

Office of the Assistant  
Secretary for Aviation and  
International Affairs

## **International Aviation Developments Series**



June 2013



U.S. Department of Transportation  
Released March 2015

## Table of Contents

<b>Introduction</b>	Pg 1
<b>Summary of Data</b>	Pg 3
Passenger Traffic	Pg 4
Departures and Seat Capacity	Pg 5
Freight Traffic	Pg 5

### **Data Tables**

Table 1:	Nonstop Travel Between the U.S. and the World - Passengers, Seats, Departures, and Freight
Table 2:	U.S. International Nonstop Data by World Area - Passengers, Seats, Departures, and Freight
Table 3:	Top 25 Foreign Country Gateways to U.S. (Passengers)
Table 4:	Top 25 Foreign Country Gateways to U.S. (Seats)
Table 5:	Top 25 Foreign Country Gateways to U.S. (Freight)
Table 6:	Top 40 U.S. Passenger Gateways to the World, Scheduled Service
Table 7:	Top 40 International Passenger Gateways to the U.S., Scheduled Service
Table 8:	Top 50 U.S. - International Airport-Pairs, Scheduled Passenger and Seat Data

## Introduction

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

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

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

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

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

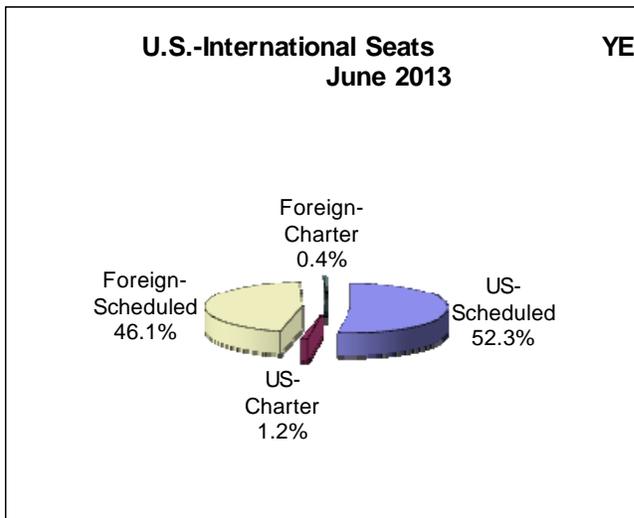
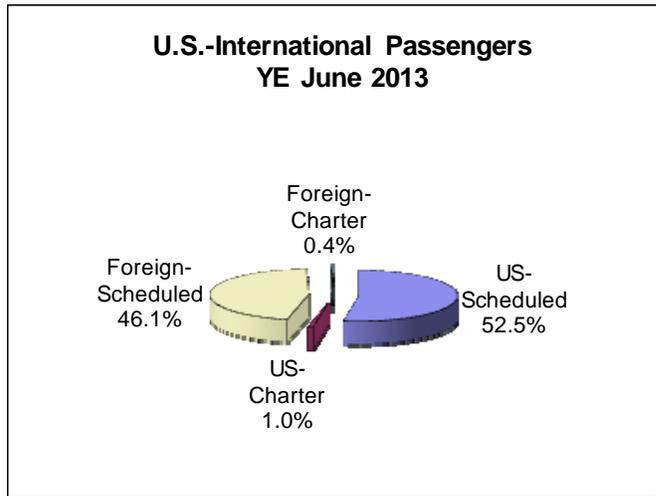
- The T-100 segment data includes all traffic arriving at U.S. airports and departing from U.S. airports on nonstop commercial international flights.
- Prior to October 1<sup>st</sup> 2002, air carriers that operated aircraft with 60 seats or less were not required to file T-100 data. Therefore prior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

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

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

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

U.S. and foreign air carriers transported 177.5 million passengers between the United States and the rest of the world for the year-ended June 2013, up 4.1% from the same 12 month period a year earlier . U.S. flag market share increased from a 54.5% share to a 53.5% share.



For the 12 months ended June 2013, available seats into and out of the United States increased 2.6% from the same 12 month period a year earlier to 221.9 million. During the most recent period, there were 1.52 million flights into and out of the U.S., an increase of 1.4% from the same 12 month period a year earlier . The market share of seats for U.S. flag carriers declined to 53.5% from 54.8%, and U.S. carriers performed 60.4% of all departures.



## **Passenger Traffic**

Air passenger traffic between the U.S. and the rest of the world during the month of June 2013 increased 5% from a year ago to 16,665,195 passengers. U.S. airlines carried 54.3% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.4% of international travel.

For the 12 months ended June 2013, U.S.-world traffic was up 4.1% from the same 12 month period a year earlier to 177,530,582 passengers. U.S. airlines carried 53.5% of total passengers, compared to 54.5% the previous year. U.S. and foreign charter passengers accounted for 1.4% of international travel.

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

Eight of the nine regions experienced passenger growth between the year-ended periods June 2013 and 2012. The Middle East experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the 12 months ended June 2013, rising 11.3%. Passenger traffic between the U.S. and Africa contracted the most, falling 0.6% to 1,425,224 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 52.3 million passengers were transported during the 12 months ended June 2013 period. Europe is followed by Central America at 29.1 million passengers, and the Far East was third at 26.5 million passengers.

### ***Country Trends***

The top five U.S.-international country passenger gateways for the 12 months ended June 2013 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 country markets, 19 posted a positive passenger growth rate for the 12 months ended period and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in seven of the top 25 country markets, was unchanged in three country markets, and decreased in 15 country markets.

### ***Gateway Trends***

The top five domestic scheduled passenger gateway airports for the 12 months ended June 2013 were New York, NY (JFK), Miami, FL (MIA), Los Angeles, CA (LAX), Newark, NJ (EWR), and Chicago, IL (ORD). Load factors were 70% or higher in 34 out of the top 40 domestic gateway airports. Load factors were below 60% in only one of the top 40 domestic gateway airports. Passenger traffic for the 12 months ended June 2013 compared to 12 months ended June 2012 was up in 33 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the 12 months ended June 2013 were London, United Kingdom (LHR), Toronto, Canada (YYZ), Tokyo, Japan (NRT), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 29 international gateways, London, United Kingdom (LHR); Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Sao Paulo, Brazil (GRU); Calgary, Canada (YYC); Hong Kong, Hong Kong (HKG); Guadalajara, Mexico (GDL); Montego Bay, Jamaica (MBJ); Munich, Germany (MUC); Dubai, United Arab Emirates (DXB); Madrid, Spain (MAD); Beijing, China (PEK); Bogota, Colombia (BOG); Zurich, Switzerland (ZRH); Shanghai, China (PVG); Taipei, Taiwan (TPE); Sydney, Australia (SYD); San Jose, Costa Rica (SJO); Rome, Italy (FCO); Punta Cana, Dominican Republic (PUJ); Dublin, Ireland (DUB); Lima, Peru (LIM); Ezeiza, Argentina (EZE); Tel

Aviv, Israel (TLV); Istanbul, Turkey (IST) and London, United Kingdom (LGW), 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 June 2012. The top U.S.-international gateway segments were 1) New York, NY (JFK)-London, United Kingdom (LHR); 2) Honolulu, HI (HNL)-Tokyo, Japan (NRT); 3) Los Angeles, CA (LAX)-London, United Kingdom (LHR); 4) New York, NY (JFK)-Paris, France (CDG); and 5) Los Angeles, CA (LAX)-Tokyo, Japan (NRT).

### **Departures and Seat Capacity**

Departures between the U.S. and the rest of the world for the month of June 2013 increased 0.9% from June 2012. Available seats increased by 3.5% over the same period. U.S. airlines provided 54.4% of international seats and 61.4% of departures. Charter service for all airlines accounted for 1.6% of international seats and 3.1% of international departures.

For the 12 months ended June 2013, U.S.-world seats increased 2.6% from the same 12 month period a year earlier to 221.9 million. Departures increased by 1.4% to 1.52 million. U.S. airlines provided 53.5% of seats, compared to 54.8% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.2% of international departures

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

Six of the nine world area regions recorded an increase in annual seat capacity between the 12 months ended periods June 2013 and 2012. South America reported the largest relative increase in available seats to and from the U.S., rising 10.3% to 16.9 million, while Africa-U.S. seat capacity had the largest relative decline, down 1.7% to 1.9 million seats.

Between the U.S. and Europe, 63.0 million seats were available for the 12 months ended June 2013, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 37.1 million seats, Canada with 33.5 million seats, and the Far East with 32.5 million seats.

### ***Country Trends***

The top five U.S.-international country gateways for seat capacity in the 12 months ended June 2013 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, eight posted negative growth rates. U.S. flag share was down in 13 of the 25 country markets, was unchanged in six country markets, and increased in the remaining six country markets.

### **Freight Traffic**

Air freight between the U.S. and the rest of the world in the month of June 2013 decreased 1.1% from June 2012 to 778,989 tons. U.S. airlines carried 43.9% of total freight to and from international destinations. Charter service accounted for 13.7% of international freight traffic.

For the 12 months ended June 2013, U.S.-world airfreight decreased 2.7% over the same 12 month period a year earlier to 9.21 million tons. U.S. airlines carried 45.5% of total freight, compared to 46.3% the previous year.

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

The Middle East experienced the greatest relative increase in nonstop freight shipments to and from the U.S. between the 12 months ended June 2013 and 2012, rising 12.7%.

Australia/Oceania posted the second largest increase, up 6.3%. Four of the nine regions recorded a gain of freight traffic between the two 12 month ended periods. On an absolute basis, The Middle East posted the largest increase, up 32 thousand tons to 0.3 million tons.

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

### ***Country Trends***

The top five U.S.-international country gateways for freight in the 12 months ended June 2013 were Japan, the United Kingdom, Germany, South Korea, and China. Of the top 25 country markets, 12 posted positive freight growth rates for the 12 months ended June 2013 versus the 12 months ended June 2012. Belgium had the highest loss rate at 38.4%. 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
2011	7	16,973,896	4.1%	56.6%	43.4%	16,666,164	3.7%	56.3%	43.7%	307,732	29.0%	68.6%	31.4%
2011	8	16,039,174	2.9%	55.1%	44.9%	15,790,385	2.7%	55.0%	45.0%	248,789	17.8%	63.6%	36.4%
2011	9	13,408,302	5.0%	52.2%	47.8%	13,248,924	4.9%	52.1%	47.9%	159,378	16.3%	61.0%	39.0%
2011	10	13,354,921	2.5%	52.3%	47.7%	13,227,879	2.4%	52.1%	47.9%	127,042	17.9%	68.8%	31.2%
2011	11	12,304,730	4.6%	53.2%	46.8%	12,175,265	4.3%	52.9%	47.1%	129,465	43.7%	81.2%	18.8%
2011	12	13,750,598	5.1%	54.3%	45.7%	13,587,653	4.9%	54.0%	46.0%	162,945	27.6%	77.8%	22.2%
2012	1	13,441,718	4.1%	54.4%	45.6%	13,224,553	4.1%	54.1%	45.9%	217,165	10.3%	72.4%	27.6%
2012	2	11,942,221	7.0%	55.7%	44.3%	11,744,203	7.0%	55.5%	44.5%	198,018	1.9%	68.8%	31.2%
2012	3	14,648,648	6.8%	56.2%	43.8%	14,404,249	6.7%	56.0%	44.0%	244,399	10.9%	67.3%	32.7%
2012	4	14,258,611	3.9%	54.6%	45.4%	14,020,921	3.6%	54.3%	45.7%	237,690	21.3%	71.1%	28.9%
2012	5	14,510,659	2.9%	54.3%	45.7%	14,318,964	2.7%	54.0%	46.0%	191,695	18.9%	72.0%	28.0%
2012	6	15,878,348	5.7%	54.9%	45.1%	15,617,087	5.4%	54.5%	45.5%	261,261	32.0%	76.3%	23.7%
2012	7	17,333,274	2.1%	55.1%	44.9%	17,008,529	2.1%	54.7%	45.3%	324,745	5.5%	75.4%	24.6%
2012	8	16,941,459	5.6%	53.6%	46.4%	16,657,710	5.5%	53.4%	46.6%	283,749	14.1%	62.8%	37.2%
2012	9	13,986,164	4.3%	51.5%	48.5%	13,820,793	4.3%	51.4%	48.6%	165,371	3.8%	62.7%	37.3%
2012	10	13,572,299	1.6%	52.0%	48.0%	13,426,158	1.5%	51.8%	48.2%	146,141	15.0%	72.9%	27.1%
2012	11	12,921,065	5.0%	52.8%	47.2%	12,785,412	5.0%	52.5%	47.5%	135,653	4.8%	81.2%	18.8%
2012	12	14,296,063	4.0%	53.4%	46.6%	14,119,044	3.9%	53.1%	46.9%	177,019	8.6%	78.6%	21.4%
2013	1	13,992,683	4.1%	53.5%	46.5%	13,795,242	4.3%	53.1%	46.9%	197,441	-9.1%	75.7%	24.3%
2013	2	12,253,744	2.6%	54.7%	45.3%	12,054,487	2.6%	54.5%	45.5%	199,257	0.6%	70.3%	29.7%
2013	3	15,463,510	5.6%	54.9%	45.1%	15,210,387	5.6%	54.8%	45.2%	253,123	3.6%	63.2%	36.8%
2013	4	14,534,430	1.9%	53.1%	46.9%	14,322,389	2.2%	52.8%	47.2%	212,041	-10.8%	70.8%	29.2%
2013	5	15,570,696	7.3%	52.4%	47.6%	15,380,680	7.4%	52.2%	47.8%	190,016	-0.9%	72.2%	27.8%
2013	6	16,665,195	5.0%	54.3%	45.7%	16,434,625	5.2%	54.1%	45.9%	230,570	-11.7%	70.9%	29.1%
YE	201106	163,171,983	4.8%	55.9%	44.1%	161,092,877	4.6%	55.8%	44.2%	2,079,106	26.9%	60.0%	40.0%
YE	201206	170,511,826	4.5%	54.5%	45.5%	168,026,247	4.3%	54.3%	45.7%	2,485,579	19.6%	70.4%	29.6%
YE	201306	177,530,582	4.1%	53.5%	46.5%	175,015,456	4.2%	53.2%	46.8%	2,515,126	1.2%	70.9%	29.1%

