduled Service					
				Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
								Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa		2012	12	614	-9.2%	47.7%	52.3%	263	-20.8%	45.0%	321	1.6%	55.0%	30	7.1%	100.0%	-	0.0%	0.0%
		2013	12	594	-3.3%	48.1%	51.9%	257	-2.3%	45.6%	307	-4.4%	54.4%	29	-3.3%	96.7%	1	0.0%	3.3%
		YE	201112	7,429	1.6%	49.4%	50.6%	3,334	-1.7%	47.1%	3,752	4.9%	52.9%	333	-2.1%	97.1%	10	42.9%	2.9%
		YE	201212	7,478	0.7%	50.6%	49.4%	3,422	2.6%	48.2%	3,682	-1.9%	51.8%	361	8.4%	96.5%	13	30.0%	3.5%
		YE	201312	7,382	-1.3%	48.1%	51.9%	3,194	-6.7%	45.5%	3,826	3.9%	54.5%	358	-0.8%	98.9%	4	-69.2%	1.1%
Australia/Oceania		2012	12	2,024	-1.2%	38.8%	61.2%	691	9.0%	35.8%	1,239	-7.5%	64.2%	94	25.3%	100.0%	-	0.0%	0.0%
		2013	12	1,927	-4.8%	41.5%	58.5%	729	5.5%	39.3%	1,127	-9.0%	60.7%	70	-25.5%	98.6%	1	0.0%	1.4%
		YE	201112	21,785	-21.9%	39.8%	60.2%	7,822	7.2%	37.4%	13,097	5.9%	62.6%	854	-1.7%	98.6%	12	-70.7%	1.4%
		YE	201212	21,565	-1.0%	39.7%	60.3%	7,692	-1.7%	37.2%	12,998	-0.8%	62.8%	868	1.6%	99.2%	7	-41.7%	0.8%
		YE	201312	22,766	5.6%	41.3%	58.7%	8,540	11.0%	39.0%	13,357	2.8%	61.0%	868	0.0%	99.9%	1	-85.7%	0.1%
Canada		2012	12	33,667	0.2%	58.6%	41.4%	19,352	-1.8%	58.3%	13,826	4.9%	41.7%	380	-26.6%	77.7%	109	-40.1%	22.3%
		2013	12	30,555	-9.2%	62.2%	37.8%	18,486	-4.5%	61.7%	11,473	-17.0%	38.3%	505	32.9%	84.7%	91	-16.5%	15.3%
		YE	201112	413,195	-6.9%	62.4%	37.6%	251,167	-2.6%	62.1%	153,535	1.9%	37.9%	6,619	43.6%	77.9%	1,874	-22.4%	22.1%
		YE	201212	423,233	2.4%	61.8%	38.2%	255,987	1.9%	61.5%	160,157	4.3%	38.5%	5,629	-15.0%	79.4%	1,460	-22.1%	20.6%
		YE	201312	403,841	-4.6%	62.7%	37.3%	247,880	-3.2%	62.4%	149,251	-6.8%	37.6%	5,249	-6.8%	78.2%	1,461	0.1%	21.8%
Central America		2012	12	28,110	4.7%	79.6%	20.4%	21,767	4.9%	79.3%	5,676	7.1%	20.7%	608	-18.9%	91.2%	59	22.9%	8.8%
		2013	12	28,875	2.7%	79.0%	21.0%	22,129	1.7%	78.6%	6,011	5.9%	21.4%	678	11.5%	92.2%	57	-3.4%	7.8%
		YE	201112	288,379	-60.2%	81.0%	19.0%	223,122	10.4%	80.5%	53,955	-18.6%	19.5%	10,546	-5.2%	93.3%	756	3.0%	6.7%
		YE	201212	300,945	4.4%	80.5%	19.5%	233,120	4.5%	80.1%	57,862	7.2%	19.9%	9,200	-12.8%	92.3%	763	0.9%	7.7%
		YE	201312	314,489	4.5%	79.5%	20.5%	241,072	3.4%	79.1%	63,566	9.9%	20.9%	8,904	-3.2%	90.4%	947	24.1%	9.6%
Europe		2012	12	18,801	-6.0%	50.5%	49.5%	9,207	-6.2%	49.8%	9,281	-4.8%	50.2%	285	-28.9%	91.1%	28	-30.0%	8.9%
		2013	12	19,554	4.0%	51.2%	48.8%	9,733	5.7%	50.6%	9,516	2.5%	49.4%	288	1.1%	94.4%	17	-39.3%	5.6%
		YE	201112	276,600	-71.9%	53.1%	46.9%	142,393	6.2%	52.6%	128,415	6.4%	47.4%	4,443	-0.6%	76.7%	1,349	-34.1%	23.3%
		YE	201212	268,432	-3.0%	52.3%	47.7%	136,668	-4.0%	51.9%	126,687	-1.3%	48.1%	3,764	-15.3%	74.1%	1,313	-2.7%	25.9%
		YE	201312	268,737	0.1%	52.1%	47.9%	136,066	-0.4%	51.6%	127,741	0.8%	48.4%	3,831	1.8%	77.7%	1,099	-16.3%	22.3%

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		Total Departures				Scheduled Service						Nonscheduled Service						
Region	Period		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2012	12	12,567	0.3%	46.2%	53.8%	5,410	-2.3%	45.0%	6,623	-0.3%	55.0%	401	68.5%	75.1%	133	26.7%	24.9%
	2013	12	13,191	5.0%	45.6%	54.4%	5,610	3.7%	44.2%	7,090	7.1%	55.8%	410	2.2%	83.5%	81	-39.1%	16.5%
	YE	201112	148,033	-86.9%	46.7%	53.3%	65,971	7.6%	46.2%	76,758	2.3%	53.8%	3,199	-8.0%	60.3%	2,105	11.1%	39.7%
	YE	201212	150,979	2.0%	47.7%	52.3%	68,556	3.9%	46.9%	77,633	1.1%	53.1%	3,529	10.3%	73.7%	1,261	-40.1%	26.3%
	YE	201312	155,673	3.1%	46.4%	53.6%	67,526	-1.5%	45.2%	81,970	5.6%	54.8%	4,722	33.8%	76.4%	1,455	15.4%	23.6%
Middle East	2012	12	2,119	8.1%	41.2%	58.8%	813	-2.3%	39.5%	1,244	14.4%	60.5%	61	69.4%	98.4%	1	-83.3%	1.6%
	2013	12	2,346	10.7%	40.7%	59.3%	899	10.6%	39.4%	1,385	11.3%	60.6%	56	-8.2%	90.3%	6	500.0%	9.7%
	YE	201112	23,253	-98.0%	44.7%	55.3%	10,110	-2.0%	44.2%	12,785	27.8%	55.8%	284	68.0%	79.3%	74	155.2%	20.7%
	YE	201212	25,604	10.1%	41.9%	58.1%	10,213	1.0%	40.8%	14,828	16.0%	59.2%	515	81.3%	91.5%	48	-35.1%	8.5%
	YE	201312	27,804	8.6%	42.1%	57.9%	11,110	8.8%	41.0%	15,994	7.9%	59.0%	606	17.7%	86.6%	94	95.8%	13.4%
South America	2012	12	9,223	8.7%	66.9%	33.1%	5,658	6.2%	65.1%	3,036	13.9%	34.9%	514	9.1%	97.2%	15	-21.1%	2.8%
	2013	12	9,464	2.6%	68.2%	31.8%	6,013	6.3%	66.7%	2,997	-1.3%	33.3%	440	-14.4%	96.9%	14	-6.7%	3.1%
	YE	201112	95,187	-92.3%	67.5%	32.5%	59,040	0.4%	66.0%	30,376	4.2%	34.0%	5,218	-7.1%	90.4%	553	-62.6%	9.6%
	YE	201212	99,713	4.8%	68.2%	31.8%	61,822	4.7%	66.2%	31,608	4.1%	33.8%	6,166	18.2%	98.1%	117	-78.8%	1.9%
	YE	201312	104,649	5.0%	67.4%	32.6%	65,852	6.5%	66.0%	33,944	7.4%	34.0%	4,650	-24.6%	95.8%	203	73.5%	4.2%
The Caribbean	2012	12	18,099	-3.0%	90.6%	9.4%	15,333	-0.4%	90.2%	1,666	-16.6%	9.8%	1,057	-13.7%	96.1%	43	4.9%	3.9%
	2013	12	19,106	5.6%	90.8%	9.2%	16,141	5.3%	90.4%	1,711	2.7%	9.6%	1,214	14.9%	96.8%	40	-7.0%	3.2%
	YE	201112	201,951	-86.1%	89.4%	10.6%	166,759	-4.8%	88.9%	20,816	-2.2%	11.1%	13,839	10.6%	96.3%	537	-7.1%	3.7%
	YE	201212	210,954	4.5%	89.7%	10.3%	175,142	5.0%	89.2%	21,136	1.5%	10.8%	14,142	2.2%	96.4%	534	-0.6%	3.6%
	YE	201312	207,980	-1.4%	90.5%	9.5%	176,190	0.6%	90.2%	19,176	-9.3%	9.8%	12,094	-14.5%	95.9%	520	-2.6%	4.1%

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**

Freight (Tons)

Region	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2012	12	3,021	2.6%	46.2%	53.8%	756	-11.6%	31.8%	1,624	11.8%	68.2%	641	0.6%	100.0%	-	0.0%	0.0%
	2013	12	2,752	-8.9%	41.5%	58.5%	575	-23.9%	26.7%	1,580	-2.7%	73.3%	568	-11.5%	95.1%	29	0.0%	4.9%
	YE	201112	32,323	7.5%	54.6%	45.4%	11,775	0.2%	44.6%	14,606	0.6%	55.4%	5,887	80.1%	99.1%	55	-89.6%	0.9%
	YE	201212	36,644	13.4%	48.0%	52.0%	10,390	-11.8%	35.5%	18,837	29.0%	64.5%	7,189	22.1%	96.9%	228	314.0%	3.1%
	YE	201312	35,751	-2.4%	48.1%	51.9%	9,978	-4.0%	35.2%	18,400	-2.3%	64.8%	7,205	0.2%	97.7%	168	-26.2%	2.3%
Australia/Oceania	2012	12	16,095	6.5%	60.4%	39.6%	5,863	5.4%	47.9%	6,378	-5.1%	52.1%	3,854	36.6%	100.0%	-	0.0%	0.0%
	2013	12	13,537	-15.9%	57.9%	42.1%	5,733	-2.2%	50.3%	5,667	-11.1%	49.7%	2,107	-45.3%	98.6%	29	0.0%	1.4%
	YE	201112	166,966	-16.8%	57.7%	42.3%	68,694	3.0%	49.6%	69,887	-3.9%	50.4%	27,724	-6.0%	97.7%	660	-61.6%	2.3%
	YE	201212	180,782	8.3%	58.2%	41.8%	70,488	2.6%	48.3%	75,420	7.9%	51.7%	34,674	25.1%	99.4%	200	-69.7%	0.6%
	YE	201312	179,696	-0.6%	57.7%	42.3%	71,723	1.8%	48.6%	75,905	0.6%	51.4%	32,039	-7.6%	99.9%	29	-85.3%	0.1%
Canada	2012	12	26,608	-12.7%	74.3%	25.7%	18,264	-10.4%	76.3%	5,678	-3.0%	23.7%	1,503	-33.5%	56.4%	1,164	-41.0%	43.6%
	2013	12	26,365	-0.9%	79.7%	20.3%	19,272	5.5%	83.3%	3,863	-32.0%	16.7%	1,734	15.4%	53.7%	1,496	28.5%	46.3%
	YE	201112	349,158	-37.0%	71.9%	28.1%	231,667	3.9%	75.3%	76,158	-14.8%	24.7%	19,537	37.7%	47.3%	21,796	-20.3%	52.7%
	YE	201212	320,753	-8.1%	77.5%	22.5%	237,663	2.6%	80.9%	56,083	-26.4%	19.1%	10,793	-44.8%	40.0%	16,214	-25.6%	60.0%
	YE	201312	330,222	3.0%	78.0%	22.0%	240,029	1.0%	81.0%	56,412	0.6%	19.0%	17,695	63.9%	52.4%	16,086	-0.8%	47.6%
Central America	2012	12	53,189	-12.9%	70.9%	29.1%	33,695	-3.2%	68.5%	15,471	-9.0%	31.5%	4,019	-56.5%	99.9%	5	-90.0%	0.1%
	2013	12	55,776	4.9%	76.0%	24.0%	35,659	5.8%	74.3%	12,367	-20.1%	25.7%	6,739	67.7%	87.0%	1,011	19668.1%	13.0%
	YE	201112	689,408	-43.9%	69.3%	30.7%	357,939	2.2%	63.0%	209,791	21.4%	37.0%	119,727	-20.9%	98.4%	1,951	237.1%	1.6%
	YE	201212	665,363	-3.5%	72.0%	28.0%	392,582	9.7%	67.9%	185,729	-11.5%	32.1%	86,476	-27.8%	99.3%	575	-70.5%	0.7%
	YE	201312	658,149	-1.1%	72.0%	28.0%	408,295	4.0%	69.6%	178,480	-3.9%	30.4%	65,636	-24.1%	92.0%	5,738	897.1%	8.0%
Europe	2012	12	231,790	-8.8%	44.6%	55.4%	86,732	-6.5%	40.4%	127,927	-6.7%	59.6%	16,670	-26.0%	97.3%	460	-74.9%	2.7%
	2013	12	229,894	-0.8%	47.0%	53.0%	90,996	4.9%	42.8%	121,404	-5.1%	57.2%	16,986	1.9%	97.1%	508	10.4%	2.9%
	YE	201112	3,082,500	-27.3%	45.7%	54.3%	1,186,990	2.2%	41.9%	1,648,575	3.6%	58.1%	221,927	6.6%	89.9%	25,007	-46.4%	10.1%
	YE	201212	2,864,262	-7.1%	45.5%	54.5%	1,101,457	-7.2%	41.5%	1,550,951	-5.9%	58.5%	202,487	-8.8%	95.6%	9,367	-62.5%	4.4%
	YE	201312	2,831,964	-1.1%	45.6%	54.4%	1,084,460	-1.5%	41.5%	1,527,285	-1.5%	58.5%	208,290	2.9%	94.6%	11,928	27.3%	5.4%