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

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

**Seats**

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	7	20,057,558	3.0%	56.4%	43.6%	19,652,820	2.6%	56.1%	43.9%	404,738	24.4%	72.1%	27.9%
2011	8	19,166,314	2.4%	55.2%	44.8%	18,823,247	2.2%	54.9%	45.1%	343,067	19.6%	69.9%	30.1%
2011	9	17,176,528	6.7%	52.5%	47.5%	16,920,576	6.4%	52.3%	47.7%	255,952	28.7%	69.3%	30.7%
2011	10	17,275,073	5.1%	52.6%	47.4%	17,067,672	5.0%	52.3%	47.7%	207,401	21.6%	75.8%	24.2%
2011	11	16,138,346	4.3%	53.4%	46.6%	15,917,452	3.8%	52.9%	47.1%	220,894	55.6%	84.7%	15.3%
2011	12	17,831,545	5.5%	54.4%	45.6%	17,558,972	5.3%	54.0%	46.0%	272,573	27.1%	81.9%	18.1%
2012	1	17,915,226	2.8%	55.0%	45.0%	17,583,362	2.6%	54.6%	45.4%	331,864	14.0%	78.0%	22.0%
2012	2	16,575,344	6.1%	56.2%	43.8%	16,287,860	6.0%	55.8%	44.2%	287,484	8.0%	75.2%	24.8%
2012	3	18,664,781	3.5%	56.4%	43.6%	18,329,497	3.3%	56.1%	43.9%	335,284	16.2%	72.6%	27.4%
2012	4	18,072,380	1.9%	54.8%	45.2%	17,736,664	1.6%	54.5%	45.5%	335,716	21.0%	75.0%	25.0%
2012	5	18,372,927	3.6%	54.8%	45.2%	18,103,717	3.5%	54.5%	45.5%	269,210	13.1%	75.1%	24.9%
2012	6	19,051,159	4.0%	55.3%	44.7%	18,681,596	3.6%	54.8%	45.2%	369,563	32.5%	79.4%	20.6%
2012	7	20,531,576	2.4%	55.0%	45.0%	20,092,202	2.2%	54.5%	45.5%	439,374	8.6%	78.8%	21.2%
2012	8	20,083,357	4.8%	53.8%	46.2%	19,688,201	4.6%	53.4%	46.6%	395,156	15.2%	70.4%	29.6%
2012	9	17,555,245	2.2%	52.0%	48.0%	17,287,075	2.2%	51.7%	48.3%	268,170	4.8%	71.0%	29.0%
2012	10	17,215,609	-0.3%	52.3%	47.7%	16,979,282	-0.5%	52.0%	48.0%	236,327	13.9%	79.2%	20.8%
2012	11	16,622,115	3.0%	52.7%	47.3%	16,406,794	3.1%	52.3%	47.7%	215,321	-2.5%	83.1%	16.9%
2012	12	18,213,492	2.1%	53.4%	46.6%	17,946,231	2.2%	53.0%	47.0%	267,261	-1.9%	81.8%	18.2%
2013	1	18,308,362	2.2%	53.4%	46.6%	18,025,259	2.5%	53.0%	47.0%	283,103	-14.7%	79.5%	20.5%
2013	2	16,427,022	-0.9%	54.4%	45.6%	16,150,255	-0.8%	54.1%	45.9%	276,767	-3.7%	74.7%	25.3%
2013	3	19,151,777	2.6%	54.5%	45.5%	18,814,833	2.6%	54.3%	45.7%	336,944	0.5%	67.1%	32.9%
2013	4	18,680,986	3.4%	53.0%	47.0%	18,381,859	3.6%	52.7%	47.3%	299,127	-10.9%	74.1%	25.9%
2013	5	19,340,094	5.3%	52.7%	47.3%	19,059,710	5.3%	52.3%	47.7%	280,384	4.2%	75.9%	24.1%
2013	6	19,723,238	3.5%	54.4%	45.6%	19,409,619	3.9%	54.1%	45.9%	313,619	-15.1%	75.6%	24.4%
YE	201106	207,955,209	4.1%	56.1%	43.9%	204,977,085	3.9%	56.0%	44.0%	2,978,124	21.6%	64.7%	35.3%
YE	201206	216,297,181	4.0%	54.8%	45.2%	212,663,435	3.7%	54.4%	45.6%	3,633,746	22.0%	75.5%	24.5%
YE	201306	221,852,873	2.6%	53.5%	46.5%	218,241,320	2.6%	53.1%	46.9%	3,611,553	-0.6%	75.5%	24.5%

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

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

**Departures**

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	7	136,291	-0.3%	62.3%	37.7%	131,180	-0.3%	61.8%	38.2%	5,111	-2.4%	76.0%	24.0%
2011	8	130,334	-0.3%	61.6%	38.4%	125,522	-0.5%	61.0%	39.0%	4,812	4.7%	78.4%	21.6%
2011	9	117,812	4.0%	59.2%	40.8%	113,582	4.0%	58.5%	41.5%	4,230	4.0%	76.3%	23.7%
2011	10	118,879	1.9%	59.3%	40.7%	115,214	2.6%	58.7%	41.3%	3,665	-17.6%	78.3%	21.7%
2011	11	114,559	2.7%	60.2%	39.8%	110,807	3.2%	59.5%	40.5%	3,752	-10.4%	80.8%	19.2%
2011	12	124,853	4.0%	61.0%	39.0%	120,670	4.5%	60.4%	39.6%	4,183	-9.8%	80.7%	19.3%
2012	1	123,729	1.2%	61.4%	38.6%	119,491	1.7%	60.7%	39.3%	4,238	-11.4%	79.7%	20.3%
2012	2	116,625	5.4%	62.2%	37.8%	112,771	6.1%	61.6%	38.4%	3,854	-12.2%	79.6%	20.4%
2012	3	131,196	2.2%	62.6%	37.4%	126,665	2.5%	62.0%	38.0%	4,531	-4.1%	79.0%	21.0%
2012	4	125,561	1.2%	61.6%	38.4%	121,109	1.4%	60.9%	39.1%	4,452	-3.0%	80.4%	19.6%
2012	5	127,207	3.7%	61.6%	38.4%	123,058	3.7%	60.9%	39.1%	4,149	5.1%	81.5%	18.5%
2012	6	129,882	3.6%	62.0%	38.0%	125,376	3.7%	61.3%	38.7%	4,506	1.8%	81.7%	18.3%
2012	7	138,083	1.3%	61.5%	38.5%	133,269	1.6%	60.8%	39.2%	4,814	-5.8%	80.2%	19.8%
2012	8	135,904	4.3%	60.7%	39.3%	131,431	4.7%	60.1%	39.9%	4,473	-7.0%	77.7%	22.3%
2012	9	119,275	1.2%	58.7%	41.3%	115,663	1.8%	58.0%	42.0%	3,612	-14.6%	78.5%	21.5%
2012	10	118,764	-0.1%	59.5%	40.5%	115,102	-0.1%	58.8%	41.2%	3,662	-0.1%	80.6%	19.4%
2012	11	117,175	2.3%	59.5%	40.5%	113,590	2.5%	58.8%	41.2%	3,585	-4.5%	80.9%	19.1%
2012	12	125,349	0.4%	60.1%	39.9%	121,529	0.7%	59.4%	40.6%	3,820	-8.7%	81.6%	18.4%
2013	1	126,850	2.5%	60.1%	39.9%	123,153	3.1%	59.5%	40.5%	3,697	-12.8%	79.9%	20.1%
2013	2	114,483	-1.8%	61.2%	38.8%	110,772	-1.8%	60.6%	39.4%	3,711	-3.7%	78.5%	21.5%
2013	3	132,923	1.3%	61.3%	38.7%	128,612	1.5%	60.8%	39.2%	4,311	-4.9%	76.2%	23.8%
2013	4	127,860	1.8%	60.3%	39.7%	123,599	2.1%	59.6%	40.4%	4,261	-4.3%	80.2%	19.8%
2013	5	130,910	2.9%	59.8%	40.2%	126,975	3.2%	59.3%	40.7%	3,935	-5.2%	78.1%	21.9%
2013	6	131,036	0.9%	61.4%	38.6%	126,923	1.2%	60.8%	39.2%	4,113	-8.7%	78.0%	22.0%
YE	201106	1,462,493	2.7%	61.8%	38.2%	1,408,457	2.3%	61.3%	38.7%	54,036	12.6%	74.8%	25.2%
YE	201206	1,496,928	2.4%	61.3%	38.7%	1,445,445	2.6%	60.6%	39.4%	51,483	-4.7%	79.3%	20.7%
YE	201306	1,518,612	1.4%	60.4%	39.6%	1,470,618	1.7%	59.7%	40.3%	47,994	-6.8%	79.2%	20.8%