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

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

Freight (Tons)

Region	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2012	12	284,646	-2.0%	40.7%	59.3%	79,599	-16.9%	32.8%	162,828	-5.6%	67.2%	36,363	115.5%	86.1%	5,855	8.5%	13.9%
	2013	12	292,366	2.7%	38.6%	61.4%	76,403	-4.0%	30.3%	175,374	7.7%	69.7%	36,355	0.0%	89.6%	4,235	-27.7%	10.4%
	YE	201112	3,567,343	344.6%	39.1%	60.9%	1,157,707	0.3%	36.2%	2,038,989	-8.4%	63.8%	238,222	-11.1%	64.3%	132,425	-4.0%	35.7%
	YE	201212	3,445,787	-3.4%	40.7%	59.3%	1,104,278	-4.6%	35.7%	1,990,683	-2.4%	64.3%	297,112	24.7%	84.7%	53,714	-59.4%	15.3%
	YE	201312	3,430,654	-0.4%	38.6%	61.4%	910,826	-17.5%	30.8%	2,049,061	2.9%	69.2%	414,065	39.4%	88.0%	56,701	5.6%	12.0%
Middle East	2012	12	22,599	12.3%	53.4%	46.6%	10,270	2.3%	49.5%	10,493	28.7%	50.5%	1,807	-6.5%	98.5%	28	0.0%	1.5%
	2013	12	28,249	25.0%	62.2%	37.8%	15,578	51.7%	59.6%	10,541	0.5%	40.4%	2,003	10.9%	94.1%	127	347.3%	5.9%
	YE	201112	238,387	-71.1%	57.5%	42.5%	122,947	14.9%	54.9%	100,900	-2.2%	45.1%	14,195	265.3%	97.6%	344	-54.7%	2.4%
	YE	201212	270,901	13.6%	56.0%	44.0%	130,718	6.3%	52.3%	119,060	18.0%	47.7%	20,859	46.9%	98.7%	264	-23.3%	1.3%
	YE	201312	311,380	14.9%	58.3%	41.7%	159,596	22.1%	55.4%	128,321	7.8%	44.6%	21,988	5.4%	93.7%	1,474	457.7%	6.3%
South America	2012	12	127,362	6.5%	61.1%	38.9%	42,878	-1.2%	47.1%	48,209	12.3%	52.9%	34,961	10.0%	96.4%	1,315	-10.8%	3.6%
	2013	12	125,425	-1.5%	53.9%	46.1%	36,327	-15.3%	39.2%	56,412	17.0%	60.8%	31,270	-10.6%	95.7%	1,416	7.7%	4.3%
	YE	201112	1,354,872	41.6%	62.1%	37.9%	526,553	10.8%	52.4%	478,678	3.3%	47.6%	315,275	8.1%	90.2%	34,366	-65.0%	9.8%
	YE	201212	1,392,342	2.8%	64.9%	35.1%	528,440	0.4%	52.5%	479,041	0.1%	47.5%	375,728	19.2%	97.6%	9,132	-73.4%	2.4%
	YE	201312	1,384,012	-0.6%	57.9%	42.1%	469,613	-11.1%	45.5%	562,488	17.4%	54.5%	331,718	-11.7%	94.3%	20,193	121.1%	5.7%
The Caribbean	2012	12	13,601	9.3%	92.8%	7.2%	10,489	-0.5%	94.2%	641	39.2%	5.8%	2,131	99.9%	86.2%	341	-8.6%	13.8%
	2013	12	13,723	0.9%	94.4%	5.6%	11,772	12.2%	96.4%	437	-31.9%	3.6%	1,188	-44.2%	78.5%	325	-4.5%	21.5%
	YE	201112	137,356	-85.9%	93.0%	7.0%	119,340	20.2%	96.0%	4,990	-29.0%	4.0%	8,374	-82.1%	64.3%	4,652	-25.3%	35.7%
	YE	201212	136,135	-0.9%	92.4%	7.6%	114,335	-4.2%	95.0%	5,989	20.0%	5.0%	11,522	37.6%	72.9%	4,290	-7.8%	27.1%
	YE	201312	134,006	-1.6%	92.9%	7.1%	118,419	3.6%	95.5%	5,567	-7.1%	4.5%	6,114	-46.9%	61.0%	3,906	-8.9%	39.0%

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
Canada	2012	12	2,000,024	6.6%	47.9%	52.1%	943,414	6.6%	47.5%	1,040,952	7.5%	52.5%	15,325	-21.1%	97.9%	333	-88.3%	2.1%
	2013	12	1,971,373	-1.4%	51.1%	48.9%	987,127	4.6%	50.6%	962,102	-7.6%	49.4%	20,512	33.8%	92.6%	1,632	390.1%	7.4%
	YE	201112	23,167,003	4.4%	52.1%	47.9%	11,817,745	-1.1%	51.6%	11,073,438	10.1%	48.4%	256,647	50.6%	93.0%	19,173	7.1%	7.0%
	YE	201212	24,211,513	4.5%	51.4%	48.6%	12,176,791	3.0%	50.9%	11,756,609	6.2%	49.1%	264,451	3.0%	95.1%	13,662	-28.7%	4.9%
	YE	201312	24,695,697	2.0%	52.3%	47.7%	12,708,453	4.4%	52.0%	11,746,836	-0.1%	48.0%	218,354	-17.4%	90.8%	22,054	61.4%	9.2%
Mexico	2012	12	1,866,755	4.4%	86.7%	13.3%	1,596,500	4.1%	86.7%	244,671	1.6%	13.3%	21,183	134.8%	82.8%	4,401	-11.7%	17.2%
	2013	12	2,033,710	8.9%	84.4%	15.6%	1,695,911	6.2%	84.4%	313,409	28.1%	15.6%	20,727	-2.2%	85.0%	3,663	-16.8%	15.0%
	YE	201112	18,472,282	1.5%	87.3%	12.7%	15,887,446	11.0%	87.4%	2,288,479	-37.6%	12.6%	229,954	60.3%	77.6%	66,403	-0.7%	22.4%
	YE	201212	19,196,500	3.9%	87.2%	12.8%	16,477,846	3.7%	87.4%	2,383,702	4.2%	12.6%	260,501	13.3%	77.8%	74,451	12.1%	22.2%
	YE	201312	20,834,458	8.5%	86.6%	13.4%	17,701,994	7.4%	86.7%	2,726,991	14.4%	13.3%	331,329	27.2%	81.7%	74,144	-0.4%	18.3%
United Kingdom	2012	12	1,257,952	0.1%	39.9%	60.1%	501,272	-1.2%	39.9%	754,196	0.9%	60.1%	50	-41.2%	2.0%	2,434	75.1%	98.0%
	2013	12	1,314,059	4.5%	39.6%	60.4%	520,115	3.8%	39.6%	793,905	5.3%	60.4%	39	-22.0%	100.0%	-	-100.0%	0.0%
	YE	201112	16,725,794	6.2%	40.6%	59.4%	6,789,716	2.7%	41.1%	9,710,513	10.6%	58.9%	2,441	-30.3%	1.1%	223,124	-36.0%	98.9%
	YE	201212	17,164,385	2.6%	38.5%	61.5%	6,608,274	-2.7%	39.1%	10,296,508	6.0%	60.9%	2,929	20.0%	1.1%	256,674	15.0%	98.9%
	YE	201312	17,149,684	-0.1%	38.8%	61.2%	6,658,937	0.8%	39.3%	10,282,981	-0.1%	60.7%	2,856	-2.5%	1.4%	204,910	-20.2%	98.6%
Japan	2012	12	961,549	11.6%	62.7%	37.3%	601,273	7.8%	63.3%	349,271	20.9%	36.7%	1,691	-77.2%	15.4%	9,314	26.8%	84.6%
	2013	12	951,066	-1.1%	62.4%	37.6%	591,830	-1.6%	62.9%	348,657	-0.2%	37.1%	1,448	-14.4%	13.7%	9,131	-2.0%	86.3%
	YE	201112	10,199,965	-5.3%	66.8%	33.2%	6,789,312	-1.7%	67.5%	3,272,263	-13.8%	32.5%	20,400	54.7%	14.7%	117,990	112.5%	85.3%
	YE	201212	11,540,508	13.1%	65.2%	34.8%	7,514,718	10.7%	66.0%	3,876,435	18.5%	34.0%	14,808	-27.4%	9.9%	134,547	14.0%	90.1%
	YE	201312	11,739,130	1.7%	63.2%	36.8%	7,410,596	-1.4%	64.0%	4,168,371	7.5%	36.0%	13,895	-6.2%	8.7%	146,268	8.7%	91.3%
Germany	2012	12	685,802	-1.2%	43.8%	56.2%	300,024	-0.5%	43.8%	385,406	-1.8%	56.2%	372	18.8%	100.0%	-	0.0%	0.0%
	2013	12	726,254	5.9%	45.4%	54.6%	328,600	9.5%	45.3%	396,490	2.9%	54.7%	1,164	212.9%	100.0%	-	0.0%	0.0%
	YE	201112	9,580,885	0.9%	42.3%	57.7%	4,052,571	1.7%	42.3%	5,525,533	0.3%	57.7%	2,470	21.5%	88.8%	311	7675.0%	11.2%
	YE	201212	9,813,407	2.4%	43.6%	56.4%	4,272,652	5.4%	43.5%	5,538,292	0.2%	56.5%	2,333	-5.5%	94.7%	130	-58.2%	5.3%
	YE	201312	10,197,174	3.9%	44.0%	56.0%	4,478,489	4.8%	43.9%	5,714,101	3.2%	56.1%	4,574	96.1%	99.8%	10	-92.3%	0.2%

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

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2/ Ranked in descending order according to YE 201312 data.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period	Total Traffic				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
France	2012	12	424,952	-4.9%	43.7%	56.3%	185,772	-6.1%	43.7%	239,160	-3.9%	56.3%	18	-48.6%	90.0%	2	0.0%	10.0%
	2013	12	476,342	12.1%	46.8%	53.2%	223,033	20.1%	46.8%	253,276	5.9%	53.2%	29	61.1%	87.9%	4	100.0%	12.1%
	YE	201112	6,292,633	5.5%	42.4%	57.6%	2,665,609	6.9%	42.4%	3,625,238	4.5%	57.6%	1,739	6.0%	97.4%	47	-95.9%	2.6%
	YE	201212	6,215,522	-1.2%	43.7%	56.3%	2,712,191	1.7%	43.7%	3,501,160	-3.4%	56.3%	2,114	21.6%	97.4%	57	21.3%	2.6%
	YE	201312	6,502,237	4.6%	46.4%	53.6%	3,016,710	11.2%	46.4%	3,483,281	-0.5%	53.6%	2,209	4.5%	98.4%	37	-35.1%	1.6%
Dominican Republic	2012	12	399,792	5.8%	99.2%	0.8%	388,076	3.9%	99.2%	3,033	51.6%	0.8%	8,683	229.0%	100.0%	-	0.0%	0.0%
	2013	12	446,898	11.8%	99.5%	0.5%	435,024	12.1%	99.5%	2,213	-27.0%	0.5%	9,661	11.3%	100.0%	-	0.0%	0.0%
	YE	201112	4,599,400	-0.2%	99.6%	0.4%	4,466,097	0.0%	99.6%	19,657	-46.2%	0.4%	113,646	7.0%	100.0%	-	-100.0%	0.0%
	YE	201212	5,057,365	10.0%	99.5%	0.5%	4,810,378	7.7%	99.5%	25,727	30.9%	0.5%	221,260	94.7%	100.0%	-	0.0%	0.0%
	YE	201312	5,227,133	3.4%	99.5%	0.5%	4,985,210	3.6%	99.5%	24,464	-4.9%	0.5%	217,459	-1.7%	100.0%	-	0.0%	0.0%
Brazil	2012	12	426,326	16.4%	66.1%	33.9%	281,967	14.3%	66.1%	144,359	22.7%	33.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	12	485,241	13.8%	68.3%	31.7%	331,415	17.5%	68.3%	153,826	6.6%	31.7%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	4,002,389	15.0%	66.7%	33.3%	2,664,171	12.9%	66.6%	1,333,304	19.3%	33.4%	4,914	138.5%	100.0%	-	-100.0%	0.0%
	YE	201212	4,440,786	11.0%	66.9%	33.1%	2,964,155	11.3%	66.9%	1,468,570	10.1%	33.1%	8,013	63.1%	99.4%	48	0.0%	0.6%
	YE	201312	4,956,209	11.6%	67.5%	32.5%	3,345,039	12.8%	67.5%	1,609,364	9.6%	32.5%	1,801	-77.5%	99.7%	5	-89.6%	0.3%
South Korea	2012	12	381,335	5.3%	13.5%	86.5%	51,419	13.9%	13.5%	329,916	5.0%	86.5%	-	0.0%	0.0%	-	-100.0%	0.0%
	2013	12	405,935	6.5%	21.4%	78.6%	84,484	64.3%	20.9%	318,933	-3.3%	79.1%	2,518	0.0%	100.0%	-	0.0%	0.0%
	YE	201112	4,220,382	9.7%	12.5%	87.5%	524,563	60.1%	12.5%	3,666,356	4.7%	87.5%	4,126	17091.7%	14.0%	25,337	51.4%	86.0%
	YE	201212	4,503,739	6.7%	13.5%	86.5%	608,715	16.0%	13.5%	3,884,420	5.9%	86.5%	173	-95.8%	1.6%	10,431	-58.8%	98.4%
	YE	201312	4,776,282	6.1%	17.6%	82.4%	834,516	37.1%	17.5%	3,932,657	1.2%	82.5%	4,583	2549.1%	50.3%	4,526	-56.6%	49.7%
Netherlands	2012	12	318,220	0.6%	63.9%	36.1%	203,359	5.8%	63.9%	114,861	-7.5%	36.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	333,542	4.8%	64.4%	35.6%	214,921	5.7%	64.4%	118,621	3.3%	35.6%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	4,484,148	3.4%	62.5%	37.5%	2,804,630	1.7%	62.5%	1,679,392	6.8%	37.5%	126	1300.0%	100.0%	-	-100.0%	0.0%
	YE	201212	4,481,473	-0.1%	63.8%	36.2%	2,858,329	1.9%	63.8%	1,622,996	-3.4%	36.2%	144	14.3%	97.3%	4	0.0%	2.7%
	YE	201312	4,705,744	5.0%	66.4%	33.6%	3,122,131	9.2%	66.4%	1,583,169	-2.5%	33.6%	345	139.6%	77.7%	99	2375.0%	22.3%

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

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2/ Ranked in descending order according to YE 201312 data.