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

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

**Freight (Tons)**

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	7	808,517	-2.7%	43.3%	56.7%	708,835	-1.7%	38.7%	61.3%	99,683	-8.7%	76.5%	23.5%
2011	8	780,222	-2.7%	45.0%	55.0%	687,577	-0.4%	40.5%	59.5%	92,645	-17.2%	78.4%	21.6%
2011	9	778,820	-4.0%	45.2%	54.8%	684,050	-1.7%	40.5%	59.5%	94,770	-17.4%	79.7%	20.3%
2011	10	829,633	-6.0%	45.8%	54.2%	725,787	-4.0%	40.6%	59.4%	103,847	-17.5%	82.1%	17.9%
2011	11	813,280	-3.0%	46.6%	53.4%	714,747	0.0%	40.6%	59.4%	98,532	-20.0%	89.5%	10.5%
2011	12	806,987	-1.6%	46.1%	53.9%	706,765	1.1%	40.5%	59.5%	100,222	-17.5%	86.1%	13.9%
2012	1	686,507	-9.0%	47.2%	52.8%	600,255	-7.5%	41.3%	58.7%	86,252	-18.0%	88.5%	11.5%
2012	2	732,985	2.4%	46.5%	53.5%	649,407	3.5%	40.6%	59.4%	83,578	-5.4%	92.4%	7.6%
2012	3	865,557	-2.3%	47.3%	52.7%	764,173	-2.2%	41.4%	58.6%	101,384	-2.7%	91.7%	8.3%
2012	4	772,543	-7.9%	47.8%	52.2%	673,998	-7.0%	41.4%	58.6%	98,545	-13.1%	91.7%	8.3%
2012	5	797,656	-2.5%	48.1%	51.9%	696,130	-3.4%	41.8%	58.2%	101,525	3.6%	91.0%	9.0%
2012	6	787,622	-0.4%	47.0%	53.0%	692,130	-0.7%	41.3%	58.7%	95,492	2.5%	88.5%	11.5%
2012	7	787,615	-2.6%	46.3%	53.7%	689,947	-2.7%	40.7%	59.3%	97,668	-2.0%	86.3%	13.7%
2012	8	763,302	-2.2%	45.9%	54.1%	671,194	-2.4%	40.4%	59.6%	92,108	-0.6%	85.8%	14.2%
2012	9	775,673	-0.4%	45.1%	54.9%	688,050	0.6%	39.7%	60.3%	87,622	-7.5%	88.2%	11.8%
2012	10	776,488	-6.4%	45.9%	54.1%	687,780	-5.2%	40.3%	59.7%	88,708	-14.6%	89.4%	10.6%
2012	11	807,843	-0.7%	46.2%	53.8%	711,018	-0.5%	40.3%	59.7%	96,824	-1.7%	89.2%	10.8%
2012	12	779,406	-3.4%	45.1%	54.9%	668,288	-5.4%	37.8%	62.2%	111,118	10.9%	88.9%	11.1%
2013	1	700,826	2.1%	46.6%	53.4%	608,922	1.4%	40.0%	60.0%	91,905	6.6%	89.8%	10.2%
2013	2	671,572	-8.4%	46.1%	53.9%	583,569	-10.1%	39.6%	60.4%	88,004	5.3%	88.8%	11.2%
2013	3	797,732	-7.8%	44.7%	55.3%	692,818	-9.3%	37.9%	62.1%	104,915	3.5%	90.2%	9.8%
2013	4	782,985	1.4%	47.0%	53.0%	664,939	-1.3%	38.9%	61.1%	118,046	19.8%	92.2%	7.8%
2013	5	782,684	-1.9%	43.4%	56.6%	688,086	-1.2%	37.7%	62.3%	94,598	-6.8%	84.7%	15.3%
2013	6	778,989	-1.1%	43.9%	56.1%	672,611	-2.8%	37.8%	62.2%	106,378	11.4%	82.1%	17.9%
YE	201106	9,787,027	6.2%	44.7%	55.3%	8,478,208	6.1%	39.8%	60.2%	1,308,819	7.3%	76.4%	23.6%
YE	201206	9,460,330	-3.3%	46.3%	53.7%	8,303,854	-2.1%	40.8%	59.2%	1,156,476	-11.6%	86.3%	13.7%
YE	201306	9,205,115	-2.7%	45.5%	54.5%	8,027,222	-3.3%	39.2%	60.8%	1,177,893	1.9%	88.0%	12.0%

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

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

**Passengers**

Region	Period	Total Passengers				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2012	6	136,373	6.0%	40.1%	59.9%	51,958	19.0%	38.9%	81,660	-1.1%	61.1%	2,742	15.4%	99.5%	13	0.0%	0.5%
	2013	6	134,223	-1.6%	37.0%	63.0%	46,861	-9.8%	35.7%	84,524	3.5%	64.3%	2,824	3.0%	99.5%	14	7.7%	0.5%
	YE	201106	1,427,302	11.0%	44.5%	55.5%	610,953	11.9%	43.6%	791,598	10.2%	56.4%	24,733	17.3%	99.9%	18	-61.7%	0.1%
	YE	201206	1,434,171	0.5%	41.7%	58.3%	566,686	-7.2%	40.4%	835,826	5.6%	59.6%	31,599	27.8%	99.8%	60	233.3%	0.2%
	YE	201306	1,425,224	-0.6%	40.7%	59.3%	548,394	-3.2%	39.4%	844,586	1.0%	60.6%	32,206	1.9%	99.9%	38	-36.7%	0.1%
Australia/Oceania	2012	6	336,515	1.2%	23.9%	76.1%	80,129	-2.0%	23.8%	256,192	2.2%	76.2%	194	0.0%	100.0%	-	0.0%	0.0%
	2013	6	360,034	7.0%	25.6%	74.4%	92,271	15.2%	25.6%	267,763	4.5%	74.4%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	3,795,478	5.5%	26.3%	73.7%	996,713	11.9%	26.3%	2,797,971	3.4%	73.7%	312	-40.7%	39.3%	482	-71.6%	60.7%
	YE	201206	3,829,656	0.9%	24.6%	75.4%	939,940	-5.7%	24.6%	2,887,898	3.2%	75.4%	1,810	480.1%	99.6%	8	-98.3%	0.4%
	YE	201306	4,018,701	4.9%	25.3%	74.7%	1,011,848	7.7%	25.2%	3,002,306	4.0%	74.8%	4,524	149.9%	99.5%	23	187.5%	0.5%
Canada	2012	6	1,932,188	3.7%	50.0%	50.0%	963,930	0.7%	50.2%	957,705	7.1%	49.8%	1,982	-56.4%	18.8%	8,571	25.8%	81.2%
	2013	6	1,996,975	3.4%	50.5%	49.5%	1,006,679	4.4%	50.7%	979,259	2.3%	49.3%	1,632	-17.7%	14.8%	9,405	9.7%	85.2%
	YE	201106	22,805,169	6.7%	49.7%	50.3%	11,270,037	1.5%	50.0%	11,252,808	11.1%	50.0%	59,130	75.4%	20.9%	223,194	97.2%	79.1%
	YE	201206	23,616,292	3.6%	47.2%	52.8%	11,084,089	-1.6%	47.5%	12,237,115	8.7%	52.5%	63,619	7.6%	21.6%	231,469	3.7%	78.4%
	YE	201306	24,999,581	5.9%	45.8%	54.2%	11,416,688	3.0%	46.1%	13,362,042	9.2%	53.9%	33,746	-47.0%	15.3%	187,105	-19.2%	84.7%
Central America	2012	6	2,388,109	6.9%	76.1%	23.9%	1,774,374	3.9%	76.0%	558,838	15.2%	24.0%	43,070	250.6%	78.5%	11,827	-57.7%	21.5%
	2013	6	2,622,362	9.8%	74.6%	25.4%	1,913,845	7.9%	74.7%	649,236	16.2%	25.3%	42,753	-0.7%	72.1%	16,528	39.7%	27.9%
	YE	201106	25,820,067	1.5%	77.4%	22.6%	19,766,067	10.5%	77.7%	5,675,611	-22.4%	22.3%	228,566	45.1%	60.4%	149,823	101.6%	39.6%
	YE	201206	27,275,998	5.6%	75.6%	24.4%	20,365,590	3.0%	75.7%	6,544,678	15.3%	24.3%	267,386	17.0%	73.1%	98,344	-34.4%	26.9%
	YE	201306	29,083,832	6.6%	73.5%	26.5%	20,948,562	2.9%	73.3%	7,616,051	16.4%	26.7%	441,747	65.2%	85.1%	77,472	-21.2%	14.9%
Europe	2012	6	5,406,425	1.7%	44.1%	55.9%	2,382,599	-3.0%	44.4%	2,982,466	5.6%	55.6%	1,129	-44.4%	2.7%	40,231	32.9%	97.3%
	2013	6	5,573,879	3.1%	43.8%	56.2%	2,432,641	2.1%	44.0%	3,099,349	3.9%	56.0%	5,988	430.4%	14.3%	35,901	-10.8%	85.7%
	YE	201106	51,262,470	4.5%	45.0%	55.0%	23,043,311	4.8%	45.2%	27,884,735	4.7%	54.8%	10,258	-74.8%	3.1%	324,166	-22.0%	96.9%
	YE	201206	52,184,415	1.8%	43.4%	56.6%	22,622,444	-1.8%	43.6%	29,289,479	5.0%	56.4%	11,631	13.4%	4.3%	260,861	-19.5%	95.7%
	YE	201306	52,274,026	0.2%	42.1%	57.9%	21,987,084	-2.8%	42.3%	30,000,872	2.4%	57.7%	20,642	77.5%	7.2%	265,428	1.8%	92.8%

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

1- Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.  
Please see the report's introduction for further details.

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

**Passengers**

Region	Period		Total Passengers				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2012	6	2,277,693	10.2%	45.1%	54.9%	1,027,372	11.2%	45.1%	1,249,198	10.0%	54.9%	-	-100.0%	0.0%	1,123	-77.5%	100.0%
	2013	6	2,378,244	4.4%	43.5%	56.5%	1,035,689	0.8%	43.6%	1,337,205	7.0%	56.4%	23	0.0%	0.4%	5,327	374.4%	99.6%
	YE	201106	23,404,897	4.2%	44.8%	55.2%	10,462,000	9.8%	45.0%	12,803,069	-0.5%	55.0%	27,295	47.1%	19.5%	112,533	81.8%	80.5%
	YE	201206	25,105,947	7.3%	44.8%	55.2%	11,213,604	7.2%	45.0%	13,715,324	7.1%	55.0%	38,121	39.7%	21.5%	138,898	23.4%	78.5%
	YE	201306	26,503,734	5.6%	43.9%	56.1%	11,603,821	3.5%	44.2%	14,673,945	7.0%	55.8%	24,920	-34.6%	11.0%	201,048	44.7%	89.0%
Middle East	2012	6	576,001	16.7%	20.6%	79.4%	118,608	-4.4%	20.6%	457,350	23.8%	79.4%	43	0.0%	100.0%	-	0.0%	0.0%
	2013	6	640,946	11.3%	20.3%	79.7%	130,141	9.7%	20.3%	510,805	11.7%	79.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	5,014,895	12.3%	29.9%	70.1%	1,497,023	7.6%	29.9%	3,517,705	14.4%	70.1%	-	0.0%	0.0%	167	221.2%	100.0%
	YE	201206	5,654,767	12.8%	23.9%	76.1%	1,350,542	-9.8%	23.9%	4,303,885	22.3%	76.1%	205	0.0%	60.3%	135	-19.2%	39.7%
	YE	201306	6,296,484	11.3%	22.3%	77.7%	1,397,636	3.5%	22.2%	4,893,714	13.7%	77.8%	5,001	2339.5%	97.4%	133	-1.5%	2.6%
South America	2012	6	1,048,228	8.6%	62.9%	37.1%	655,052	8.4%	62.8%	388,458	7.8%	37.2%	4,672	600.4%	99.0%	46	475.0%	1.0%
	2013	6	1,175,598	12.2%	61.6%	38.4%	724,310	10.6%	61.6%	451,049	16.1%	38.4%	239	-94.9%	100.0%	-	-100.0%	0.0%
	YE	201106	11,759,602	11.8%	63.1%	36.9%	7,409,082	8.7%	63.0%	4,344,743	18.0%	37.0%	5,354	-71.1%	92.7%	423	106.3%	7.3%
	YE	201206	12,572,821	6.9%	62.1%	37.9%	7,763,867	4.8%	62.0%	4,759,404	9.5%	38.0%	45,283	745.8%	91.4%	4,267	908.7%	8.6%
	YE	201306	13,822,910	9.9%	61.4%	38.6%	8,434,330	8.6%	61.2%	5,338,805	12.2%	38.8%	49,649	9.6%	99.7%	126	-97.0%	0.3%
The Caribbean	2012	6	1,776,816	9.5%	90.4%	9.6%	1,460,127	9.1%	89.5%	171,071	-4.8%	10.5%	145,609	40.4%	100.0%	9	-94.7%	0.0%
	2013	6	1,782,934	0.3%	90.4%	9.6%	1,502,290	2.9%	89.8%	170,708	-0.2%	10.2%	109,936	-24.5%	100.0%	-	-100.0%	0.0%
	YE	201106	17,882,103	2.3%	88.0%	12.0%	14,843,207	0.8%	87.5%	2,126,244	2.8%	12.5%	891,900	52.6%	97.7%	20,752	-78.5%	2.3%
	YE	201206	18,837,759	5.3%	88.3%	11.7%	15,344,764	3.4%	87.5%	2,201,112	3.5%	12.5%	1,290,532	44.7%	99.9%	1,351	-93.5%	0.1%
	YE	201306	19,106,090	1.4%	88.9%	11.1%	15,811,166	3.0%	88.2%	2,123,606	-3.5%	11.8%	1,170,515	-9.3%	99.9%	803	-40.6%	0.1%

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

1- Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets.  
Please see the report's introduction for further details.