Table 3 : Top 25 Foreign Country Gateways 1/

Country 2/ Period		Total Traffic				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
China	2012	12	323,844	13.5%	60.3%	39.7%	195,219	8.0%	61.3%	123,336	18.1%	38.7%	-	-100.0%	0.0%	5,289	0.0%	100.0%
	2013	12	377,321	16.5%	56.2%	43.8%	211,934	8.6%	56.2%	165,387	34.1%	43.8%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201112	3,319,336	25.3%	65.7%	34.3%	2,177,556	29.6%	65.7%	1,136,357	17.5%	34.3%	4,322	136.8%	79.7%	1,101	0.0%	20.3%
	YE	201212	3,815,551	14.9%	64.9%	35.1%	2,471,427	13.5%	65.0%	1,330,364	17.1%	35.0%	5,738	32.8%	41.7%	8,022	628.6%	58.3%
	YE	201312	4,404,674	15.4%	59.2%	40.8%	2,604,806	5.4%	59.8%	1,749,759	31.5%	40.2%	4,078	-28.9%	8.1%	46,031	473.8%	91.9%
Jamaica	2012	12	257,433	-1.7%	79.1%	20.9%	202,428	8.3%	79.0%	53,760	-18.0%	21.0%	1,245	-86.6%	100.0%	-	0.0%	0.0%
	2013	12	263,490	2.4%	86.2%	13.8%	224,851	11.1%	86.1%	36,284	-32.5%	13.9%	2,355	89.2%	100.0%	-	0.0%	0.0%
	YE	201112	3,097,916	4.2%	79.2%	20.8%	2,252,147	-2.0%	77.8%	643,981	1.5%	22.2%	201,788	390.5%	100.0%	-	0.0%	0.0%
	YE	201212	3,107,505	0.3%	80.3%	19.7%	2,441,774	8.4%	80.0%	612,292	-4.9%	20.0%	53,439	-73.5%	100.0%	-	0.0%	0.0%
	YE	201312	3,065,946	-1.3%	85.3%	14.7%	2,582,629	5.8%	85.1%	451,613	-26.2%	14.9%	31,704	-40.7%	100.0%	-	0.0%	0.0%
Colombia	2012	12	242,032	10.7%	55.6%	44.4%	134,580	13.1%	55.6%	107,355	7.7%	44.4%	97	0.0%	100.0%	-	0.0%	0.0%
	2013	12	287,843	18.9%	59.7%	40.3%	171,804	27.7%	59.7%	115,922	8.0%	40.3%	117	20.6%	100.0%	-	0.0%	0.0%
	YE	201112	2,239,105	-2.9%	54.9%	45.1%	1,230,011	-7.3%	54.9%	1,008,855	3.2%	45.1%	239	-79.1%	100.0%	-	0.0%	0.0%
	YE	201212	2,476,844	10.6%	55.2%	44.8%	1,366,308	11.1%	55.2%	1,109,326	10.0%	44.8%	1,210	406.3%	100.0%	-	0.0%	0.0%
	YE	201312	2,775,592	12.1%	56.7%	43.3%	1,573,157	15.1%	56.7%	1,201,372	8.3%	43.3%	1,063	-12.1%	100.0%	-	0.0%	0.0%
Australia	2012	12	223,019	9.3%	55.5%	44.5%	123,596	7.9%	55.5%	99,281	10.8%	44.5%	142	0.0%	100.0%	-	0.0%	0.0%
	2013	12	236,086	5.9%	56.0%	44.0%	132,136	6.9%	56.0%	103,950	4.7%	44.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201112	2,364,678	7.4%	55.9%	44.1%	1,321,452	9.6%	55.9%	1,042,685	4.7%	44.1%	92	411.1%	17.0%	449	0.0%	83.0%
	YE	201212	2,500,714	5.8%	54.0%	46.0%	1,351,239	2.3%	54.0%	1,149,123	10.2%	46.0%	352	282.6%	100.0%	-	-100.0%	0.0%
	YE	201312	2,695,841	7.8%	55.2%	44.8%	1,487,230	10.1%	55.2%	1,208,594	5.2%	44.8%	17	-95.2%	100.0%	-	0.0%	0.0%
United Arab Emirates	2012	12	223,469	17.2%	30.9%	69.1%	69,122	5.0%	30.9%	154,347	23.6%	69.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	271,864	21.7%	29.7%	70.3%	80,746	16.8%	29.7%	191,118	23.8%	70.3%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	1,932,539	15.5%	35.0%	65.0%	675,701	4.6%	35.0%	1,256,838	22.4%	65.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201212	2,313,351	19.7%	32.8%	67.2%	759,156	12.4%	32.8%	1,554,194	23.7%	67.2%	1	0.0%	100.0%	-	0.0%	0.0%
	YE	201312	2,661,796	15.1%	32.7%	67.3%	869,474	14.5%	32.7%	1,792,262	15.3%	67.3%	60	5900.0%	100.0%	-	0.0%	0.0%

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Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Spain	2012	12	162,693	-13.1%	58.6%	41.4%	95,309	-0.4%	58.6%	67,368	-26.4%	41.4%	16	-11.1%	100.0%	-	0.0%	0.0%
	2013	12	169,340	4.1%	60.1%	39.9%	101,740	6.7%	60.1%	67,590	0.3%	39.9%	10	-37.5%	100.0%	-	0.0%	0.0%
	YE	201112	2,947,227	10.0%	56.2%	43.8%	1,651,604	11.7%	56.1%	1,290,717	7.6%	43.9%	4,904	544.4%	100.0%	2	-98.2%	0.0%
	YE	201212	2,788,307	-5.4%	56.9%	43.1%	1,586,332	-4.0%	56.9%	1,201,794	-6.9%	43.1%	181	-96.3%	100.0%	-	-100.0%	0.0%
	YE	201312	2,620,798	-6.0%	61.9%	38.1%	1,609,346	1.5%	61.7%	999,552	-16.8%	38.3%	11,900	6474.6%	100.0%	-	0.0%	0.0%
Italy	2012	12	124,401	-6.6%	55.6%	44.4%	69,128	-10.8%	55.6%	55,272	-0.8%	44.4%	-	-100.0%	0.0%	1	0.0%	100.0%
	2013	12	132,016	6.1%	56.4%	43.6%	74,431	7.7%	56.4%	57,575	4.2%	43.6%	8	0.0%	80.0%	2	100.0%	20.0%
	YE	201112	2,659,826	-2.3%	65.1%	34.9%	1,730,059	-4.3%	65.0%	929,526	1.5%	35.0%	241	-25.6%	100.0%	-	0.0%	0.0%
	YE	201212	2,545,201	-4.3%	67.0%	33.0%	1,706,446	-1.4%	67.0%	838,655	-9.8%	33.0%	93	-61.4%	93.0%	7	0.0%	7.0%
	YE	201312	2,523,747	-0.8%	66.4%	33.6%	1,675,800	-1.8%	66.4%	847,724	1.1%	33.6%	218	134.4%	97.8%	5	-28.6%	2.2%
The Bahamas	2012	12	212,167	-1.8%	77.2%	22.8%	162,050	1.4%	77.0%	48,479	2.6%	23.0%	1,638	-81.8%	100.0%	-	0.0%	0.0%
	2013	12	208,746	-1.6%	74.3%	25.7%	153,887	-5.0%	74.2%	53,640	10.6%	25.8%	1,219	-25.6%	100.0%	-	0.0%	0.0%
	YE	201112	2,436,260	-6.0%	80.6%	19.4%	1,914,102	-9.2%	80.2%	471,622	8.9%	19.8%	50,370	-0.3%	99.7%	166	0.0%	0.3%
	YE	201212	2,644,833	8.6%	82.7%	17.3%	2,140,392	11.8%	82.4%	457,944	-2.9%	17.6%	46,331	-8.0%	99.6%	166	0.0%	0.4%
	YE	201312	2,482,285	-6.1%	80.8%	19.2%	1,991,994	-6.9%	80.7%	477,553	4.3%	19.3%	12,738	-72.5%	100.0%	-	-100.0%	0.0%
Hong Kong	2012	12	196,157	-2.6%	27.9%	72.1%	54,681	-12.9%	27.9%	141,476	2.1%	72.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	207,228	5.6%	23.9%	76.1%	49,626	-9.2%	23.9%	157,602	11.4%	76.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	2,341,894	2.6%	32.4%	67.6%	752,891	2.0%	32.2%	1,582,435	2.5%	67.8%	6,568	0.0%	100.0%	-	-100.0%	0.0%
	YE	201212	2,442,790	4.3%	29.0%	71.0%	707,605	-6.0%	29.0%	1,735,176	9.7%	71.0%	9	-99.9%	100.0%	-	0.0%	0.0%
	YE	201312	2,411,038	-1.3%	25.9%	74.1%	623,937	-11.8%	25.9%	1,786,595	3.0%	74.1%	506	5522.2%	100.0%	-	0.0%	0.0%
Panama	2012	12	210,159	27.9%	30.8%	69.2%	64,648	3.1%	30.8%	145,511	43.2%	69.2%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	12	241,300	14.8%	27.4%	72.6%	66,203	2.4%	27.4%	175,086	20.3%	72.6%	11	0.0%	100.0%	-	0.0%	0.0%
	YE	201112	1,698,276	10.4%	41.4%	58.6%	702,498	-0.2%	41.4%	994,392	21.5%	58.6%	1,386	-90.8%	100.0%	-	0.0%	0.0%
	YE	201212	2,081,725	22.6%	33.9%	66.1%	706,052	0.5%	33.9%	1,375,129	38.3%	66.1%	544	-60.8%	100.0%	-	0.0%	0.0%
	YE	201312	2,367,382	13.7%	29.5%	70.5%	696,806	-1.3%	29.5%	1,668,501	21.3%	70.5%	2,018	271.0%	97.3%	57	0.0%	2.7%

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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	
Costa Rica	2012	12	221,827	1.1%	93.1%	6.9%	206,393	0.9%	93.1%	15,299	4.0%	6.9%	135	-16.7%	100.0%	-	0.0%	0.0%
	2013	12	238,115	7.3%	98.0%	2.0%	232,433	12.6%	98.0%	4,820	-68.5%	2.0%	862	538.5%	100.0%	-	0.0%	0.0%
	YE	201112	2,182,161	3.2%	92.7%	7.3%	2,020,327	2.3%	92.7%	159,389	16.4%	7.3%	2,445	73.3%	100.0%	-	0.0%	0.0%
	YE	201212	2,325,735	6.6%	92.5%	7.5%	2,146,423	6.2%	92.5%	174,666	9.6%	7.5%	4,646	90.0%	100.0%	-	0.0%	0.0%
	YE	201312	2,279,502	-2.0%	95.9%	4.1%	2,178,921	1.5%	95.8%	94,497	-45.9%	4.2%	6,084	31.0%	100.0%	-	0.0%	0.0%
Ireland	2012	12	122,640	10.5%	37.3%	62.7%	45,752	6.5%	37.3%	76,871	13.5%	62.7%	17	-94.6%	100.0%	-	0.0%	0.0%
	2013	12	140,848	14.8%	39.3%	60.7%	55,071	20.4%	39.2%	85,524	11.3%	60.8%	253	1388.2%	100.0%	-	0.0%	0.0%
	YE	201112	1,771,151	1.7%	48.7%	51.3%	858,837	4.9%	48.6%	909,463	-1.1%	51.4%	2,839	-7.3%	99.6%	12	-95.7%	0.4%
	YE	201212	1,801,705	1.7%	44.8%	55.2%	803,235	-6.5%	44.7%	993,878	9.3%	55.3%	4,567	60.9%	99.5%	25	108.3%	0.5%
	YE	201312	2,065,152	14.6%	46.2%	53.8%	951,723	18.5%	46.2%	1,110,055	11.7%	53.8%	3,374	-26.1%	100.0%	-	-100.0%	0.0%
Switzerland	2012	12	165,403	11.1%	31.5%	68.5%	52,025	-4.3%	31.5%	113,368	19.9%	68.5%	10	11.1%	100.0%	-	-100.0%	0.0%
	2013	12	157,325	-4.9%	34.2%	65.8%	53,848	3.5%	34.2%	103,460	-8.7%	65.8%	17	70.0%	100.0%	-	0.0%	0.0%
	YE	201112	1,938,859	5.1%	40.2%	59.8%	779,029	1.5%	40.2%	1,159,457	7.7%	59.8%	340	-5.0%	91.2%	33	-41.1%	8.8%
	YE	201212	2,026,910	4.5%	36.3%	63.7%	736,475	-5.5%	36.3%	1,290,131	11.3%	63.7%	287	-15.6%	94.4%	17	-48.5%	5.6%
	YE	201312	2,063,016	1.8%	36.0%	64.0%	742,458	0.8%	36.0%	1,320,268	2.3%	64.0%	286	-0.3%	98.6%	4	-76.5%	1.4%
Taiwan	2012	12	150,887	0.9%	0.0%	100.0%	-	0.0%	0.0%	150,877	0.9%	100.0%	10	0.0%	100.0%	-	0.0%	0.0%
	2013	12	166,070	10.1%	2.9%	97.1%	4,871	0.0%	2.9%	161,199	6.8%	97.1%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201112	1,730,280	-8.4%	0.4%	99.6%	-	-100.0%	0.0%	1,723,849	-8.4%	100.0%	6,431	-1.2%	100.0%	-	0.0%	0.0%
	YE	201212	1,749,667	1.1%	0.0%	100.0%	306	0.0%	0.0%	1,749,337	1.5%	100.0%	24	-99.6%	100.0%	-	0.0%	0.0%
	YE	201312	1,892,222	8.1%	1.4%	98.6%	26,371	8518.0%	1.4%	1,865,549	6.6%	98.6%	302	1158.3%	100.0%	-	0.0%	0.0%
Peru	2012	12	127,916	12.6%	38.9%	61.1%	49,720	1.0%	38.9%	78,196	21.4%	61.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	143,497	12.2%	46.1%	53.9%	66,106	33.0%	46.1%	77,391	-1.0%	53.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	1,364,327	8.1%	46.4%	53.6%	632,967	-8.4%	46.4%	731,208	28.2%	53.6%	152	-64.3%	100.0%	-	0.0%	0.0%
	YE	201212	1,447,642	6.1%	43.4%	56.6%	628,339	-0.7%	43.4%	819,258	12.0%	56.6%	9	-94.1%	20.0%	36	0.0%	80.0%
	YE	201312	1,637,573	13.1%	44.0%	56.0%	720,666	14.7%	44.0%	916,865	11.9%	56.0%	42	366.7%	100.0%	-	-100.0%	0.0%

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2/ Ranked in descending order according to YE 201312 data.

Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2012	12	2,753,662	3.0%	47.7%	52.3%	1,293,071	-1.3%	47.3%	1,440,556	8.6%	52.7%	19,498	-41.4%	97.3%	537	-86.4%	2.7%
	2013	12	2,551,419	-7.3%	50.8%	49.2%	1,266,207	-2.1%	50.3%	1,252,845	-13.0%	49.7%	30,023	54.0%	92.8%	2,344	336.5%	7.2%
	YE	201112	31,553,210	2.1%	53.8%	46.2%	16,589,023	-2.2%	53.3%	14,562,769	6.8%	46.7%	375,195	40.7%	93.5%	26,223	1.4%	6.5%
	YE	201212	32,912,013	4.3%	52.7%	47.3%	16,995,952	2.5%	52.2%	15,534,016	6.7%	47.8%	363,182	-3.2%	95.1%	18,863	-28.1%	4.9%
	YE	201312	32,314,955	-1.8%	52.8%	47.2%	16,735,862	-1.5%	52.4%	15,228,380	-2.0%	47.6%	312,115	-14.1%	89.0%	38,598	104.6%	11.0%
Mexico	2012	12	2,392,833	7.3%	85.5%	14.5%	2,017,254	5.9%	85.6%	338,453	11.8%	14.4%	29,224	91.1%	78.7%	7,902	9.2%	21.3%
	2013	12	2,483,860	3.8%	84.3%	15.7%	2,067,604	2.5%	84.3%	385,528	13.9%	15.7%	25,388	-13.1%	82.6%	5,340	-32.4%	17.4%
	YE	201112	23,884,378	2.8%	87.0%	13.0%	20,457,413	14.3%	87.2%	3,009,928	-40.1%	12.8%	322,837	37.3%	77.4%	94,200	8.3%	22.6%
	YE	201212	24,418,310	2.2%	86.3%	13.7%	20,752,221	1.4%	86.5%	3,228,039	7.2%	13.5%	331,864	2.8%	75.8%	106,186	12.7%	24.2%
	YE	201312	26,246,168	7.5%	85.4%	14.6%	22,014,801	6.1%	85.6%	3,715,216	15.1%	14.4%	405,441	22.2%	78.6%	110,710	4.3%	21.4%
United Kingdom	2012	12	1,573,434	-2.2%	40.5%	59.5%	636,565	-3.1%	40.5%	934,111	-1.6%	59.5%	162	-77.0%	5.9%	2,596	44.9%	94.1%
	2013	12	1,629,304	3.6%	40.0%	60.0%	651,547	2.4%	40.0%	977,623	4.7%	60.0%	134	-17.3%	100.0%	-	-100.0%	0.0%
	YE	201112	20,965,020	8.9%	41.8%	58.2%	8,756,001	8.5%	42.3%	11,960,372	11.1%	57.7%	6,966	-36.7%	2.8%	241,681	-39.7%	97.2%
	YE	201212	21,288,505	1.5%	40.1%	59.9%	8,521,174	-2.7%	40.6%	12,471,518	4.3%	59.4%	7,840	12.5%	2.7%	287,973	19.2%	97.3%
	YE	201312	21,022,832	-1.2%	40.2%	59.8%	8,450,163	-0.8%	40.6%	12,340,972	-1.0%	59.4%	9,223	17.6%	4.0%	222,474	-22.7%	96.0%
Japan	2012	12	1,210,543	9.4%	62.1%	37.9%	749,991	6.7%	62.6%	448,446	15.9%	37.4%	1,815	-80.1%	15.0%	10,291	30.2%	85.0%
	2013	12	1,223,592	1.1%	60.6%	39.4%	739,758	-1.4%	61.0%	471,982	5.2%	39.0%	1,567	-13.7%	13.2%	10,285	-0.1%	86.8%
	YE	201112	12,996,970	-2.3%	65.9%	34.1%	8,530,021	1.2%	66.5%	4,300,269	-10.4%	33.5%	31,323	72.4%	18.8%	135,357	101.2%	81.2%
	YE	201212	14,256,970	9.7%	65.1%	34.9%	9,269,049	8.7%	65.8%	4,822,753	12.2%	34.2%	17,181	-45.1%	10.4%	147,987	9.3%	89.6%
	YE	201312	14,811,045	3.9%	62.6%	37.4%	9,253,782	-0.2%	63.2%	5,378,382	11.5%	36.8%	19,079	11.0%	10.7%	159,802	8.0%	89.3%
Germany	2012	12	828,608	-2.7%	44.2%	55.8%	365,978	-2.3%	44.2%	462,032	-2.9%	55.8%	598	-42.3%	100.0%	-	0.0%	0.0%
	2013	12	855,600	3.3%	46.3%	53.7%	393,577	7.5%	46.1%	459,612	-0.5%	53.9%	2,411	303.2%	100.0%	-	0.0%	0.0%
	YE	201112	11,717,366	3.1%	42.4%	57.6%	4,964,126	3.8%	42.4%	6,745,047	2.5%	57.6%	7,387	46.6%	90.2%	806	2418.8%	9.8%
	YE	201212	11,844,425	1.1%	44.3%	55.7%	5,239,160	5.5%	44.3%	6,599,425	-2.2%	55.7%	5,245	-29.0%	89.8%	595	-26.2%	10.2%
	YE	201312	12,153,452	2.6%	44.6%	55.4%	5,413,397	3.3%	44.6%	6,729,164	2.0%	55.4%	10,859	107.0%	99.7%	32	-94.6%	0.3%

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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
France	2012	12	503,250	-7.0%	45.6%	54.4%	229,417	-9.7%	45.6%	273,701	-4.7%	54.4%	116	-20.0%	87.9%	16	0.0%	12.1%
	2013	12	566,314	12.5%	48.7%	51.3%	275,912	20.3%	48.7%	290,240	6.0%	51.3%	146	25.9%	90.1%	16	0.0%	9.9%
	YE	201112	7,684,407	6.4%	44.7%	55.3%	3,427,266	8.0%	44.6%	4,251,268	5.2%	55.4%	3,903	-3.2%	66.5%	1,970	49.7%	33.5%
	YE	201212	7,352,428	-4.3%	45.4%	54.6%	3,337,092	-2.6%	45.4%	4,010,195	-5.7%	54.6%	3,373	-13.6%	65.6%	1,768	-10.3%	34.4%
	YE	201312	7,650,366	4.1%	47.7%	52.3%	3,642,431	9.1%	47.6%	4,003,605	-0.2%	52.4%	4,138	22.7%	95.6%	192	-89.1%	4.4%
Dominican Republic	2012	12	546,455	6.1%	98.5%	1.5%	526,363	4.0%	98.5%	8,281	87.4%	1.5%	11,811	154.4%	100.0%	-	0.0%	0.0%
	2013	12	590,289	8.0%	99.2%	0.8%	572,324	8.7%	99.2%	4,484	-45.9%	0.8%	13,481	14.1%	100.0%	-	0.0%	0.0%
	YE	201112	5,751,235	-1.1%	99.5%	0.5%	5,560,491	-0.9%	99.5%	30,694	-51.6%	0.5%	160,050	15.6%	100.0%	-	-100.0%	0.0%
	YE	201212	6,255,814	8.8%	99.2%	0.8%	5,905,492	6.2%	99.1%	51,082	66.4%	0.9%	299,080	86.9%	99.9%	160	0.0%	0.1%
	YE	201312	6,487,626	3.7%	99.3%	0.7%	6,159,697	4.3%	99.2%	47,777	-6.5%	0.8%	280,152	-6.3%	100.0%	-	-100.0%	0.0%
Brazil	2012	12	536,697	21.0%	66.8%	33.2%	357,921	18.0%	66.7%	178,430	30.3%	33.3%	346	-90.0%	100.0%	-	0.0%	0.0%
	2013	12	565,092	5.3%	69.8%	30.2%	393,944	10.1%	69.8%	170,802	-4.3%	30.2%	346	0.0%	100.0%	-	0.0%	0.0%
	YE	201112	4,769,247	12.4%	68.2%	31.8%	3,243,472	10.7%	68.1%	1,517,831	15.7%	31.9%	7,944	256.9%	100.0%	-	-100.0%	0.0%
	YE	201212	5,388,536	13.0%	68.2%	31.8%	3,662,920	12.9%	68.1%	1,713,615	12.9%	31.9%	11,729	47.6%	97.7%	272	0.0%	2.3%
	YE	201312	6,121,181	13.6%	68.8%	31.2%	4,206,758	14.8%	68.8%	1,910,603	11.5%	31.2%	3,804	-67.6%	99.6%	16	-94.1%	0.4%
South Korea	2012	12	490,543	0.1%	12.7%	87.3%	62,083	12.1%	12.7%	428,460	-0.8%	87.3%	-	0.0%	0.0%	-	-100.0%	0.0%
	2013	12	531,703	8.4%	20.6%	79.4%	105,879	70.5%	20.1%	422,118	-1.5%	79.9%	3,706	0.0%	100.0%	-	0.0%	0.0%
	YE	201112	5,428,338	14.6%	12.0%	88.0%	646,732	70.4%	12.0%	4,747,907	9.5%	88.0%	5,429	10979.6%	16.1%	28,270	29.0%	83.9%
	YE	201212	5,693,913	4.9%	12.8%	87.2%	727,080	12.4%	12.8%	4,954,516	4.4%	87.2%	193	-96.4%	1.6%	12,124	-57.1%	98.4%
	YE	201312	6,114,147	7.4%	16.8%	83.2%	1,021,149	40.4%	16.7%	5,079,146	2.5%	83.3%	8,344	4223.3%	60.2%	5,508	-54.6%	39.8%
Netherlands	2012	12	376,199	-1.1%	65.3%	34.7%	245,477	4.7%	65.3%	130,722	-10.6%	34.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	386,835	2.8%	65.7%	34.3%	254,336	3.6%	65.7%	132,499	1.4%	34.3%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	5,398,496	3.7%	63.8%	36.2%	3,440,895	2.9%	63.8%	1,955,839	5.7%	36.2%	1,762	211.3%	100.0%	-	-100.0%	0.0%
	YE	201212	5,316,956	-1.5%	65.4%	34.6%	3,477,446	1.1%	65.4%	1,838,067	-6.0%	34.6%	1,411	-19.9%	97.8%	32	0.0%	2.2%
	YE	201312	5,555,568	4.5%	67.5%	32.5%	3,746,970	7.8%	67.5%	1,807,413	-1.7%	32.5%	985	-30.2%	83.1%	200	525.0%	16.9%