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

**Available Seats**

Region	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Foreign Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2012	6	175,669	5.3%	40.8%	59.2%	66,772	20.9%	39.1%	103,818	-2.4%	60.9%	4,914	-4.1%	96.8%	165	13.0%	3.2%
	2013	6	169,953	-3.3%	39.8%	60.2%	56,866	-14.8%	35.7%	102,258	-1.5%	64.3%	10,810	120.0%	99.8%	19	-88.5%	0.2%
	YE	201106	1,907,625	11.4%	44.9%	55.1%	796,515	19.6%	43.2%	1,048,648	9.9%	56.8%	60,943	-33.9%	97.6%	1,519	2070.0%	2.4%
	YE	201206	1,951,375	2.3%	41.6%	58.4%	753,380	-5.4%	39.8%	1,137,974	8.5%	60.2%	59,079	-3.1%	98.4%	942	-38.0%	1.6%
	YE	201306	1,918,362	-1.7%	40.2%	59.8%	662,921	-12.0%	36.6%	1,146,786	0.8%	63.4%	108,255	83.2%	99.6%	400	-57.5%	0.4%
Australia/Oceania	2012	6	392,972	0.5%	25.8%	74.2%	100,831	-3.3%	25.7%	291,626	1.7%	74.3%	515	0.0%	100.0%	-	0.0%	0.0%
	2013	6	437,103	11.2%	26.6%	73.4%	116,172	15.2%	26.6%	320,931	10.0%	73.4%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	4,681,229	-25.8%	27.4%	72.6%	1,279,819	8.3%	27.4%	3,398,669	-0.3%	72.6%	1,554	-25.6%	56.7%	1,187	-69.1%	43.3%
	YE	201206	4,814,742	2.9%	25.6%	74.4%	1,223,062	-4.4%	25.5%	3,580,774	5.4%	74.5%	10,865	599.2%	99.6%	41	-96.5%	0.4%
	YE	201306	5,051,137	4.9%	26.6%	73.4%	1,333,697	9.0%	26.5%	3,708,195	3.6%	73.5%	9,193	-15.4%	99.4%	52	26.8%	0.6%
Canada	2012	6	2,645,977	4.0%	50.5%	49.5%	1,332,197	-0.5%	50.7%	1,296,306	9.5%	49.3%	4,974	-44.9%	28.5%	12,500	3.4%	71.5%
	2013	6	2,630,981	-0.6%	50.4%	49.6%	1,320,236	-0.9%	50.5%	1,294,254	-0.2%	49.5%	4,502	-9.5%	27.3%	11,989	-4.1%	72.7%
	YE	201106	31,362,438	-13.6%	49.9%	50.1%	15,548,262	-0.1%	50.2%	15,407,415	8.8%	49.8%	115,474	25.3%	28.4%	291,287	90.2%	71.6%
	YE	201206	32,208,318	2.7%	48.0%	52.0%	15,308,974	-1.5%	48.2%	16,481,869	7.0%	51.8%	139,453	20.8%	33.4%	278,022	-4.6%	66.6%
	YE	201306	33,483,693	4.0%	45.8%	54.2%	15,236,548	-0.5%	45.9%	17,931,143	8.8%	54.1%	82,342	-41.0%	26.1%	233,660	-16.0%	73.9%
Central America	2012	6	3,003,961	6.8%	74.7%	25.3%	2,178,116	1.9%	74.5%	745,744	20.5%	25.5%	65,930	190.7%	82.3%	14,171	-57.8%	17.7%
	2013	6	3,153,066	5.0%	74.0%	26.0%	2,276,451	4.5%	74.0%	799,817	7.3%	26.0%	58,178	-11.8%	75.8%	18,620	31.4%	24.2%
	YE	201106	33,528,750	-51.6%	77.1%	22.9%	25,444,778	12.1%	77.3%	7,461,119	-25.1%	22.7%	413,277	68.5%	66.4%	209,576	120.9%	33.6%
	YE	201206	35,340,504	5.4%	74.8%	25.2%	26,000,347	2.2%	74.8%	8,768,935	17.5%	25.2%	437,672	5.9%	76.6%	133,550	-36.3%	23.4%
	YE	201306	37,084,547	4.9%	72.7%	27.3%	26,305,425	1.2%	72.4%	10,015,449	14.2%	27.6%	650,076	48.5%	85.1%	113,597	-14.9%	14.9%
Europe	2012	6	6,078,768	-0.4%	44.1%	55.9%	2,679,395	-4.8%	44.4%	3,351,113	3.1%	55.6%	2,632	-38.2%	5.5%	45,628	32.6%	94.5%
	2013	6	6,223,151	2.4%	43.6%	56.4%	2,703,796	0.9%	43.8%	3,470,167	3.6%	56.2%	10,166	286.2%	20.7%	39,022	-14.5%	79.3%
	YE	201106	63,282,241	-50.9%	45.4%	54.6%	28,709,788	7.4%	45.7%	34,168,178	5.4%	54.3%	30,273	-65.6%	7.5%	374,002	-23.5%	92.5%
	YE	201206	63,626,238	0.5%	43.9%	56.1%	27,892,412	-2.8%	44.1%	35,400,325	3.6%	55.9%	30,370	0.3%	9.1%	303,131	-18.9%	90.9%
	YE	201306	62,958,183	-1.0%	42.6%	57.4%	26,760,770	-4.1%	42.7%	35,856,674	1.3%	57.3%	39,393	29.7%	11.6%	301,346	-0.6%	88.4%

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**

**Available Seats**

Region	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2012	6	2,621,523	6.4%	44.8%	55.2%	1,173,157	8.7%	44.8%	1,446,492	5.1%	55.2%	-	-100.0%	0.0%	1,874	-66.3%	100.0%
	2013	6	2,787,535	6.3%	43.0%	57.0%	1,197,366	2.1%	43.1%	1,583,579	9.5%	56.9%	354	0.0%	5.4%	6,236	232.8%	94.6%
	YE	201106	28,890,352	-81.6%	44.2%	55.8%	12,730,224	9.0%	44.3%	15,977,285	-0.3%	55.7%	47,616	47.9%	26.0%	135,227	75.7%	74.0%
	YE	201206	31,393,220	8.7%	44.1%	55.9%	13,775,564	8.2%	44.2%	17,405,851	8.9%	55.8%	58,610	23.1%	27.7%	153,195	13.3%	72.3%
	YE	201306	32,512,799	3.6%	43.2%	56.8%	14,009,316	1.7%	43.4%	18,244,053	4.8%	56.6%	32,938	-43.8%	12.7%	226,492	47.8%	87.3%
Middle East	2012	6	632,256	9.4%	20.4%	79.6%	128,773	-8.4%	20.4%	501,983	15.2%	79.6%	392	0.0%	26.1%	1,108	-19.9%	73.9%
	2013	6	738,249	16.8%	19.4%	80.6%	143,522	11.5%	19.5%	593,971	18.3%	80.5%	-	-100.0%	0.0%	756	-31.8%	100.0%
	YE	201106	6,269,381	-96.1%	28.6%	71.4%	1,790,774	6.0%	28.6%	4,470,861	15.6%	71.4%	-	-100.0%	0.0%	7,746	808.1%	100.0%
	YE	201206	6,958,905	11.0%	23.0%	77.0%	1,601,483	-10.6%	23.1%	5,343,460	19.5%	76.9%	1,429	0.0%	10.2%	12,533	61.8%	89.8%
	YE	201306	7,632,538	9.7%	21.5%	78.5%	1,621,365	1.2%	21.3%	5,987,911	12.1%	78.7%	17,955	1156.5%	77.2%	5,307	-57.7%	22.8%
South America	2012	6	1,270,574	7.3%	64.0%	36.0%	802,509	7.4%	63.7%	456,971	5.2%	36.3%	10,550	287.0%	95.1%	544	1842.9%	4.9%
	2013	6	1,428,727	12.4%	63.3%	36.7%	903,031	12.5%	63.3%	524,508	14.8%	36.7%	1,188	-88.7%	100.0%	-	-100.0%	0.0%
	YE	201106	14,710,600	-91.6%	63.0%	37.0%	9,254,321	7.3%	63.0%	5,441,855	12.0%	37.0%	12,988	-48.5%	90.0%	1,436	135.8%	10.0%
	YE	201206	15,290,135	3.9%	62.8%	37.2%	9,516,592	2.8%	62.6%	5,683,711	4.4%	37.4%	82,986	538.9%	92.4%	6,846	376.7%	7.6%
	YE	201306	16,871,698	10.3%	62.1%	37.9%	10,362,862	8.9%	61.8%	6,396,122	12.5%	38.2%	112,150	35.1%	99.5%	564	-91.8%	0.5%
The Caribbean	2012	6	2,229,459	7.9%	88.7%	11.3%	1,774,408	4.7%	87.6%	251,385	10.1%	12.4%	203,615	41.6%	100.0%	51	-82.4%	0.0%
	2013	6	2,154,473	-3.4%	89.7%	10.3%	1,780,108	0.3%	88.9%	222,586	-11.5%	11.1%	151,779	-25.5%	100.0%	-	-100.0%	0.0%
	YE	201106	23,322,593	-88.3%	87.4%	12.6%	19,135,041	-3.7%	86.8%	2,913,533	-1.0%	13.2%	1,244,753	37.6%	97.7%	29,266	-80.0%	2.3%
	YE	201206	24,713,744	6.0%	87.6%	12.4%	19,719,114	3.1%	86.5%	3,069,608	5.4%	13.5%	1,922,067	54.4%	99.8%	2,955	-89.9%	0.2%
	YE	201306	24,339,916	-1.5%	87.7%	12.3%	19,680,453	-0.2%	86.8%	2,981,630	-2.9%	13.2%	1,676,140	-12.8%	99.9%	1,693	-42.7%	0.1%

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

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

		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	
Africa	2012	6	693	8.5%	46.0%	54.0%	288	18.0%	43.6%	372	1.6%	56.4%	31	10.7%	93.9%	2	100.0%	6.1%
	2013	6	643	-7.2%	42.8%	57.2%	249	-13.5%	40.4%	367	-1.3%	59.6%	26	-16.1%	96.3%	1	-50.0%	3.7%
	YE	201106	7,713	17.7%	49.7%	50.3%	3,502	25.3%	47.5%	3,864	13.4%	52.5%	334	1.2%	96.3%	13	-31.6%	3.7%
	YE	201206	7,622	-1.2%	47.0%	53.0%	3,246	-7.3%	44.6%	4,029	4.3%	55.4%	333	-0.3%	96.0%	14	7.7%	4.0%
	YE	201306	7,314	-4.0%	43.8%	56.2%	2,841	-12.5%	41.0%	4,096	1.7%	59.0%	360	8.1%	95.5%	17	21.4%	4.5%
Australia/Oceania	2012	6	1,831	3.6%	28.7%	71.3%	454	-7.5%	25.8%	1,305	7.4%	74.2%	72	18.0%	100.0%	-	0.0%	0.0%
	2013	6	1,919	4.8%	29.7%	70.3%	509	12.1%	27.4%	1,349	3.4%	72.6%	61	-15.3%	100.0%	-	0.0%	0.0%
	YE	201106	21,322	-20.8%	31.7%	68.3%	5,971	11.8%	29.1%	14,529	3.1%	70.9%	780	-16.3%	94.9%	42	55.6%	5.1%
	YE	201206	21,912	2.8%	29.6%	70.4%	5,626	-5.8%	26.7%	15,416	6.1%	73.3%	866	11.0%	99.5%	4	-90.5%	0.5%
	YE	201306	21,958	0.2%	31.2%	68.8%	5,916	5.2%	28.1%	15,107	-2.0%	71.9%	924	6.7%	98.8%	11	175.0%	1.2%
Canada	2012	6	35,531	2.2%	55.2%	44.8%	19,350	-0.7%	55.3%	15,618	7.3%	44.7%	250	-17.2%	44.4%	313	-25.1%	55.6%
	2013	6	34,429	-3.1%	55.3%	44.7%	18,773	-3.0%	55.4%	15,088	-3.4%	44.6%	256	2.4%	45.1%	312	-0.3%	54.9%
	YE	201106	417,761	-3.2%	55.4%	44.6%	228,040	0.6%	55.7%	181,330	5.6%	44.3%	3,207	15.9%	38.2%	5,184	61.5%	61.8%
	YE	201206	417,185	-0.1%	54.2%	45.8%	222,900	-2.3%	54.5%	186,232	2.7%	45.5%	3,265	1.8%	40.5%	4,788	-7.6%	59.5%
	YE	201306	425,971	2.1%	53.0%	47.0%	223,378	0.2%	53.3%	196,004	5.2%	46.7%	2,362	-27.7%	35.8%	4,227	-11.7%	64.2%
Central America	2012	6	25,264	8.3%	76.1%	23.9%	18,321	7.3%	75.6%	5,929	13.1%	24.4%	904	15.5%	89.2%	110	-53.4%	10.8%
	2013	6	26,069	3.2%	74.8%	25.2%	18,732	2.2%	74.5%	6,422	8.3%	25.5%	762	-15.7%	83.3%	153	39.1%	16.7%
	YE	201106	279,329	-60.6%	76.9%	23.1%	203,552	9.4%	76.3%	63,121	-22.5%	23.7%	11,163	26.4%	88.2%	1,493	85.2%	11.8%
	YE	201206	295,187	5.7%	75.6%	24.4%	213,858	5.1%	75.0%	71,115	12.7%	25.0%	9,252	-17.1%	90.6%	962	-35.6%	9.4%
	YE	201306	308,437	4.5%	73.7%	26.3%	218,450	2.1%	73.1%	80,187	12.8%	26.9%	8,905	-3.8%	90.9%	895	-7.0%	9.1%
Europe	2012	6	25,486	-1.7%	50.3%	49.7%	12,580	-4.7%	50.3%	12,435	1.8%	49.7%	227	-8.8%	48.2%	244	-5.8%	51.8%
	2013	6	25,763	1.1%	49.1%	50.9%	12,405	-1.4%	49.1%	12,864	3.4%	50.9%	251	10.6%	50.8%	243	-0.4%	49.2%
	YE	201106	273,445	-71.7%	50.9%	49.1%	135,435	7.9%	50.7%	131,913	6.0%	49.3%	3,714	-7.9%	60.9%	2,383	-12.1%	39.1%
	YE	201206	272,514	-0.3%	49.8%	50.2%	132,552	-2.1%	49.6%	134,459	1.9%	50.4%	3,133	-15.6%	56.9%	2,370	-0.5%	43.1%
	YE	201306	264,974	-2.8%	48.7%	51.3%	126,155	-4.8%	48.5%	133,811	-0.5%	51.5%	2,764	-11.8%	55.2%	2,244	-5.3%	44.8%

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

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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	6	12,436	2.0%	46.8%	53.2%	5,537	5.7%	45.8%	6,554	0.1%	54.2%	277	17.9%	80.3%	68	-60.9%	19.7%
	2013	6	12,882	3.6%	45.1%	54.9%	5,449	-1.6%	43.9%	6,956	6.1%	56.1%	363	31.0%	76.1%	114	67.6%	23.9%
	YE	201106	145,184	-86.8%	45.5%	54.5%	62,654	12.7%	44.9%	76,972	3.7%	55.1%	3,358	6.8%	60.4%	2,200	19.5%	39.6%
	YE	201206	150,661	3.8%	46.0%	54.0%	66,064	5.4%	45.2%	79,960	3.9%	54.8%	3,196	-4.8%	68.9%	1,441	-34.5%	31.1%
	YE	201306	151,947	0.9%	45.7%	54.3%	65,161	-1.4%	44.6%	80,934	1.2%	55.4%	4,303	34.6%	73.5%	1,549	7.5%	26.5%
Middle East	2012	6	2,212	10.8%	23.6%	76.4%	487	-6.5%	22.5%	1,681	16.7%	77.5%	36	28.6%	81.8%	8	14.3%	18.2%
	2013	6	2,532	14.5%	23.9%	76.1%	556	14.2%	22.5%	1,911	13.7%	77.5%	50	38.9%	76.9%	15	87.5%	23.1%
	YE	201106	21,909	-98.0%	30.7%	69.3%	6,578	0.0%	30.3%	15,109	15.5%	69.7%	159	-47.5%	71.6%	63	530.0%	28.4%
	YE	201206	24,251	10.7%	26.3%	73.7%	6,003	-8.7%	25.2%	17,797	17.8%	74.8%	375	135.8%	83.1%	76	20.6%	16.9%
	YE	201306	26,878	10.8%	25.5%	74.5%	6,213	3.5%	23.7%	19,948	12.1%	76.3%	637	69.9%	88.8%	80	5.3%	11.2%
South America	2012	6	7,796	3.3%	65.1%	34.9%	4,586	8.4%	62.9%	2,705	-7.1%	37.1%	486	32.4%	96.2%	19	-54.8%	3.8%
	2013	6	8,429	8.1%	63.6%	36.4%	5,005	9.1%	62.2%	3,048	12.7%	37.8%	357	-26.5%	94.9%	19	0.0%	5.1%
	YE	201106	95,526	-92.1%	60.3%	39.7%	52,218	3.7%	58.8%	36,518	9.2%	41.2%	5,356	15.5%	78.9%	1,434	4.4%	21.1%
	YE	201206	97,673	2.2%	62.1%	37.9%	54,862	5.1%	59.9%	36,708	0.5%	40.1%	5,798	8.3%	95.0%	305	-78.7%	5.0%
	YE	201306	102,929	5.4%	61.5%	38.5%	57,994	5.7%	59.5%	39,399	7.3%	40.5%	5,333	-8.0%	96.3%	203	-33.4%	3.7%
The Caribbean	2012	6	18,633	8.7%	89.3%	10.7%	15,235	7.7%	88.7%	1,939	10.2%	11.3%	1,400	18.3%	96.0%	59	13.5%	4.0%
	2013	6	18,370	-1.4%	90.4%	9.6%	15,522	1.9%	90.0%	1,718	-11.4%	10.0%	1,084	-22.6%	95.9%	46	-22.0%	4.1%
	YE	201106	200,304	-85.9%	88.5%	11.5%	164,885	-7.0%	88.1%	22,266	-8.5%	11.9%	12,334	9.7%	93.8%	819	-53.9%	6.2%
	YE	201206	209,923	4.8%	88.6%	11.4%	171,461	4.0%	88.1%	23,157	4.0%	11.9%	14,611	18.5%	95.5%	694	-15.3%	4.5%
	YE	201306	208,204	-0.8%	88.8%	11.2%	172,495	0.6%	88.4%	22,529	-2.7%	11.6%	12,408	-15.1%	94.1%	772	11.2%	5.9%

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

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

Please see the report's introduction for further details.

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

**Freight (Tons)**

Region	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2012	6	3,361	28.9%	47.0%	53.0%	841	2.5%	32.1%	1,781	40.5%	67.9%	739	42.2%	100.0%	-	0.0%	0.0%
	2013	6	3,141	-6.6%	47.1%	52.9%	774	-7.9%	31.8%	1,661	-6.7%	68.2%	705	-4.5%	100.0%	-	0.0%	0.0%
	YE	201106	31,980	24.7%	53.2%	46.8%	11,598	11.5%	43.7%	14,925	16.4%	56.3%	5,402	242.2%	99.0%	55	-93.5%	1.0%
	YE	201206	34,475	7.8%	48.4%	51.6%	10,145	-12.5%	36.3%	17,791	19.2%	63.7%	6,539	21.0%	100.0%	-	-100.0%	0.0%
	YE	201306	36,494	5.9%	45.8%	54.2%	9,507	-6.3%	32.8%	19,494	9.6%	67.2%	7,211	10.3%	96.2%	282	0.0%	3.8%
Australia/Oceania	2012	6	15,772	20.3%	47.1%	52.9%	4,678	-0.7%	35.9%	8,350	31.0%	64.1%	2,745	35.9%	100.0%	-	0.0%	0.0%
	2013	6	14,543	-7.8%	48.0%	52.0%	4,553	-2.7%	37.6%	7,565	-9.4%	62.4%	2,425	-11.7%	100.0%	-	0.0%	0.0%
	YE	201106	169,664	-11.6%	50.3%	49.7%	57,455	8.6%	41.1%	82,253	0.3%	58.9%	27,899	-9.2%	93.1%	2,057	201.2%	6.9%
	YE	201206	172,196	1.5%	49.2%	50.8%	54,794	-4.6%	38.5%	87,443	6.3%	61.5%	29,896	7.2%	99.8%	64	-96.9%	0.2%
	YE	201306	183,027	6.3%	50.8%	49.2%	55,865	2.0%	38.4%	89,777	2.7%	61.6%	37,184	24.4%	99.5%	200	214.6%	0.5%
Canada	2012	6	27,811	-7.1%	77.1%	22.9%	20,792	4.4%	80.6%	4,990	-23.9%	19.4%	650	-53.3%	32.0%	1,379	-33.3%	68.0%
	2013	6	28,136	1.2%	75.8%	24.2%	19,519	-6.1%	78.9%	5,214	4.5%	21.1%	1,815	179.5%	53.3%	1,588	15.1%	46.7%
	YE	201106	355,603	-34.2%	69.2%	30.8%	229,481	8.0%	73.3%	83,691	-11.7%	26.7%	16,675	-3.9%	39.3%	25,757	7.3%	60.7%
	YE	201206	330,747	-7.0%	76.0%	24.0%	233,894	1.9%	79.4%	60,865	-27.3%	20.6%	17,473	4.8%	48.6%	18,515	-28.1%	51.4%
	YE	201306	326,997	-1.1%	76.3%	23.7%	237,281	1.4%	79.6%	60,920	0.1%	20.4%	12,344	-29.4%	42.9%	16,453	-11.1%	57.1%
Central America	2012	6	58,033	5.1%	61.1%	38.9%	27,768	23.0%	55.3%	22,455	1.3%	44.7%	7,712	-24.6%	98.7%	99	-65.2%	1.3%
	2013	6	55,750	-3.9%	64.1%	35.9%	30,229	8.9%	60.2%	19,951	-11.1%	39.8%	5,480	-28.9%	98.4%	90	-9.3%	1.6%
	YE	201106	694,862	-39.4%	63.7%	36.3%	299,014	2.2%	54.5%	249,512	35.0%	45.5%	143,660	11.7%	98.2%	2,676	157.0%	1.8%
	YE	201206	685,931	-1.3%	63.3%	36.7%	323,242	8.1%	56.3%	250,481	0.4%	43.7%	111,062	-22.7%	99.0%	1,147	-57.1%	1.0%
	YE	201306	650,656	-5.1%	63.2%	36.8%	349,348	8.1%	59.4%	239,170	-4.5%	40.6%	61,586	-44.5%	99.1%	553	-51.8%	0.9%
Europe	2012	6	248,919	-2.2%	41.0%	59.0%	87,486	0.3%	37.7%	144,425	-2.9%	62.3%	14,531	6.0%	85.4%	2,477	-48.6%	14.6%
	2013	6	248,465	-0.2%	39.7%	60.3%	83,403	-4.7%	36.6%	144,312	-0.1%	63.4%	15,276	5.1%	73.6%	5,474	121.0%	26.4%
	YE	201106	3,111,176	-21.1%	42.4%	57.6%	1,109,178	10.3%	38.7%	1,758,811	13.6%	61.3%	210,612	9.5%	86.6%	32,575	-35.5%	13.4%
	YE	201206	2,964,371	-4.7%	40.9%	59.1%	1,024,441	-7.6%	37.5%	1,705,780	-3.0%	62.5%	189,068	-10.2%	80.7%	45,081	38.4%	19.3%
	YE	201306	2,813,203	-5.1%	40.7%	59.3%	967,640	-5.5%	37.3%	1,628,073	-4.6%	62.7%	176,566	-6.6%	81.2%	40,924	-9.2%	18.8%

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

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

Please see the report's introduction for further details.