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
China	2012	12	371,484	7.8%	60.3%	39.7%	224,124	2.2%	61.6%	139,560	11.5%	38.4%	-	-100.0%	0.0%	7,800	0.0%	100.0%
	2013	12	439,848	18.4%	55.6%	44.4%	244,760	9.2%	55.6%	195,088	39.8%	44.4%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201112	3,953,807	27.4%	66.0%	34.0%	2,605,763	33.0%	66.0%	1,341,627	17.5%	34.0%	4,777	49.2%	74.4%	1,640	0.0%	25.6%
	YE	201212	4,438,227	12.3%	65.1%	34.9%	2,881,341	10.6%	65.2%	1,538,047	14.6%	34.8%	6,839	43.2%	36.3%	12,000	631.7%	63.7%
	YE	201312	5,124,341	15.5%	59.1%	40.9%	3,021,455	4.9%	59.6%	2,045,281	33.0%	40.4%	5,405	-21.0%	9.4%	52,200	335.0%	90.6%
Jamaica	2012	12	334,864	-4.1%	78.6%	21.4%	261,300	6.1%	78.5%	71,764	-18.8%	21.5%	1,800	-87.6%	100.0%	-	0.0%	0.0%
	2013	12	323,758	-3.3%	86.3%	13.7%	276,276	5.7%	86.1%	44,506	-38.0%	13.9%	2,976	65.3%	100.0%	-	0.0%	0.0%
	YE	201112	3,816,177	-2.1%	77.2%	22.8%	2,674,910	-9.1%	75.5%	869,197	-3.5%	24.5%	272,070	395.5%	100.0%	-	0.0%	0.0%
	YE	201212	3,917,505	2.7%	77.8%	22.2%	2,975,505	11.2%	77.4%	868,532	-0.1%	22.6%	73,468	-73.0%	100.0%	-	0.0%	0.0%
	YE	201312	3,681,592	-6.0%	84.2%	15.8%	3,058,006	2.8%	84.0%	582,240	-33.0%	16.0%	41,346	-43.7%	100.0%	-	0.0%	0.0%
Australia	2012	12	280,258	12.1%	55.8%	44.2%	155,426	11.6%	55.6%	123,892	11.9%	44.4%	940	0.0%	100.0%	-	0.0%	0.0%
	2013	12	289,118	3.2%	55.5%	44.5%	160,570	3.3%	55.5%	128,548	3.8%	44.5%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201112	2,855,167	6.3%	56.2%	43.8%	1,604,763	10.6%	56.2%	1,249,704	1.4%	43.8%	246	373.1%	35.1%	454	-81.9%	64.9%
	YE	201212	3,096,133	8.4%	55.0%	45.0%	1,699,104	5.9%	54.9%	1,394,800	11.6%	45.1%	2,229	806.1%	100.0%	-	-100.0%	0.0%
	YE	201312	3,359,320	8.5%	55.8%	44.2%	1,875,222	10.4%	55.8%	1,484,070	6.4%	44.2%	28	-98.7%	100.0%	-	0.0%	0.0%
The Bahamas	2012	12	298,563	-6.5%	77.7%	22.3%	228,196	-3.2%	77.4%	66,460	2.5%	22.6%	3,907	-79.0%	100.0%	-	0.0%	0.0%
	2013	12	282,313	-5.4%	76.4%	23.6%	213,214	-6.6%	76.2%	66,680	0.3%	23.8%	2,419	-38.1%	100.0%	-	0.0%	0.0%
	YE	201112	3,302,400	-12.0%	81.2%	18.8%	2,588,120	-14.1%	80.7%	620,815	-5.4%	19.3%	93,209	15.1%	99.7%	256	0.0%	0.3%
	YE	201212	3,729,528	12.9%	81.0%	19.0%	2,890,631	11.7%	80.3%	708,946	14.2%	19.7%	129,707	39.2%	99.8%	244	-4.7%	0.2%
	YE	201312	3,344,481	-10.3%	79.2%	20.8%	2,623,522	-9.2%	79.1%	693,984	-2.1%	20.9%	26,975	-79.2%	100.0%	-	-100.0%	0.0%
Colombia	2012	12	277,491	5.2%	57.4%	42.6%	159,021	9.4%	57.4%	118,158	-0.2%	42.6%	312	0.0%	100.0%	-	0.0%	0.0%
	2013	12	327,676	18.1%	61.2%	38.8%	200,172	25.9%	61.1%	127,194	7.6%	38.9%	310	-0.6%	100.0%	-	0.0%	0.0%
	YE	201112	2,786,352	-12.5%	55.6%	44.4%	1,548,607	-15.7%	55.6%	1,236,951	-8.0%	44.4%	794	-71.4%	100.0%	-	0.0%	0.0%
	YE	201212	2,950,443	5.9%	57.1%	42.9%	1,679,261	8.4%	57.0%	1,266,241	2.4%	43.0%	4,941	522.3%	100.0%	-	0.0%	0.0%
	YE	201312	3,309,607	12.2%	58.7%	41.3%	1,939,046	15.5%	58.6%	1,367,432	8.0%	41.4%	3,129	-36.7%	100.0%	-	0.0%	0.0%

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United Arab Emirates	2012	12	238,993	10.5%	31.5%	68.5%	75,313	2.1%	31.5%	163,680	14.9%	68.5%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	304,964	27.6%	31.2%	68.8%	95,209	26.4%	31.2%	209,755	28.1%	68.8%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	2,482,208	24.6%	32.5%	67.5%	807,153	5.2%	32.5%	1,675,055	36.8%	67.5%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201212	2,706,745	9.0%	32.4%	67.6%	877,180	8.7%	32.4%	1,829,550	9.2%	67.6%	15	0.0%	100.0%	-	0.0%	0.0%
	YE	201312	3,217,772	18.9%	33.1%	66.9%	1,064,376	21.3%	33.1%	2,151,988	17.6%	66.9%	1,408	9286.7%	100.0%	-	0.0%	0.0%
Spain	2012	12	205,413	-16.5%	56.0%	44.0%	114,897	-4.7%	55.9%	90,473	-27.5%	44.1%	43	-14.0%	100.0%	-	-100.0%	0.0%
	2013	12	201,168	-2.1%	58.7%	41.3%	118,146	2.8%	58.7%	82,998	-8.3%	41.3%	24	-44.2%	100.0%	-	0.0%	0.0%
	YE	201112	3,721,818	14.3%	54.9%	45.1%	2,031,375	14.8%	54.7%	1,679,487	13.1%	45.3%	10,167	309.0%	92.8%	789	163.9%	7.2%
	YE	201212	3,412,943	-8.3%	55.3%	44.7%	1,888,206	-7.0%	55.3%	1,524,066	-9.3%	44.7%	671	-93.4%	100.0%	-	-100.0%	0.0%
	YE	201312	3,134,922	-8.1%	60.4%	39.6%	1,877,430	-0.6%	60.2%	1,241,034	-18.6%	39.8%	16,458	2352.8%	100.0%	-	0.0%	0.0%
Panama	2012	12	251,864	11.9%	31.1%	68.9%	78,369	-2.8%	31.1%	173,495	20.2%	68.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	12	296,090	17.6%	27.0%	73.0%	80,076	2.2%	27.0%	216,000	24.5%	73.0%	14	0.0%	100.0%	-	0.0%	0.0%
	YE	201112	2,331,189	13.1%	39.7%	60.3%	922,690	-1.2%	39.6%	1,406,027	26.7%	60.4%	2,472	-85.9%	100.0%	-	0.0%	0.0%
	YE	201212	2,808,412	20.5%	33.3%	66.7%	933,036	1.1%	33.2%	1,874,570	33.3%	66.8%	806	-67.4%	100.0%	-	0.0%	0.0%
	YE	201312	3,133,714	11.6%	29.2%	70.8%	911,150	-2.3%	29.1%	2,218,227	18.3%	70.9%	4,191	420.0%	96.6%	146	0.0%	3.4%
Italy	2012	12	150,765	-12.5%	53.2%	46.8%	80,281	-18.8%	53.3%	70,468	-4.2%	46.7%	-	-100.0%	0.0%	16	0.0%	100.0%
	2013	12	160,058	6.2%	55.4%	44.6%	88,638	10.4%	55.4%	71,376	1.3%	44.6%	12	0.0%	27.3%	32	100.0%	72.7%
	YE	201112	3,257,130	-3.0%	63.2%	36.8%	2,058,654	-5.5%	63.2%	1,197,984	1.7%	36.8%	492	-19.7%	100.0%	-	0.0%	0.0%
	YE	201212	3,024,343	-7.1%	65.6%	34.4%	1,982,850	-3.7%	65.6%	1,041,210	-13.1%	34.4%	251	-49.0%	88.7%	32	0.0%	11.3%
	YE	201312	2,954,396	-2.3%	65.1%	34.9%	1,920,568	-3.1%	65.0%	1,032,044	-0.9%	35.0%	1,720	585.3%	96.4%	64	100.0%	3.6%
Hong Kong	2012	12	236,965	-8.0%	25.4%	74.6%	60,271	-17.7%	25.4%	176,694	-4.2%	74.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	236,650	-0.1%	23.7%	76.3%	56,030	-7.0%	23.7%	180,620	2.2%	76.3%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	2,827,227	7.5%	32.0%	68.0%	883,121	4.2%	31.5%	1,921,258	7.8%	68.5%	22,848	0.0%	100.0%	-	-100.0%	0.0%
	YE	201212	3,032,274	7.3%	27.6%	72.4%	838,189	-5.1%	27.6%	2,194,071	14.2%	72.4%	14	-99.9%	100.0%	-	0.0%	0.0%
	YE	201312	2,849,178	-6.0%	25.0%	75.0%	710,878	-15.2%	25.0%	2,137,681	-2.6%	75.0%	619	4321.4%	100.0%	-	0.0%	0.0%

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

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

Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201312 data.

Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Costa Rica	2012	12	274,645	2.0%	93.2%	6.8%	255,926	2.3%	93.2%	18,546	-1.5%	6.8%	173	-46.3%	100.0%	-	0.0%	0.0%
	2013	12	291,300	6.1%	97.4%	2.6%	282,091	10.2%	97.3%	7,680	-58.6%	2.7%	1,529	783.8%	100.0%	-	0.0%	0.0%
	YE	201112	2,657,510	1.7%	92.6%	7.4%	2,456,260	0.7%	92.6%	196,714	15.4%	7.4%	4,536	138.5%	100.0%	-	0.0%	0.0%
	YE	201212	2,860,239	7.6%	92.5%	7.5%	2,637,251	7.4%	92.5%	213,456	8.5%	7.5%	9,532	110.1%	100.0%	-	0.0%	0.0%
	YE	201312	2,762,297	-3.4%	95.5%	4.5%	2,629,303	-0.3%	95.5%	123,443	-42.2%	4.5%	9,551	0.2%	100.0%	-	0.0%	0.0%
Switzerland	2012	12	203,429	8.3%	34.3%	65.7%	69,822	-4.5%	34.3%	133,580	16.5%	65.7%	27	-49.1%	100.0%	-	-100.0%	0.0%
	2013	12	189,207	-7.0%	37.1%	62.9%	70,170	0.5%	37.1%	118,937	-11.0%	62.9%	100	270.4%	100.0%	-	0.0%	0.0%
	YE	201112	2,384,780	7.2%	43.1%	56.9%	1,025,781	4.6%	43.1%	1,356,423	9.3%	56.9%	1,337	1.8%	51.9%	1,239	57.0%	48.1%
	YE	201212	2,470,070	3.6%	39.5%	60.5%	974,354	-5.0%	39.5%	1,493,722	10.1%	60.5%	1,245	-6.9%	62.4%	749	-39.5%	37.6%
	YE	201312	2,487,363	0.7%	39.1%	60.9%	970,523	-0.4%	39.0%	1,515,475	1.5%	61.0%	1,333	7.1%	97.7%	32	-95.7%	2.3%
Ireland	2012	12	157,032	5.8%	36.6%	63.4%	57,471	9.0%	36.6%	99,512	4.8%	63.4%	49	-93.7%	100.0%	-	0.0%	0.0%
	2013	12	170,830	8.8%	38.8%	61.2%	65,707	14.3%	38.6%	104,518	5.0%	61.4%	605	1134.7%	100.0%	-	0.0%	0.0%
	YE	201112	2,185,948	2.8%	46.1%	53.9%	997,845	6.1%	45.9%	1,177,400	0.0%	54.1%	10,667	40.7%	99.7%	36	-89.2%	0.3%
	YE	201212	2,139,379	-2.1%	43.4%	56.6%	920,195	-7.8%	43.2%	1,210,874	2.8%	56.8%	8,242	-22.7%	99.2%	68	88.9%	0.8%
	YE	201312	2,427,875	13.5%	44.8%	55.2%	1,082,160	17.6%	44.7%	1,339,872	10.7%	55.3%	5,843	-29.1%	100.0%	-	-100.0%	0.0%
Taiwan	2012	12	192,687	2.6%	0.0%	100.0%	-	0.0%	0.0%	192,655	2.6%	100.0%	32	0.0%	100.0%	-	0.0%	0.0%
	2013	12	200,391	4.0%	4.0%	96.0%	7,938	0.0%	4.0%	192,453	-0.1%	96.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201112	2,136,419	-6.4%	0.4%	99.6%	-	-100.0%	0.0%	2,128,827	-6.3%	100.0%	7,592	-16.2%	100.0%	-	0.0%	0.0%
	YE	201212	2,118,880	-0.8%	0.0%	100.0%	374	0.0%	0.0%	2,118,450	-0.5%	100.0%	56	-99.3%	100.0%	-	0.0%	0.0%
	YE	201312	2,273,595	7.3%	2.0%	98.0%	44,394	11770.1%	2.0%	2,228,342	5.2%	98.0%	859	1433.9%	100.0%	-	0.0%	0.0%
El Salvador	2012	12	176,783	1.1%	33.4%	66.6%	54,778	-4.6%	31.8%	117,728	2.4%	68.2%	4,277	76.4%	100.0%	-	0.0%	0.0%
	2013	12	208,306	17.8%	28.8%	71.2%	57,208	4.4%	27.8%	148,308	26.0%	72.2%	2,790	-34.8%	100.0%	-	0.0%	0.0%
	YE	201112	1,959,381	6.0%	38.0%	62.0%	708,923	-0.3%	36.8%	1,215,092	10.3%	63.2%	35,366	-1.6%	100.0%	-	0.0%	0.0%
	YE	201212	1,915,517	-2.2%	34.6%	65.4%	610,704	-13.9%	32.8%	1,252,140	3.0%	67.2%	52,673	48.9%	100.0%	-	0.0%	0.0%
	YE	201312	2,048,704	7.0%	35.2%	64.8%	670,430	9.8%	33.6%	1,327,250	6.0%	66.4%	51,024	-3.1%	100.0%	-	0.0%	0.0%