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

**Freight (Tons)**

Region	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2012	6	300,024	-2.7%	40.3%	59.7%	95,839	-1.9%	35.6%	173,266	-3.2%	64.4%	25,137	36.0%	81.3%	5,783	-56.4%	18.7%
	2013	6	289,708	-3.4%	37.3%	62.7%	74,553	-22.2%	30.2%	172,261	-0.6%	69.8%	33,409	32.9%	77.9%	9,485	64.0%	22.1%
	YE	201106	3,715,807	392.3%	37.6%	62.4%	1,137,906	8.4%	34.4%	2,169,568	-0.3%	65.6%	260,356	7.4%	63.8%	147,976	9.7%	36.2%
	YE	201206	3,470,217	-6.6%	39.1%	60.9%	1,105,009	-2.9%	35.1%	2,040,151	-6.0%	64.9%	250,487	-3.8%	77.1%	74,571	-49.6%	22.9%
	YE	201306	3,394,655	-2.2%	39.4%	60.6%	970,529	-12.2%	32.7%	1,996,327	-2.1%	67.3%	367,302	46.6%	85.9%	60,497	-18.9%	14.1%
Middle East	2012	6	21,987	7.3%	28.3%	71.7%	4,397	-4.6%	21.8%	15,768	11.5%	78.2%	1,817	5.2%	99.7%	6	0.0%	0.3%
	2013	6	25,925	17.9%	25.5%	74.5%	4,501	2.4%	19.1%	19,120	21.3%	80.9%	2,103	15.8%	91.3%	201	3303.9%	8.7%
	YE	201106	225,646	-70.9%	24.9%	75.1%	51,602	-1.0%	23.5%	168,443	16.4%	76.5%	4,673	-42.2%	83.4%	928	2877.2%	16.6%
	YE	201206	252,653	12.0%	29.9%	70.1%	54,251	5.1%	23.5%	176,854	5.0%	76.5%	21,347	356.8%	99.1%	200	-78.4%	0.9%
	YE	201306	284,689	12.7%	26.6%	73.4%	55,254	1.8%	21.0%	207,882	17.5%	79.0%	20,355	-4.6%	94.4%	1,198	498.5%	5.6%
South America	2012	6	103,642	7.6%	65.8%	34.2%	37,288	34.3%	51.9%	34,581	-22.8%	48.1%	30,946	46.5%	97.4%	827	-68.9%	2.6%
	2013	6	102,199	-1.4%	51.6%	48.4%	26,965	-27.7%	36.2%	47,574	37.6%	63.8%	25,781	-16.7%	93.2%	1,880	127.3%	6.8%
	YE	201106	1,341,401	48.2%	50.7%	49.3%	374,427	-12.2%	39.7%	569,558	4.3%	60.3%	305,111	27.9%	76.8%	92,306	5.6%	23.2%
	YE	201206	1,415,920	5.6%	58.5%	41.5%	463,179	23.7%	44.7%	573,329	0.7%	55.3%	365,041	19.6%	96.2%	14,371	-84.4%	3.8%
	YE	201306	1,377,444	-2.7%	53.2%	46.8%	389,376	-15.9%	38.3%	627,704	9.5%	61.7%	343,687	-5.8%	95.4%	16,677	16.1%	4.6%
The Caribbean	2012	6	8,074	-18.4%	88.4%	11.6%	6,904	-18.9%	93.0%	523	11.4%	7.0%	232	-54.7%	35.9%	415	2.7%	64.1%
	2013	6	11,120	37.7%	92.5%	7.5%	9,911	43.6%	94.8%	542	3.7%	5.2%	378	63.1%	56.7%	289	-30.4%	43.3%
	YE	201106	140,888	-84.7%	91.4%	8.6%	103,768	10.6%	93.7%	7,020	-12.8%	6.3%	25,010	-53.2%	83.1%	5,090	-32.0%	16.9%
	YE	201206	133,820	-5.0%	91.4%	8.6%	115,352	11.2%	94.4%	6,851	-2.4%	5.6%	7,020	-71.9%	60.4%	4,597	-9.7%	39.6%
	YE	201306	137,951	3.1%	91.5%	8.5%	115,622	0.2%	93.9%	7,454	8.8%	6.1%	10,575	50.7%	71.1%	4,300	-6.5%	28.9%

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

1- Due to extensive code-sharing agreements passenger and cargo data for U.S. carriers presented in this table might understate U.S. carrier presence in certain markets. Please see the report's introduction for further details.

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

Country 2/ Period		Total Traffic				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Canada	2012	6	1,932,188	3.7%	50.0%	50.0%	963,930	0.7%	50.2%	957,705	7.1%	49.8%	1,982	-56.4%	18.8%	8,571	25.8%	81.2%
	2013	6	1,996,975	3.4%	50.5%	49.5%	1,006,679	4.4%	50.7%	979,259	2.3%	49.3%	1,632	-17.7%	14.8%	9,405	9.7%	85.2%
	YE	201106	22,805,165	6.7%	49.7%	50.3%	11,270,037	1.5%	50.0%	11,252,808	11.1%	50.0%	59,130	75.4%	20.9%	223,190	97.2%	79.1%
	YE	201206	23,616,286	3.6%	47.2%	52.8%	11,084,089	-1.6%	47.5%	12,237,115	8.7%	52.5%	63,619	7.6%	21.6%	231,463	3.7%	78.4%
	YE	201306	24,999,578	5.9%	45.8%	54.2%	11,416,688	3.0%	46.1%	13,362,042	9.2%	53.9%	33,746	-47.0%	15.3%	187,102	-19.2%	84.7%
Mexico	2012	6	1,599,192	4.9%	79.9%	20.1%	1,246,568	2.1%	80.1%	309,972	14.2%	19.9%	30,825	608.5%	72.3%	11,827	-57.7%	27.7%
	2013	6	1,802,981	12.7%	77.4%	22.6%	1,361,979	9.3%	77.7%	390,419	26.0%	22.3%	34,055	10.5%	67.3%	16,528	39.7%	32.7%
	YE	201106	17,900,894	-0.1%	80.7%	19.3%	14,314,946	13.6%	81.3%	3,299,457	-35.7%	18.7%	136,771	26.3%	47.7%	149,720	101.5%	52.3%
	YE	201206	18,788,681	5.0%	79.3%	20.7%	14,735,303	2.9%	79.6%	3,782,376	14.6%	20.4%	172,830	26.4%	63.8%	98,172	-34.4%	36.2%
	YE	201306	20,003,179	6.5%	77.4%	22.6%	15,157,100	2.9%	77.3%	4,453,013	17.7%	22.7%	315,603	82.6%	80.3%	77,463	-21.1%	19.7%
United Kingdom	2012	6	1,685,623	2.6%	40.5%	59.5%	682,846	-2.0%	41.4%	964,987	5.2%	58.6%	22	-82.9%	0.1%	37,768	28.7%	99.9%
	2013	6	1,704,456	1.1%	39.9%	60.1%	679,026	-0.6%	40.6%	991,724	2.8%	59.4%	383	1640.9%	1.1%	33,323	-11.8%	98.9%
	YE	201106	16,384,534	4.0%	41.5%	58.5%	6,800,809	4.8%	42.3%	9,270,213	4.6%	57.7%	1,868	9.7%	0.6%	311,644	-20.1%	99.4%
	YE	201206	16,910,312	3.2%	39.8%	60.2%	6,724,503	-1.1%	40.3%	9,952,561	7.4%	59.7%	1,066	-42.9%	0.5%	232,182	-25.5%	99.5%
	YE	201306	16,998,525	0.5%	38.7%	61.3%	6,582,407	-2.1%	39.3%	10,171,528	2.2%	60.7%	2,172	103.8%	0.9%	242,418	4.4%	99.1%
Japan	2012	6	986,217	18.0%	66.9%	33.1%	659,735	19.2%	67.0%	325,395	16.0%	33.0%	-	-100.0%	0.0%	1,087	-53.1%	100.0%
	2013	6	1,018,227	3.2%	64.4%	35.6%	656,078	-0.6%	64.5%	361,306	11.0%	35.5%	-	0.0%	0.0%	843	-22.4%	100.0%
	YE	201106	10,253,744	-3.9%	66.5%	33.5%	6,803,591	3.2%	67.1%	3,342,273	-16.7%	32.9%	11,751	-7.2%	10.9%	96,129	106.8%	89.1%
	YE	201206	10,900,480	6.3%	66.0%	34.0%	7,177,386	5.5%	66.7%	3,583,583	7.2%	33.3%	22,016	87.4%	15.8%	117,495	22.2%	84.2%
	YE	201306	11,776,968	8.0%	64.3%	35.7%	7,557,172	5.3%	65.2%	4,039,805	12.7%	34.8%	19,194	-12.8%	10.7%	160,797	36.9%	89.3%
Germany	2012	6	995,892	6.0%	36.8%	63.2%	366,489	5.8%	36.8%	629,397	6.1%	63.2%	-	0.0%	0.0%	6	-83.3%	100.0%
	2013	6	1,039,035	4.3%	35.2%	64.8%	365,728	-0.2%	35.2%	673,234	7.0%	64.8%	68	0.0%	93.2%	5	-16.7%	6.8%
	YE	201106	9,591,788	2.7%	37.9%	62.1%	3,633,341	3.1%	37.9%	5,956,591	2.6%	62.1%	1,366	-77.6%	73.6%	490	-51.4%	26.4%
	YE	201206	9,718,843	1.3%	36.8%	63.2%	3,571,400	-1.7%	36.8%	6,143,788	3.1%	63.2%	2,961	116.8%	81.0%	694	41.6%	19.0%
	YE	201306	9,951,553	2.4%	35.8%	64.2%	3,558,215	-0.4%	35.8%	6,390,981	4.0%	64.2%	1,883	-36.4%	79.9%	474	-31.7%	20.1%

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 201306 data.

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

**Passengers**

Country 2/	Period	Total Traffic				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
France	2012	6	653,092	2.6%	39.0%	61.0%	254,474	0.2%	39.0%	398,490	4.3%	61.0%	104	1633.3%	81.3%	24	-53.8%	18.8%
	2013	6	682,773	4.5%	41.5%	58.5%	283,567	11.4%	41.5%	399,177	0.2%	58.5%	8	-92.3%	27.6%	21	-12.5%	72.4%
	YE	201106	6,138,469	4.3%	38.5%	61.5%	2,360,560	2.8%	38.5%	3,776,226	5.3%	61.5%	1,190	6.0%	70.7%	493	-78.6%	29.3%
	YE	201206	6,327,114	3.1%	40.0%	60.0%	2,529,661	7.2%	40.0%	3,795,251	0.5%	60.0%	1,446	21.5%	65.7%	756	53.3%	34.3%
	YE	201306	6,195,357	-2.1%	40.4%	59.6%	2,501,595	-1.1%	40.4%	3,691,339	-2.7%	59.6%	1,997	38.1%	82.4%	426	-43.7%	17.6%
Dominican Republic	2012	6	498,849	13.8%	99.2%	0.8%	448,597	9.1%	99.2%	3,807	13.2%	0.8%	46,445	97.7%	100.0%	-	-100.0%	0.0%
	2013	6	521,803	4.6%	97.3%	2.7%	470,725	4.9%	97.1%	14,050	269.1%	2.9%	37,028	-20.3%	100.0%	-	0.0%	0.0%
	YE	201106	4,550,002	0.2%	99.0%	1.0%	4,395,035	0.6%	99.0%	43,361	-42.3%	1.0%	111,596	27.7%	100.0%	10	-99.8%	0.0%
	YE	201206	4,855,729	6.7%	99.2%	0.8%	4,652,187	5.9%	99.2%	37,248	-14.1%	0.8%	166,292	49.0%	100.0%	2	-80.0%	0.0%
	YE	201306	5,166,913	6.4%	97.9%	2.1%	4,847,468	4.2%	97.8%	107,065	187.4%	2.2%	212,358	27.7%	100.0%	22	1000.0%	0.0%
Brazil	2012	6	340,475	8.9%	67.1%	32.9%	228,291	9.0%	67.1%	112,182	8.8%	32.9%	-	0.0%	0.0%	2	0.0%	100.0%
	2013	6	382,647	12.4%	69.6%	30.4%	266,159	16.6%	69.6%	116,480	3.8%	30.4%	8	0.0%	100.0%	-	-100.0%	0.0%
	YE	201106	3,747,207	16.4%	67.9%	32.1%	2,542,263	17.7%	67.9%	1,204,089	13.9%	32.1%	839	-70.1%	98.1%	16	60.0%	1.9%
	YE	201206	4,210,853	12.4%	66.4%	33.6%	2,784,708	9.5%	66.3%	1,414,833	17.5%	33.7%	11,301	1247.0%	99.9%	11	-31.3%	0.1%
	YE	201306	4,707,173	11.8%	67.2%	32.8%	3,159,829	13.5%	67.1%	1,546,180	9.3%	32.9%	1,101	-90.3%	94.6%	63	472.7%	5.4%
South Korea	2012	6	405,205	9.5%	10.5%	89.5%	42,724	5.9%	10.5%	362,445	10.8%	89.5%	-	0.0%	0.0%	36	-98.6%	100.0%
	2013	6	424,871	4.9%	14.1%	85.9%	60,032	40.5%	14.1%	364,839	0.7%	85.9%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201106	4,040,920	12.0%	9.5%	90.5%	382,359	114.7%	9.5%	3,641,949	6.7%	90.5%	1,381	309.8%	8.3%	15,231	-1.0%	91.7%
	YE	201206	4,367,306	8.1%	10.1%	89.9%	436,963	14.3%	10.1%	3,906,071	7.3%	89.9%	2,914	111.0%	12.0%	21,358	40.2%	88.0%
	YE	201306	4,638,580	6.2%	11.8%	88.2%	546,307	25.0%	11.8%	4,086,551	4.6%	88.2%	3	-99.9%	0.1%	5,719	-73.2%	99.9%
Netherlands	2012	6	448,675	0.3%	64.1%	35.9%	287,558	0.4%	64.1%	161,117	-0.1%	35.9%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	484,798	8.1%	65.8%	34.2%	318,914	10.9%	65.8%	165,884	3.0%	34.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	4,435,215	4.3%	63.1%	36.9%	2,796,852	3.4%	63.1%	1,638,363	6.2%	36.9%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201206	4,489,606	1.2%	61.8%	38.2%	2,773,296	-0.8%	61.8%	1,716,024	4.7%	38.2%	260	0.0%	90.9%	26	0.0%	9.1%
	YE	201306	4,574,466	1.9%	63.6%	36.4%	2,907,325	4.8%	63.6%	1,666,689	-2.9%	36.4%	347	33.5%	76.8%	105	303.8%	23.2%

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

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

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

**Passengers**

Country 2/	Period	Total Traffic				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
China	2012	6	345,546	11.4%	60.5%	39.5%	209,154	2.0%	60.5%	136,392	29.6%	39.5%	-	0.0%	0.0%	-	-100.0%	0.0%
	2013	6	398,718	15.4%	54.8%	45.2%	218,622	4.5%	55.5%	175,615	28.8%	44.5%	-	0.0%	0.0%	4,481	0.0%	100.0%
	YE	201106	2,926,611	27.0%	61.7%	38.3%	1,801,577	29.4%	61.6%	1,120,812	23.1%	38.4%	3,092	106.8%	73.2%	1,130	11200.0%	26.8%
	YE	201206	3,649,633	24.7%	60.8%	39.2%	2,212,727	22.8%	60.7%	1,432,025	27.8%	39.3%	4,843	56.6%	99.2%	38	-96.6%	0.8%
	YE	201306	4,086,128	12.0%	56.0%	44.0%	2,284,096	3.2%	56.4%	1,762,630	23.1%	43.6%	4,882	0.8%	12.4%	34,520	90742.1%	87.6%
Jamaica	2012	6	297,570	11.4%	82.8%	17.2%	240,396	13.0%	82.4%	51,237	15.6%	17.6%	5,937	-40.7%	100.0%	-	0.0%	0.0%
	2013	6	299,332	0.6%	87.8%	12.2%	258,628	7.6%	87.6%	36,515	-28.7%	12.4%	4,189	-29.4%	100.0%	-	0.0%	0.0%
	YE	201106	2,971,978	3.6%	80.8%	19.2%	2,310,269	9.3%	80.2%	569,222	-21.8%	19.8%	92,487	243.4%	100.0%	-	0.0%	0.0%
	YE	201206	3,178,639	7.0%	78.3%	21.7%	2,311,649	0.1%	77.1%	688,272	20.9%	22.9%	178,718	93.2%	100.0%	-	0.0%	0.0%
	YE	201306	3,078,733	-3.1%	82.3%	17.7%	2,502,350	8.2%	82.1%	544,870	-20.8%	17.9%	31,513	-82.4%	100.0%	-	0.0%	0.0%
Spain	2012	6	308,489	-4.7%	57.8%	42.2%	178,270	-5.7%	57.8%	130,218	-2.2%	42.2%	-	-100.0%	0.0%	1	-99.7%	100.0%
	2013	6	290,308	-5.9%	63.0%	37.0%	179,645	0.8%	62.6%	107,285	-17.6%	37.4%	3,362	0.0%	99.5%	16	1500.0%	0.5%
	YE	201106	2,799,765	10.5%	56.1%	43.9%	1,569,890	11.5%	56.1%	1,227,268	9.4%	43.9%	1,931	-39.6%	74.1%	676	379.4%	25.9%
	YE	201206	2,918,544	4.2%	56.2%	43.8%	1,636,507	4.2%	56.1%	1,279,438	4.3%	43.9%	2,447	26.7%	94.2%	152	-77.5%	5.8%
	YE	201306	2,667,495	-8.6%	59.7%	40.3%	1,588,865	-2.9%	59.7%	1,074,780	-16.0%	40.3%	3,688	50.7%	95.8%	162	6.6%	4.2%
Colombia	2012	6	227,479	11.8%	53.1%	46.9%	120,406	12.5%	53.0%	106,757	10.7%	47.0%	316	0.0%	100.0%	-	0.0%	0.0%
	2013	6	252,097	10.8%	53.1%	46.9%	133,804	11.1%	53.1%	118,172	10.7%	46.9%	121	-61.7%	100.0%	-	0.0%	0.0%
	YE	201106	2,320,149	8.9%	49.8%	50.2%	1,153,979	5.4%	49.8%	1,165,192	12.6%	50.2%	978	57.5%	100.0%	-	0.0%	0.0%
	YE	201206	2,325,067	0.2%	51.3%	48.7%	1,193,058	3.4%	51.3%	1,131,515	-2.9%	48.7%	484	-50.5%	98.0%	10	0.0%	2.0%
	YE	201306	2,620,470	12.7%	52.3%	47.7%	1,369,082	14.8%	52.3%	1,250,061	10.5%	47.7%	1,320	172.7%	99.5%	7	-30.0%	0.5%
Australia	2012	6	214,291	2.8%	29.7%	70.3%	63,718	0.2%	29.7%	150,573	3.9%	70.3%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	231,114	7.9%	30.9%	69.1%	71,347	12.0%	30.9%	159,767	6.1%	69.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,335,988	8.8%	33.8%	66.2%	789,040	11.8%	33.8%	1,546,472	7.3%	66.2%	6	200.0%	1.3%	470	5.6%	98.7%
	YE	201206	2,392,425	2.4%	31.7%	68.3%	758,612	-3.9%	31.7%	1,633,732	5.6%	68.3%	79	1216.7%	97.5%	2	-99.6%	2.5%
	YE	201306	2,606,347	8.9%	31.7%	68.3%	827,085	9.0%	31.7%	1,778,910	8.9%	68.3%	348	340.5%	98.9%	4	100.0%	1.1%

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

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

**Passengers**

Country 2/	Period	Total Traffic				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
The Bahamas	2012	6	264,719	14.4%	85.5%	14.5%	223,640	21.8%	85.3%	38,479	-15.7%	14.7%	2,595	21.0%	99.8%	5	-58.3%	0.2%
	2013	6	244,155	-7.8%	82.9%	17.1%	202,134	-9.6%	82.9%	41,707	8.4%	17.1%	314	-87.9%	100.0%	-	-100.0%	0.0%
	YE	201106	2,480,346	-3.4%	80.3%	19.7%	1,950,611	-8.5%	80.0%	487,760	27.0%	20.0%	41,588	-17.7%	99.1%	387	93.5%	0.9%
	YE	201206	2,574,259	3.8%	82.9%	17.1%	2,067,780	6.0%	82.4%	440,969	-9.6%	17.6%	65,171	56.7%	99.5%	339	-12.4%	0.5%
	YE	201306	2,572,315	-0.1%	81.4%	18.6%	2,075,247	0.4%	81.3%	477,454	8.3%	18.7%	19,408	-70.2%	98.9%	206	-39.2%	1.1%
Italy	2012	6	312,989	-0.1%	72.1%	27.9%	225,733	5.4%	72.1%	87,254	-12.1%	27.9%	-	0.0%	0.0%	2	-90.0%	100.0%
	2013	6	317,719	1.5%	69.1%	30.9%	219,511	-2.8%	69.1%	98,077	12.4%	30.9%	124	0.0%	94.7%	7	250.0%	5.3%
	YE	201106	2,720,768	1.7%	65.6%	34.4%	1,785,364	1.2%	65.6%	935,232	2.7%	34.4%	93	244.4%	54.1%	79	-65.8%	45.9%
	YE	201206	2,578,497	-5.2%	65.7%	34.3%	1,695,356	-5.0%	65.8%	882,924	-5.6%	34.2%	-	-100.0%	0.0%	217	174.7%	100.0%
	YE	201306	2,537,010	-1.6%	64.8%	35.2%	1,642,661	-3.1%	64.8%	894,119	1.3%	35.2%	145	0.0%	63.0%	85	-60.8%	37.0%
United Arab Emirates	2012	6	212,708	24.9%	12.5%	87.5%	26,535	3.6%	12.5%	186,173	28.7%	87.5%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	237,617	11.7%	12.0%	88.0%	28,497	7.4%	12.0%	209,120	12.3%	88.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	1,784,487	17.0%	18.1%	81.9%	322,215	2.2%	18.1%	1,462,268	20.9%	81.9%	-	0.0%	0.0%	4	0.0%	100.0%
	YE	201206	2,147,874	20.4%	15.1%	84.9%	324,012	0.6%	15.1%	1,823,861	24.7%	84.9%	-	0.0%	0.0%	1	-75.0%	100.0%
	YE	201306	2,431,518	13.2%	14.0%	86.0%	340,497	5.1%	14.0%	2,090,961	14.6%	86.0%	-	0.0%	0.0%	60	5900.0%	100.0%
Hong Kong	2012	6	221,515	11.4%	30.2%	69.8%	66,986	-0.5%	30.2%	154,529	18.5%	69.8%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	6	203,132	-8.3%	26.9%	73.1%	54,646	-18.4%	26.9%	148,486	-3.9%	73.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,335,832	9.0%	33.2%	66.8%	772,683	16.5%	33.1%	1,559,644	5.4%	66.9%	3,503	0.0%	99.9%	2	-84.6%	0.1%
	YE	201206	2,410,631	3.2%	30.6%	69.4%	733,399	-5.1%	30.5%	1,674,167	7.3%	69.5%	3,065	-12.5%	100.0%	-	-100.0%	0.0%
	YE	201306	2,404,951	-0.2%	27.9%	72.1%	669,943	-8.7%	27.9%	1,734,493	3.6%	72.1%	506	-83.5%	98.3%	9	0.0%	1.7%
Costa Rica	2012	6	196,863	9.0%	92.5%	7.5%	182,099	8.6%	92.5%	14,697	19.8%	7.5%	67	-90.2%	100.0%	-	0.0%	0.0%
	2013	6	187,891	-4.6%	98.0%	2.0%	184,184	1.1%	98.0%	3,707	-74.8%	2.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,156,296	2.7%	93.6%	6.4%	2,016,590	3.3%	93.6%	137,524	-6.7%	6.4%	2,159	54.9%	98.9%	23	91.7%	1.1%
	YE	201206	2,279,552	5.7%	92.3%	7.7%	2,100,083	4.1%	92.3%	174,719	27.0%	7.7%	4,741	119.6%	99.8%	9	-60.9%	0.2%
	YE	201306	2,301,447	1.0%	92.9%	7.1%	2,131,850	1.5%	92.9%	164,114	-6.1%	7.1%	5,483	15.7%	100.0%	-	-100.0%	0.0%