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

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

Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201312 data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Japan	2012	12	72,112	13.2%	51.7%	48.3%	32,644	-8.3%	48.6%	34,524	32.3%	51.4%	4,648	156.2%	94.0%	296	40.8%	6.0%
	2013	12	69,471	-3.7%	51.0%	49.0%	30,274	-7.3%	47.1%	34,048	-1.4%	52.9%	5,149	10.8%	100.0%	-	-100.0%	0.0%
	YE	201112	822,036	2.6%	57.1%	42.9%	436,379	6.5%	56.0%	342,342	1.6%	44.0%	33,411	-32.2%	77.1%	9,903	108.1%	22.9%
	YE	201212	845,783	2.9%	55.5%	44.5%	445,017	2.0%	54.4%	373,347	9.1%	45.6%	24,419	-26.9%	89.1%	3,001	-69.7%	10.9%
	YE	201312	835,327	-1.2%	52.0%	48.0%	372,964	-16.2%	48.3%	399,617	7.0%	51.7%	61,653	152.5%	98.3%	1,092	-63.6%	1.7%
Germany	2012	12	58,198	-4.1%	53.6%	46.4%	26,275	-2.3%	49.3%	27,009	-9.3%	50.7%	4,897	24.5%	99.6%	18	-71.7%	0.4%
	2013	12	60,204	3.4%	55.5%	44.5%	27,065	3.0%	50.3%	26,710	-1.1%	49.7%	6,353	29.7%	98.8%	75	330.4%	1.2%
	YE	201112	799,004	1.2%	53.2%	46.8%	372,575	11.4%	50.1%	371,619	-1.6%	49.9%	52,872	-29.7%	96.5%	1,938	-21.4%	3.5%
	YE	201212	739,467	-7.5%	53.6%	46.4%	336,778	-9.6%	49.6%	342,290	-7.9%	50.4%	59,467	12.5%	98.5%	932	-51.9%	1.5%
	YE	201312	760,897	2.9%	54.1%	45.9%	338,743	0.6%	49.3%	348,875	1.9%	50.7%	72,595	22.1%	99.1%	684	-26.7%	0.9%
United Kingdom	2012	12	60,811	-6.7%	42.7%	57.3%	24,440	-7.7%	41.3%	34,673	-4.6%	58.7%	1,538	-33.0%	90.6%	160	145.9%	9.4%
	2013	12	61,110	0.5%	44.7%	55.3%	25,934	6.1%	43.4%	33,777	-2.6%	56.6%	1,399	-9.0%	100.0%	-	-100.0%	0.0%
	YE	201112	796,070	-0.6%	44.9%	55.1%	336,865	-2.0%	43.7%	434,720	2.6%	56.3%	20,311	-14.9%	83.0%	4,174	-56.3%	17.0%
	YE	201212	764,562	-4.0%	43.2%	56.8%	313,637	-6.9%	42.1%	430,504	-1.0%	57.9%	16,468	-18.9%	80.6%	3,953	-5.3%	19.4%
	YE	201312	747,308	-2.3%	44.1%	55.9%	310,211	-1.1%	42.8%	414,647	-3.7%	57.2%	19,354	17.5%	86.2%	3,097	-21.7%	13.8%
China	2012	12	43,851	-21.1%	61.6%	38.4%	21,006	-20.5%	55.5%	16,822	-36.2%	44.5%	6,023	119.1%	100.0%	-	0.0%	0.0%
	2013	12	58,659	33.8%	47.3%	52.7%	18,594	-11.5%	37.6%	30,916	83.8%	62.4%	9,149	51.9%	100.0%	-	0.0%	0.0%
	YE	201112	649,133	0.0%	54.1%	45.9%	306,097	4.0%	50.7%	297,972	-4.6%	49.3%	45,065	7.3%	100.0%	-	-100.0%	0.0%
	YE	201212	657,232	1.2%	50.7%	49.3%	285,998	-6.6%	47.0%	322,871	8.4%	53.0%	47,526	5.5%	98.3%	837	0.0%	1.7%
	YE	201312	680,104	3.5%	47.3%	52.7%	231,847	-18.9%	39.3%	358,407	11.0%	60.7%	89,850	89.1%	100.0%	-	-100.0%	0.0%
South Korea	2012	12	56,045	-5.1%	35.6%	64.4%	8,654	-38.7%	22.1%	30,572	-14.3%	77.9%	11,322	159.0%	67.3%	5,496	12.2%	32.7%
	2013	12	54,580	-2.6%	30.5%	69.5%	9,370	8.3%	21.7%	33,783	10.5%	78.3%	7,280	-35.7%	63.7%	4,148	-24.5%	36.3%
	YE	201112	789,102	-13.6%	31.1%	68.9%	155,127	-8.5%	26.8%	423,004	-11.9%	73.2%	90,640	-31.4%	43.0%	120,331	-8.7%	57.0%
	YE	201212	685,045	-13.2%	34.8%	65.2%	147,038	-5.2%	27.0%	397,563	-6.0%	73.0%	91,551	1.0%	65.2%	48,893	-59.4%	34.8%
	YE	201312	646,050	-5.7%	32.6%	67.4%	102,983	-30.0%	21.3%	380,414	-4.3%	78.7%	107,410	17.3%	66.0%	55,244	13.0%	34.0%

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

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Freight (Tons)

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Hong Kong	2012	12	58,340	14.9%	43.5%	56.5%	11,350	-14.4%	25.6%	32,945	11.2%	74.4%	14,046	78.8%	100.0%	-	0.0%	0.0%
	2013	12	58,634	0.5%	45.0%	55.0%	11,995	5.7%	27.1%	32,236	-2.2%	72.9%	14,404	2.5%	100.0%	-	0.0%	0.0%
	YE	201112	612,286	-0.8%	42.6%	57.4%	191,698	-9.4%	35.3%	351,748	-3.9%	64.7%	68,840	73.7%	100.0%	-	0.0%	0.0%
	YE	201212	625,697	2.2%	46.7%	53.3%	160,305	-16.4%	32.5%	333,329	-5.2%	67.5%	132,064	91.8%	100.0%	-	0.0%	0.0%
	YE	201312	638,225	2.0%	44.5%	55.5%	131,283	-18.1%	27.0%	354,311	6.3%	73.0%	152,631	15.6%	100.0%	-	0.0%	0.0%
Taiwan	2012	12	50,440	-11.8%	10.7%	89.3%	5,404	-1.4%	10.7%	45,037	-12.8%	89.3%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	48,532	-3.8%	11.4%	88.6%	5,555	2.8%	11.4%	42,977	-4.6%	88.6%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	642,038	-14.3%	9.0%	91.0%	57,721	-0.1%	9.0%	584,275	-15.3%	91.0%	42	-97.7%	100.0%	-	0.0%	0.0%
	YE	201212	588,023	-8.4%	10.0%	90.0%	58,886	2.0%	10.0%	529,137	-9.4%	90.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201312	591,044	0.5%	11.1%	88.9%	65,339	11.0%	11.1%	525,623	-0.7%	88.9%	82	0.0%	100.0%	-	0.0%	0.0%
Colombia	2012	12	39,191	9.1%	63.4%	36.6%	17,288	73.5%	54.7%	14,344	0.3%	45.3%	7,559	-32.6%	100.0%	-	-100.0%	0.0%
	2013	12	41,067	4.8%	46.2%	53.8%	13,111	-24.2%	37.3%	22,078	53.9%	62.7%	5,879	-22.2%	100.0%	-	0.0%	0.0%
	YE	201112	423,601	-1.5%	60.9%	39.1%	161,887	13.4%	52.2%	148,080	-12.0%	47.8%	95,937	47.9%	84.4%	17,697	-67.3%	15.6%
	YE	201212	418,618	-1.2%	64.4%	35.6%	158,946	-1.8%	51.6%	148,957	0.6%	48.4%	110,704	15.4%	100.0%	11	-99.9%	0.0%
	YE	201312	426,596	1.9%	55.9%	44.1%	159,887	0.6%	46.0%	188,063	26.3%	54.0%	78,646	-29.0%	100.0%	-	-100.0%	0.0%
Mexico	2012	12	33,570	-11.1%	73.0%	27.0%	21,674	-4.7%	70.6%	9,047	-5.8%	29.4%	2,849	-47.0%	100.0%	0	-99.2%	0.0%
	2013	12	36,932	10.0%	69.6%	30.4%	21,119	-2.6%	67.4%	10,198	12.7%	32.6%	4,604	61.6%	82.0%	1,011	262482.1%	18.0%
	YE	201112	424,817	1.5%	71.6%	28.4%	235,398	11.8%	66.1%	120,678	3.9%	33.9%	68,661	-25.1%	99.9%	81	19.9%	0.1%
	YE	201212	402,797	-5.2%	74.3%	25.7%	254,079	7.9%	71.1%	103,087	-14.6%	28.9%	45,282	-34.1%	99.2%	348	332.6%	0.8%
	YE	201312	420,304	4.3%	71.5%	28.5%	261,238	2.8%	69.5%	114,436	11.0%	30.5%	39,112	-13.6%	87.6%	5,518	1483.6%	12.4%
France	2012	12	28,504	-10.9%	59.2%	40.8%	16,700	-15.5%	58.9%	11,644	-3.0%	41.1%	160	0.0%	100.0%	-	-100.0%	0.0%
	2013	12	28,835	1.2%	56.2%	43.8%	16,216	-2.9%	56.5%	12,465	7.0%	43.5%	-	-100.0%	0.0%	154	0.0%	100.0%
	YE	201112	382,376	2.7%	57.6%	42.4%	218,974	2.4%	57.6%	161,306	2.3%	42.4%	1,139	262.1%	54.3%	957	65.2%	45.7%
	YE	201212	359,124	-6.1%	58.7%	41.3%	209,648	-4.3%	58.6%	147,936	-8.3%	41.4%	1,159	1.8%	75.3%	381	-60.2%	24.7%
	YE	201312	332,729	-7.4%	55.8%	44.2%	184,338	-12.1%	55.7%	146,686	-0.8%	44.3%	1,312	13.1%	76.9%	394	3.3%	23.1%

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.

2/ Ranked in descending order according to YE 201312 data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2012	12	26,608	-12.7%	74.3%	25.7%	18,264	-10.4%	76.3%	5,678	-3.0%	23.7%	1,503	-33.5%	56.4%	1,164	-41.0%	43.6%
	2013	12	26,365	-0.9%	79.7%	20.3%	19,272	5.5%	83.3%	3,863	-32.0%	16.7%	1,734	15.4%	53.7%	1,496	28.5%	46.3%
	YE	201112	349,145	-1.3%	71.9%	28.1%	231,667	3.9%	75.3%	76,158	-14.8%	24.7%	19,537	38.1%	47.3%	21,782	-20.4%	52.7%
	YE	201212	320,735	-8.1%	77.5%	22.5%	237,663	2.6%	80.9%	56,083	-26.4%	19.1%	10,793	-44.8%	40.0%	16,196	-25.6%	60.0%
	YE	201312	330,156	2.9%	78.1%	21.9%	240,029	1.0%	81.0%	56,412	0.6%	19.0%	17,695	63.9%	52.5%	16,019	-1.1%	47.5%
Netherlands	2012	12	27,666	-5.3%	39.5%	60.5%	8,053	13.6%	32.5%	16,744	-0.4%	67.5%	2,868	-46.0%	100.0%	-	0.0%	0.0%
	2013	12	25,557	-7.6%	44.6%	55.4%	8,170	1.4%	36.6%	14,162	-15.4%	63.4%	3,225	12.4%	100.0%	-	0.0%	0.0%
	YE	201112	344,879	8.8%	41.1%	58.9%	97,170	-5.5%	32.4%	203,043	11.1%	67.6%	44,666	94.0%	100.0%	-	-100.0%	0.0%
	YE	201212	315,240	-8.6%	44.2%	55.8%	94,468	-2.8%	34.9%	175,992	-13.3%	65.1%	44,779	0.3%	100.0%	-	0.0%	0.0%
	YE	201312	316,069	0.3%	41.9%	58.1%	98,500	4.3%	34.9%	183,542	4.3%	65.1%	34,027	-24.0%	100.0%	-	0.0%	0.0%
Brazil	2012	12	22,367	-15.2%	60.3%	39.7%	8,097	-32.9%	49.5%	8,259	-0.4%	50.5%	5,381	-5.6%	89.5%	629	114.8%	10.5%
	2013	12	19,970	-10.7%	54.4%	45.6%	6,347	-21.6%	42.7%	8,532	3.3%	57.3%	4,509	-16.2%	88.6%	582	-7.6%	11.4%
	YE	201112	330,161	-2.3%	73.5%	26.5%	159,914	2.3%	65.0%	86,282	11.1%	35.0%	82,881	-14.5%	98.7%	1,084	-84.2%	1.3%
	YE	201212	309,483	-6.3%	72.1%	27.9%	137,124	-14.3%	62.5%	82,322	-4.6%	37.5%	85,950	3.7%	95.5%	4,087	276.9%	4.5%
	YE	201312	282,660	-8.7%	64.0%	36.0%	118,836	-13.3%	56.2%	92,522	12.4%	43.8%	62,009	-27.9%	87.0%	9,293	127.4%	13.0%
Luxembourg	2012	12	13,292	-14.1%	27.8%	72.2%	-	0.0%	0.0%	9,597	-6.9%	100.0%	3,695	-27.1%	100.0%	-	-100.0%	0.0%
	2013	12	14,635	10.1%	30.9%	69.1%	945	0.0%	8.5%	10,114	5.4%	91.5%	3,576	-3.2%	100.0%	-	0.0%	0.0%
	YE	201112	180,061	19.3%	26.4%	73.6%	76	0.0%	0.1%	122,972	5.9%	99.9%	47,529	38.6%	83.4%	9,485	1823.3%	16.6%
	YE	201212	151,831	-15.7%	25.3%	74.7%	-	-100.0%	0.0%	113,279	-7.9%	100.0%	38,370	-19.3%	99.5%	183	-98.1%	0.5%
	YE	201312	179,996	18.6%	29.1%	70.9%	7,434	0.0%	5.6%	126,066	11.3%	94.4%	44,950	17.1%	96.7%	1,547	746.4%	3.3%
Peru	2012	12	19,768	29.6%	53.7%	46.3%	2,968	-19.1%	25.2%	8,831	65.9%	74.8%	7,651	32.7%	96.0%	318	-35.4%	4.0%
	2013	12	16,991	-14.0%	53.8%	46.2%	4,277	44.1%	36.6%	7,420	-16.0%	63.4%	4,857	-36.5%	91.8%	437	37.3%	8.2%
	YE	201112	162,294	9.1%	51.4%	48.6%	35,468	50.3%	33.5%	70,258	4.6%	66.5%	47,927	23.4%	84.7%	8,641	-54.8%	15.3%
	YE	201212	177,057	9.1%	53.1%	46.9%	39,252	10.7%	33.2%	79,153	12.7%	66.8%	54,729	14.2%	93.3%	3,923	-54.6%	6.7%
	YE	201312	176,494	-0.3%	48.8%	51.2%	39,186	-0.2%	32.6%	81,035	2.4%	67.4%	46,939	-14.2%	83.4%	9,335	137.9%	16.6%

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.

2/ Ranked in descending order according to YE 201312 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
Ecuador	2012	12	9,564	10.4%	61.2%	38.8%	4,135	18.5%	52.7%	3,712	-9.4%	47.3%	1,717	59.5%	100.0%	-	0.0%	0.0%
	2013	12	13,941	45.8%	53.5%	46.5%	3,018	-27.0%	31.8%	6,478	74.5%	68.2%	4,445	158.8%	100.0%	-	0.0%	0.0%
	YE	201112	108,897	9.0%	47.4%	52.6%	40,376	-4.4%	41.4%	57,088	33.1%	58.6%	11,279	-11.6%	98.7%	154	-92.2%	1.3%
	YE	201212	114,386	5.0%	59.1%	40.9%	45,956	13.8%	49.7%	46,562	-18.4%	50.3%	21,667	92.1%	99.1%	201	30.5%	0.9%
	YE	201312	154,588	35.1%	48.1%	51.9%	36,404	-20.8%	31.2%	80,283	72.4%	68.8%	37,901	74.9%	100.0%	-	-100.0%	0.0%
Chile	2012	12	18,222	15.8%	54.4%	45.6%	1,855	-60.5%	18.9%	7,970	18.9%	81.1%	8,066	86.2%	96.1%	331	0.0%	3.9%
	2013	12	17,698	-2.9%	54.9%	45.1%	2,007	8.2%	20.8%	7,658	-3.9%	79.2%	7,707	-4.5%	95.9%	326	-1.4%	4.1%
	YE	201112	133,981	16.5%	51.7%	48.3%	37,308	31.1%	36.7%	64,243	22.9%	63.3%	31,940	0.0%	98.5%	489	-79.4%	1.5%
	YE	201212	163,473	22.0%	55.7%	44.3%	39,482	5.8%	35.5%	71,872	11.9%	64.5%	51,630	61.6%	99.1%	489	-0.1%	0.9%
	YE	201312	150,001	-8.2%	54.2%	45.8%	22,478	-43.1%	24.9%	67,666	-5.9%	75.1%	58,798	13.9%	98.2%	1,059	116.7%	1.8%
Australia	2012	12	11,202	4.9%	72.4%	27.6%	5,390	0.5%	63.5%	3,095	-9.5%	36.5%	2,717	43.8%	100.0%	-	0.0%	0.0%
	2013	12	9,064	-19.1%	72.1%	27.9%	5,285	-2.0%	67.9%	2,495	-19.4%	32.1%	1,255	-53.8%	97.7%	29	0.0%	2.3%
	YE	201112	116,395	-4.2%	71.5%	28.5%	66,210	3.3%	67.0%	32,575	-13.2%	33.0%	17,013	-6.3%	96.6%	597	-65.2%	3.4%
	YE	201212	127,254	9.3%	71.6%	28.4%	66,814	0.9%	64.9%	36,077	10.8%	35.1%	24,250	42.5%	99.5%	113	-81.1%	0.5%
	YE	201312	122,965	-3.4%	71.3%	28.7%	65,748	-1.6%	65.1%	35,271	-2.2%	34.9%	21,917	-9.6%	99.9%	29	-73.9%	0.1%
United Arab Emirates	2012	12	8,166	21.2%	41.4%	58.6%	3,383	16.6%	41.4%	4,783	24.8%	58.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	9,675	18.5%	45.6%	54.4%	4,411	30.4%	45.6%	5,264	10.0%	54.4%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	88,303	-3.1%	38.6%	61.4%	34,031	21.0%	38.6%	54,236	-10.6%	61.4%	36	-98.4%	100.0%	-	-100.0%	0.0%
	YE	201212	99,404	12.6%	37.2%	62.8%	36,949	8.6%	37.2%	62,364	15.0%	62.8%	11	-69.4%	12.1%	80	0.0%	87.9%
	YE	201312	113,546	14.2%	41.7%	58.3%	46,914	27.0%	41.5%	66,164	6.1%	58.5%	415	3655.1%	88.7%	53	-34.2%	11.3%
Belgium	2012	12	9,345	-46.9%	45.3%	54.7%	2,743	-27.4%	34.9%	5,106	-46.3%	65.1%	1,489	-58.9%	99.5%	7	-99.0%	0.5%
	2013	12	5,850	-37.4%	61.0%	39.0%	3,557	29.7%	62.0%	2,185	-57.2%	38.0%	11	-99.3%	10.0%	97	1214.9%	90.0%
	YE	201112	182,726	-4.7%	46.7%	53.3%	45,712	0.5%	33.3%	91,530	5.0%	66.7%	39,583	2.4%	87.0%	5,900	-71.1%	13.0%
	YE	201212	149,126	-18.4%	45.1%	54.9%	39,861	-12.8%	33.1%	80,492	-12.1%	66.9%	27,376	-30.8%	95.1%	1,396	-76.3%	4.9%
	YE	201312	95,639	-35.9%	49.6%	50.4%	36,724	-7.9%	45.6%	43,857	-45.5%	54.4%	10,700	-60.9%	71.1%	4,358	212.1%	28.9%

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

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2/ Ranked in descending order according to YE 201312 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
Qatar	2012	12	4,142	-3.5%	100.0%	0.0%	4,142	-3.5%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	8,926	115.5%	100.0%	0.0%	8,926	115.5%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	55,945	40.4%	100.0%	0.0%	55,945	40.6%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201212	62,487	11.7%	100.0%	0.0%	62,487	11.7%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201312	86,700	38.7%	99.8%	0.2%	86,536	38.5%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	163	0.0%	100.0%
Italy	2012	12	6,910	27.2%	53.6%	46.4%	3,396	18.7%	51.4%	3,208	41.2%	48.6%	306	1.7%	100.0%	-	0.0%	0.0%
	2013	12	6,831	-1.1%	57.7%	42.3%	3,582	5.5%	55.3%	2,891	-9.9%	44.7%	357	16.8%	100.0%	-	0.0%	0.0%
	YE	201112	70,626	1.1%	62.7%	37.3%	41,752	-3.4%	61.4%	26,254	5.4%	38.6%	2,511	59.3%	95.9%	109	-13.1%	4.1%
	YE	201212	74,147	5.0%	58.8%	41.2%	41,247	-1.2%	57.5%	30,508	16.2%	42.5%	2,323	-7.5%	97.1%	69	-36.2%	2.9%
	YE	201312	84,792	14.4%	61.1%	38.9%	48,978	18.7%	59.8%	32,884	7.8%	40.2%	2,869	23.5%	97.9%	62	-10.6%	2.1%
Switzerland	2012	12	7,847	8.2%	19.8%	80.2%	1,554	-7.6%	19.8%	6,293	13.0%	80.2%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	12	6,703	-14.6%	20.4%	79.6%	1,366	-12.1%	20.4%	5,337	-15.2%	79.6%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201112	86,327	3.1%	25.5%	74.5%	22,004	-5.7%	25.5%	64,323	6.5%	74.5%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201212	86,923	0.7%	22.0%	78.0%	19,085	-13.3%	22.0%	67,836	5.5%	78.0%	2	0.0%	100.0%	-	0.0%	0.0%
	YE	201312	83,817	-3.6%	20.6%	79.4%	17,244	-9.6%	20.6%	66,414	-2.1%	79.4%	3	23.5%	1.8%	156	0.0%	98.2%
Argentina	2012	12	7,950	29.3%	68.6%	31.4%	4,643	13.5%	65.0%	2,499	29.7%	35.0%	808	501.8%	100.0%	-	0.0%	0.0%
	2013	12	6,656	-16.3%	70.9%	29.1%	4,070	-12.3%	67.7%	1,938	-22.4%	32.3%	648	-19.8%	100.0%	-	0.0%	0.0%
	YE	201112	72,893	-12.3%	68.8%	31.2%	41,538	-10.9%	64.6%	22,755	-18.4%	35.4%	8,600	21.0%	100.0%	-	-100.0%	0.0%
	YE	201212	87,825	20.5%	71.6%	28.4%	46,394	11.7%	65.1%	24,893	9.4%	34.9%	16,478	91.6%	99.6%	61	0.0%	0.4%
	YE	201312	83,573	-4.8%	68.7%	31.3%	44,001	-5.2%	62.7%	26,157	5.1%	37.3%	13,415	-18.6%	100.0%	-	-100.0%	0.0%
Venezuela	2012	12	7,070	-21.1%	78.3%	21.7%	3,258	-16.1%	68.5%	1,498	-12.7%	31.5%	2,277	-27.4%	98.4%	37	-83.9%	1.6%
	2013	12	6,497	-8.1%	80.4%	19.6%	2,606	-20.0%	67.2%	1,273	-15.0%	32.8%	2,617	14.9%	100.0%	-	-100.0%	0.0%
	YE	201112	88,676	7.2%	69.9%	30.1%	34,325	37.3%	61.0%	21,962	23.2%	39.0%	27,694	-3.2%	85.5%	4,694	-58.4%	14.5%
	YE	201212	88,765	0.1%	80.4%	19.6%	45,704	33.2%	72.6%	17,236	-21.5%	27.4%	25,659	-7.3%	99.4%	166	-96.5%	0.6%
	YE	201312	81,489	-8.2%	78.7%	21.3%	37,535	-17.9%	68.6%	17,152	-0.5%	31.4%	26,573	3.6%	99.1%	230	38.5%	0.9%

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

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2/ Ranked in descending order according to YE 201312 data.

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

Gateway City	Apt.	YE Dec. 2013			YE Dec. 2012			Yr/Yr Growth	YE Dec. 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	26,066,537	44.0%	56.0%	24,665,911	44.1%	55.9%	5.7%	81.9%
Miami, FL	MIA	19,451,445	66.2%	33.8%	18,533,134	66.6%	33.4%	5.0%	80.8%
Los Angeles, CA	LAX	17,465,388	28.6%	71.4%	16,842,638	27.8%	72.2%	3.7%	83.8%
Newark, NJ	EWR	11,154,621	76.1%	23.9%	11,145,434	74.7%	25.3%	0.1%	82.0%
Chicago, IL	ORD	10,505,534	60.3%	39.7%	10,202,658	59.2%	40.8%	3.0%	81.0%
Atlanta, GA	ATL	9,953,030	87.2%	12.8%	9,556,814	87.2%	12.8%	4.1%	84.8%
San Francisco, CA	SFO	9,523,754	39.9%	60.1%	9,151,620	40.8%	59.2%	4.1%	84.3%
Houston, TX	IAH	8,713,756	79.1%	20.9%	8,510,279	81.3%	18.7%	2.4%	78.4%
Washington, DC	IAD	6,776,666	51.3%	48.7%	6,502,055	51.8%	48.2%	4.2%	77.3%
Dallas/Fort Worth, TX	DFW	6,425,296	83.0%	17.0%	5,812,744	83.3%	16.7%	10.5%	78.8%
Honolulu, HI	HNL	4,688,614	49.2%	50.8%	4,366,667	47.9%	52.1%	7.4%	76.8%
Boston, MA	BOS	3,963,007	29.7%	70.3%	4,034,897	31.8%	68.2%	-1.8%	78.2%
Philadelphia, PA	PHL	3,896,560	90.0%	10.0%	3,810,466	88.0%	12.0%	2.3%	79.4%
Orlando, FL	MCO	3,682,348	18.0%	82.0%	3,607,326	17.3%	82.7%	2.1%	81.8%
Fort Lauderdale, FL	FLL	3,645,370	58.5%	41.5%	3,404,612	57.5%	42.5%	7.1%	81.1%
Seattle, WA	SEA	3,346,194	60.1%	39.9%	3,043,696	58.8%	41.2%	9.9%	79.5%
Detroit, MI	DTW	3,311,800	89.7%	10.3%	3,224,810	89.4%	10.6%	2.7%	82.7%
Charlotte, NC	CLT	3,066,690	93.6%	6.4%	2,969,355	93.3%	6.7%	3.3%	83.2%
Las Vegas, NV	LAS	2,836,463	11.0%	89.0%	2,785,566	13.2%	86.8%	1.8%	82.9%
Guam, TT	GUM	2,721,300	72.6%	27.4%	2,794,947	71.5%	28.5%	-2.6%	75.4%
Minneapolis, MN	MSP	2,259,267	92.9%	7.1%	2,162,668	95.2%	4.8%	4.5%	82.3%
Phoenix, AZ	PHX	2,214,669	66.8%	33.2%	2,232,176	69.7%	30.3%	-0.8%	79.0%
Denver, CO	DEN	1,932,314	68.5%	31.5%	1,706,293	66.4%	33.6%	13.2%	81.2%
New York, NY	LGA	1,617,159	34.4%	65.6%	1,433,581	28.8%	71.2%	12.8%	64.4%
San Juan, PR	SJU	897,983	76.9%	23.1%	1,085,514	76.6%	23.4%	-17.3%	66.8%
Saipan, TT	SPN	728,504	51.7%	48.3%	689,008	56.8%	43.2%	5.7%	78.7%
San Diego, CA	SAN	684,862	45.3%	54.7%	570,239	39.7%	60.3%	20.1%	81.3%
Baltimore, MD	BWI	668,910	72.3%	27.7%	541,058	66.2%	33.8%	23.6%	78.0%
Chicago, IL	MDW	531,794	100.0%	0.0%	384,782	100.0%	0.0%	38.2%	71.2%
Tampa, FL	TPA	498,620	1.3%	98.7%	441,339	1.4%	98.6%	13.0%	82.4%
San Antonio, TX	SAT	468,037	70.3%	29.7%	426,512	62.0%	38.0%	9.7%	71.1%
Portland, OR	PDX	450,332	75.1%	24.9%	445,837	69.2%	30.8%	1.0%	77.9%
Santa Ana, CA	SNA	386,416	79.2%	20.8%	240,119	50.5%	49.5%	60.9%	71.5%
Salt Lake City, UT	SLC	334,409	100.0%	0.0%	348,601	100.0%	0.0%	-4.1%	82.4%
Kahului, HI	OGG	327,647	0.0%	100.0%	308,819	0.0%	100.0%	6.1%	84.2%
San Jose, CA	SJC	325,174	85.4%	14.6%	185,235	99.9%	0.1%	75.5%	83.3%
Washington, DC	DCA	309,973	58.6%	41.4%	353,890	40.5%	59.5%	-12.4%	63.8%
Fort Myers, FL	RSW	309,019	26.3%	73.7%	253,443	30.1%	69.9%	21.9%	84.3%
Palm Springs, CA	PSP	247,468	0.0%	100.0%	232,724	0.0%	100.0%	6.3%	79.3%
Cleveland, OH	CLE	198,904	79.5%	20.5%	199,788	80.3%	19.7%	-0.4%	67.2%

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

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

Gateway City	Foreign Airport	YE Dec. 2013			YE Dec. 2012			Yr/Yr Growth	YE Dec. 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	14,073,660	38.8%	61.2%	13,970,111	37.9%	62.1%	0.7%	80.9%
Toronto, Canada	YYZ	9,109,298	37.3%	62.7%	9,227,914	36.7%	63.3%	-1.3%	74.9%
Tokyo, Japan	NRT	8,121,710	62.3%	37.7%	8,093,932	65.6%	34.4%	0.3%	81.4%
Frankfurt, Germany	FRA	6,530,048	36.0%	64.0%	6,382,084	37.6%	62.4%	2.3%	83.8%
Paris, France	CDG	6,235,904	44.2%	55.8%	5,973,091	41.4%	58.6%	4.4%	85.3%
Cancun, Mexico	CUN	5,754,603	98.1%	1.9%	5,208,621	99.1%	0.9%	10.5%	84.7%
Mexico City, Mexico	MEX	5,811,563	63.7%	36.3%	5,305,772	65.2%	34.8%	9.5%	75.0%
Seoul, South Korea	ICN	4,703,550	17.7%	82.3%	4,455,646	13.5%	86.5%	5.6%	78.4%
Amsterdam, Netherlands	AMS	4,705,300	66.4%	33.6%	4,481,325	63.8%	36.2%	5.0%	84.7%
Vancouver, Canada	YVR	4,367,566	50.5%	49.5%	4,330,349	49.5%	50.5%	0.9%	81.0%
Montreal, Canada	YUL	3,205,043	56.2%	43.8%	3,091,725	54.7%	45.3%	3.7%	75.6%
Sao Paulo, Brazil	GRU	3,104,527	65.0%	35.0%	2,734,654	65.3%	34.7%	13.5%	81.8%
Calgary, Canada	YYC	2,902,810	49.8%	50.2%	2,687,403	49.6%	50.4%	8.0%	79.6%
Hong Kong, Hong Kong	HKG	2,410,532	25.9%	74.1%	2,442,781	29.0%	71.0%	-1.3%	84.6%
Guadalajara, Mexico	GDL	2,390,311	85.8%	14.2%	2,232,744	86.0%	14.0%	7.1%	82.1%
Panama City, Panama	PTY	2,365,307	29.5%	70.5%	2,081,181	33.9%	66.1%	13.7%	75.6%
Montego Bay, Jamaica	MBJ	2,204,849	91.7%	8.3%	2,118,336	89.7%	10.3%	4.1%	83.4%
San Jose del Cabo, Mexico	SJD	2,138,185	100.0%	0.0%	1,799,484	100.0%	0.0%	18.8%	80.7%
Beijing, China	PEK	2,081,572	58.3%	41.7%	1,823,646	63.0%	37.0%	14.1%	84.5%
Dubai, United Arab Emirates	DXB	2,128,320	15.8%	84.2%	1,888,967	17.7%	82.3%	12.7%	83.7%
Nassau, The Bahamas	NAS	2,034,488	79.7%	20.3%	2,157,242	82.0%	18.0%	-5.7%	76.8%
Munich, Germany	MUC	1,982,766	35.9%	64.1%	2,000,558	36.3%	63.7%	-0.9%	85.5%
Punta Cana, Dominican Republ	PUJ	1,740,684	98.9%	1.1%	1,478,416	98.6%	1.4%	17.7%	85.4%
Bogota, Colombia	BOG	1,953,611	57.8%	42.2%	1,754,231	57.6%	42.4%	11.4%	83.5%
Shanghai, China	PVG	1,914,757	70.1%	29.9%	1,729,391	73.6%	26.4%	10.7%	87.5%
Santo Domingo, Dominican Rep	SDQ	1,906,108	99.8%	0.2%	2,015,126	99.7%	0.3%	-5.4%	78.9%
Madrid, Spain	MAD	1,903,077	47.5%	52.5%	2,052,813	42.2%	57.8%	-7.3%	82.5%
Taipei, Taiwan	TPE	1,891,920	1.4%	98.6%	1,749,643	0.0%	100.0%	8.1%	83.2%
Sydney, Australia	SYD	1,791,298	63.5%	36.5%	1,733,510	64.3%	35.7%	3.3%	80.4%
Zurich, Switzerland	ZRH	1,742,898	31.9%	68.1%	1,708,488	32.1%	67.9%	2.0%	84.3%
San Jose, Costa Rica	SJO	1,734,713	94.6%	5.4%	1,769,667	90.1%	9.9%	-2.0%	82.9%
Dublin, Ireland	DUB	1,726,029	43.7%	56.3%	1,508,024	42.9%	57.1%	14.5%	85.7%
Rome, Italy	FCO	1,695,167	57.4%	42.6%	1,710,603	58.8%	41.2%	-0.9%	86.2%
Lima, Peru	LIM	1,637,413	44.0%	56.0%	1,445,905	43.4%	56.6%	13.2%	84.7%
San Salvador, El Salvador	SAL	1,550,446	30.1%	69.9%	1,433,755	29.1%	70.9%	8.1%	77.6%
Ezeiza, Argentina	EZE	1,441,602	78.5%	21.5%	1,288,842	86.7%	13.3%	11.9%	81.8%
Tel Aviv, Israel	TLV	1,420,819	53.6%	46.4%	1,395,923	53.8%	46.2%	1.8%	87.5%
Caracas, Venezuela	CCS	1,274,340	97.0%	3.0%	1,147,204	96.7%	3.3%	11.1%	82.5%
Manchester, United Kingdom	MAN	1,180,423	59.7%	40.3%	1,143,096	58.6%	41.4%	3.3%	85.9%
Edmonton, Canada	YEG	1,245,444	65.6%	34.4%	1,170,366	65.5%	34.5%	6.4%	83.3%

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

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

US Airport	Foreign Airport	Passenger Data					Seat Data					YE Dec. 2013 LF
		US Market Share	Foreign Market Share	YE Dec. 2013	YE Dec. 2012	Yr/Yr Growth	US Market Share	Foreign Market Share	YE Dec. 2013	YE Dec. 2012	Yr/Yr Growth	
JFK	LHR	32.1%	67.9%	2,961,383	2,898,465	2.2%	35.9%	64.1%	3,777,195	3,762,428	0.4%	78.4%
HNL	NRT	40.0%	60.0%	1,496,581	1,530,000	-2.2%	46.3%	53.7%	1,850,343	1,802,554	2.7%	80.9%
LAX	LHR	22.2%	77.8%	1,432,153	1,492,114	-4.0%	20.8%	79.2%	1,664,502	1,730,954	-3.8%	86.0%
JFK	CDG	32.9%	67.1%	1,386,709	1,335,511	3.8%	34.0%	66.0%	1,573,789	1,499,257	5.0%	88.1%
LAX	NRT	40.9%	59.1%	1,180,227	1,272,989	-7.3%	37.5%	62.5%	1,397,731	1,542,966	-9.4%	84.4%
ORD	LHR	68.2%	31.8%	1,145,084	1,163,726	-1.6%	67.3%	32.7%	1,434,422	1,445,579	-0.8%	79.8%
EWR	LHR	43.7%	56.3%	1,142,192	1,134,278	0.7%	42.9%	57.1%	1,524,808	1,537,864	-0.8%	74.9%
LGA	YYZ	19.8%	80.2%	1,085,106	942,131	15.2%	24.4%	75.6%	1,684,014	1,490,294	13.0%	64.4%
LAX	SYD	55.0%	45.0%	1,067,179	1,034,683	3.1%	56.2%	43.8%	1,317,012	1,284,411	2.5%	81.0%
GUM	NRT	84.6%	15.4%	956,284	1,027,548	-6.9%	86.1%	13.9%	1,202,059	1,262,983	-4.8%	79.6%
LAX	ICN	0.0%	100.0%	998,493	957,637	4.3%	0.0%	100.0%	1,263,519	1,203,693	5.0%	79.0%
MIA	GRU	54.1%	45.9%	985,470	792,752	24.3%	59.8%	40.2%	1,200,541	941,842	27.5%	82.1%
MIA	LHR	29.4%	70.6%	974,515	997,478	-2.3%	25.2%	74.8%	1,115,925	1,164,717	-4.2%	87.3%
SFO	LHR	32.2%	67.8%	951,706	939,058	1.3%	30.0%	70.0%	1,088,487	1,093,365	-0.4%	87.4%
MIA	CCS	95.8%	4.2%	904,175	807,737	11.9%	95.4%	4.6%	1,073,236	1,010,421	6.2%	84.2%
IAD	LHR	43.7%	56.3%	902,878	928,490	-2.8%	44.9%	55.1%	1,210,374	1,247,661	-3.0%	74.6%
LAX	TPE	0.0%	100.0%	881,530	862,614	2.2%	0.0%	100.0%	1,050,474	1,036,026	1.4%	83.9%
BOS	LHR	14.9%	85.1%	871,372	975,861	-10.7%	36.6%	63.4%	1,057,647	1,259,728	-16.0%	82.4%
SFO	HKG	27.4%	72.6%	868,017	876,670	-1.0%	26.6%	73.4%	1,039,232	1,031,710	0.7%	83.5%
MIA	EZE	61.7%	38.3%	790,707	653,848	20.9%	72.5%	27.5%	970,985	788,021	23.2%	81.4%
JFK	STI	100.0%	0.0%	774,531	793,066	-2.3%	100.0%	0.0%	1,020,275	983,280	3.8%	75.9%
LAX	MEX	47.6%	52.4%	767,994	746,622	2.9%	49.2%	50.8%	906,171	884,613	2.4%	84.8%
LAX	YVR	44.9%	55.1%	752,938	744,029	1.2%	46.2%	53.8%	905,105	892,112	1.5%	83.2%
JFK	FRA	16.4%	83.6%	750,562	773,964	-3.0%	14.7%	85.3%	914,075	980,974	-6.8%	82.1%
LAX	GDL	83.2%	16.8%	740,325	682,983	8.4%	79.8%	20.2%	850,238	783,505	8.5%	87.1%
MIA	BOG	55.3%	44.7%	733,986	670,983	9.4%	57.3%	42.7%	882,701	795,818	10.9%	83.2%
SFO	ICN	31.5%	68.5%	717,393	723,462	-0.8%	29.9%	70.1%	873,023	881,206	-0.9%	82.2%
MIA	MEX	64.0%	36.0%	705,266	694,405	1.6%	61.9%	38.1%	956,876	979,046	-2.3%	73.7%
JFK	SDQ	99.9%	0.1%	703,923	749,451	-6.1%	100.0%	0.0%	927,801	897,585	3.4%	75.9%
MIA	LIM	36.9%	63.1%	688,334	629,989	9.3%	38.8%	61.2%	801,156	736,008	8.9%	85.9%
JFK	GRU	55.4%	44.6%	685,853	599,284	14.4%	55.9%	44.1%	841,915	711,616	18.3%	81.5%
MIA	PTY	34.9%	65.1%	678,002	647,356	4.7%	39.4%	60.6%	904,335	880,671	2.7%	75.0%
JFK	TLV	37.6%	62.4%	668,725	646,501	3.4%	37.3%	62.7%	760,913	735,926	3.4%	87.9%
ATL	CUN	100.0%	0.0%	656,994	649,427	1.2%	100.0%	0.0%	744,607	725,793	2.6%	88.2%
ORD	YYZ	81.3%	18.7%	648,595	738,664	-12.2%	70.0%	30.0%	833,785	998,049	-16.5%	77.8%
JFK	DXB	0.1%	99.9%	645,879	534,199	20.9%	0.0%	100.0%	776,079	608,868	27.5%	83.2%
DFW	LHR	68.2%	31.8%	644,846	621,773	3.7%	67.6%	32.4%	741,338	717,018	3.4%	87.0%
SFO	FRA	53.7%	46.3%	639,685	622,471	2.8%	52.9%	47.1%	722,744	712,370	1.5%	88.5%
JFK	MAD	36.6%	63.4%	638,604	663,374	-3.7%	32.1%	67.9%	766,182	809,244	-5.3%	83.3%
MCO	LGW	0.0%	100.0%	635,164	646,082	-1.7%	0.0%	100.0%	768,524	792,536	-3.0%	82.6%
DTW	AMS	99.9%	0.1%	632,654	610,448	3.6%	100.0%	0.0%	739,000	717,193	3.0%	85.6%
DFW	CUN	99.1%	0.9%	614,583	509,103	20.7%	100.0%	0.0%	723,400	585,213	23.6%	85.0%
ORD	FRA	47.5%	52.5%	621,144	591,950	4.9%	54.8%	45.2%	746,168	709,850	5.1%	83.2%
IAH	MEX	70.9%	29.1%	619,174	606,552	2.1%	74.3%	25.7%	873,426	853,247	2.4%	70.9%
JFK	NRT	38.9%	61.1%	613,757	578,867	6.0%	48.9%	51.1%	784,475	716,253	9.5%	78.2%
ORD	NRT	47.4%	52.6%	613,486	646,014	-5.0%	55.1%	44.9%	780,588	805,121	-3.0%	78.6%
JFK	AMS	33.6%	66.4%	610,056	568,502	7.3%	27.2%	72.8%	697,723	641,027	8.8%	87.4%
SFO	NRT	74.3%	25.7%	606,121	603,858	0.4%	73.3%	26.7%	741,106	708,978	4.5%	81.8%
ATL	CDG	34.2%	65.8%	605,607	538,954	12.4%	33.7%	66.3%	686,681	605,166	13.5%	88.2%
IAD	FRA	51.2%	48.8%	595,546	630,363	-5.5%	60.4%	39.6%	735,261	797,290	-7.8%	81.0%

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.