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		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Panama	2012	6	170,323	22.4%	36.5%	63.5%	62,058	7.5%	36.4%	108,221	32.8%	63.6%	44	0.0%	100.0%	-	0.0%	0.0%
	2013	6	194,963	14.5%	31.0%	69.0%	60,455	-2.6%	31.0%	134,508	24.3%	69.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	1,607,282	8.1%	43.5%	56.5%	698,498	0.7%	43.5%	907,667	17.9%	56.5%	1,111	-95.2%	99.5%	6	-50.0%	0.5%
	YE	201206	1,860,282	15.7%	38.2%	61.8%	710,387	1.7%	38.2%	1,149,070	26.6%	61.8%	817	-26.5%	99.0%	8	33.3%	1.0%
	YE	201306	2,241,242	20.5%	31.4%	68.6%	701,994	-1.2%	31.3%	1,537,313	33.8%	68.7%	1,931	136.4%	99.8%	4	-50.0%	0.2%
Switzerland	2012	6	196,081	6.7%	38.5%	61.5%	75,469	-4.7%	38.5%	120,591	15.3%	61.5%	-	0.0%	0.0%	21	-19.2%	100.0%
	2013	6	189,596	-3.3%	40.0%	60.0%	75,872	0.5%	40.0%	113,698	-5.7%	60.0%	-	0.0%	0.0%	26	23.8%	100.0%
	YE	201106	1,940,618	12.1%	40.4%	59.6%	784,913	4.3%	40.5%	1,155,276	18.1%	59.5%	-	-100.0%	0.0%	429	39.7%	100.0%
	YE	201206	1,951,414	0.6%	39.4%	60.6%	769,254	-2.0%	39.4%	1,181,790	2.3%	60.6%	-	0.0%	0.0%	370	-13.8%	100.0%
	YE	201306	2,116,184	8.4%	34.8%	65.2%	737,483	-4.1%	34.9%	1,378,435	16.6%	65.1%	3	0.0%	1.1%	263	-28.9%	98.9%
Ireland	2012	6	193,068	0.1%	48.5%	51.5%	92,676	-10.2%	48.2%	99,472	11.7%	51.8%	920	53.8%	100.0%	-	-100.0%	0.0%
	2013	6	235,443	21.9%	50.3%	49.7%	118,407	27.8%	50.3%	116,961	17.6%	49.7%	71	-92.3%	94.7%	4	0.0%	5.3%
	YE	201106	1,772,428	-0.6%	48.8%	51.2%	863,345	5.9%	48.8%	906,699	-5.7%	51.2%	2,281	-57.0%	95.7%	103	-77.6%	4.3%
	YE	201206	1,768,065	-0.2%	46.0%	54.0%	811,464	-6.0%	46.0%	953,903	5.2%	54.0%	2,576	12.9%	95.5%	122	18.4%	4.5%
	YE	201306	1,904,275	7.7%	44.9%	55.1%	850,533	4.8%	44.8%	1,048,280	9.9%	55.2%	5,338	107.2%	97.7%	124	1.6%	2.3%
Taiwan	2012	6	162,342	0.5%	0.0%	100.0%	-	0.0%	0.0%	162,342	0.5%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	167,221	3.0%	0.0%	100.0%	-	0.0%	0.0%	167,221	3.0%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	1,744,154	-10.4%	0.3%	99.7%	-	-100.0%	0.0%	1,738,339	-10.6%	100.0%	5,812	87.8%	99.9%	3	0.0%	0.1%
	YE	201206	1,753,948	0.6%	0.3%	99.7%	306	0.0%	0.0%	1,749,373	0.6%	100.0%	4,269	-26.5%	100.0%	-	-100.0%	0.0%
	YE	201306	1,782,666	1.6%	0.0%	100.0%	-	-100.0%	0.0%	1,782,652	1.9%	100.0%	14	-99.7%	100.0%	-	0.0%	0.0%
Peru	2012	6	124,318	7.7%	46.4%	53.6%	57,723	3.4%	46.4%	66,559	11.6%	53.6%	-	0.0%	0.0%	36	0.0%	100.0%
	2013	6	136,992	10.2%	48.0%	52.0%	65,739	13.9%	48.0%	71,253	7.1%	52.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201106	1,325,150	11.3%	49.4%	50.6%	654,427	-1.7%	49.4%	670,531	28.0%	50.6%	191	-50.5%	99.5%	1	-98.9%	0.5%
	YE	201206	1,408,408	6.3%	45.6%	54.4%	642,228	-1.9%	45.6%	766,144	14.3%	54.4%	-	-100.0%	0.0%	36	350.0%	100.0%
	YE	201306	1,522,478	8.1%	42.7%	57.3%	650,839	1.3%	42.7%	871,630	13.8%	57.3%	-	0.0%	0.0%	9	-75.0%	100.0%

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

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

**Table 4 : Top 25 Foreign Country Gateways 1/**

**Seats**

Country 2/	Period	Total Seats				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Canada	2012	6	2,645,977	4.0%	50.5%	49.5%	1,332,197	-0.5%	50.7%	1,296,306	9.5%	49.3%	4,974	-44.9%	28.5%	12,500	3.4%	71.5%
	2013	6	2,630,981	-0.6%	50.4%	49.6%	1,320,236	-0.9%	50.5%	1,294,254	-0.2%	49.5%	4,502	-9.5%	27.3%	11,989	-4.1%	72.7%
	YE	201106	31,362,296	4.6%	49.9%	50.1%	15,548,262	-0.1%	50.2%	15,407,415	8.8%	49.8%	115,352	25.1%	28.4%	291,267	90.2%	71.6%
	YE	201206	32,208,295	2.7%	48.0%	52.0%	15,308,974	-1.5%	48.2%	16,481,869	7.0%	51.8%	139,453	20.9%	33.4%	277,999	-4.6%	66.6%
	YE	201306	33,483,682	4.0%	45.8%	54.2%	15,236,548	-0.5%	45.9%	17,931,143	8.8%	54.1%	82,342	-41.0%	26.1%	233,649	-16.0%	73.9%
Mexico	2012	6	1,990,493	5.2%	78.3%	21.7%	1,520,017	0.9%	78.4%	417,651	20.5%	21.6%	38,654	534.2%	73.2%	14,171	-57.8%	26.8%
	2013	6	2,151,246	8.1%	76.7%	23.3%	1,610,809	6.0%	77.0%	482,025	15.4%	23.0%	39,792	2.9%	68.1%	18,620	31.4%	31.9%
	YE	201106	22,990,430	-0.8%	80.4%	19.6%	18,278,403	16.1%	81.0%	4,291,380	-40.1%	19.0%	211,366	29.2%	50.2%	209,281	120.8%	49.8%
	YE	201206	23,911,818	4.0%	78.4%	21.6%	18,504,798	1.2%	78.6%	5,035,292	17.3%	21.4%	238,514	12.8%	64.2%	133,214	-36.3%	35.8%
	YE	201306	25,366,050	6.1%	75.8%	24.2%	18,832,048	1.8%	75.7%	6,031,309	19.8%	24.3%	389,133	63.1%	77.4%	113,560	-14.8%	22.6%
United Kingdom	2012	6	1,892,086	1.2%	40.9%	59.1%	774,712	-2.7%	41.9%	1,075,897	3.3%	58.1%	48	-87.3%	0.1%	41,429	30.2%	99.9%
	2013	6	1,883,485	-0.5%	40.3%	59.7%	757,629	-2.2%	41.0%	1,090,338	1.3%	59.0%	774	1512.5%	2.2%	34,744	-16.1%	97.8%
	YE	201106	20,394,469	6.3%	42.2%	57.8%	8,607,819	8.6%	43.0%	11,430,951	5.7%	57.0%	6,611	41.0%	1.9%	349,088	-22.1%	98.1%
	YE	201206	21,051,894	3.2%	41.0%	59.0%	8,635,704	0.3%	41.5%	12,152,531	6.3%	58.5%	3,954	-40.2%	1.5%	259,705	-25.6%	98.5%
	YE	201306	20,887,133	-0.8%	40.2%	59.8%	8,401,127	-2.7%	40.8%	12,213,007	0.5%	59.2%	5,088	28.7%	1.9%	267,911	3.2%	98.1%
Japan	2012	6	1,151,873	14.1%	67.2%	32.8%	773,998	16.9%	67.3%	376,453	9.2%	32.7%	-	-100.0%	0.0%	1,422	-50.3%	100.0%
	2013	6	1,224,190	6.3%	63.8%	36.2%	780,478	0.8%	63.8%	442,290	17.5%	36.2%	-	0.0%	0.0%	1,422	0.0%	100.0%
	YE	201106	12,903,478	-4.0%	65.5%	34.5%	8,439,805	3.0%	66.1%	4,330,809	-16.3%	33.9%	17,842	-8.1%	13.4%	115,022	98.1%	86.6%
	YE	201206	13,634,128	5.7%	65.7%	34.3%	8,927,355	5.8%	66.3%	4,546,068	5.0%	33.7%	31,700	77.7%	19.7%	129,005	12.2%	80.3%
	YE	201306	14,598,230	7.1%	63.9%	36.1%	9,310,541	4.3%	64.7%	5,086,734	11.9%	35.3%	24,927	-21.4%	12.4%	176,028	36.5%	87.6%
Germany	2012	6	1,119,207	5.2%	36.8%	63.2%	411,698	6.3%	36.8%	707,477	4.5%	63.2%	-	0.0%	0.0%	32	-83.8%	100.0%
	2013	6	1,160,176	3.7%	35.2%	64.8%	407,156	-1.1%	35.1%	751,731	6.3%	64.9%	1,254	0.0%	97.3%	35	9.4%	2.7%
	YE	201106	11,635,902	4.6%	38.3%	61.7%	4,452,235	5.3%	38.3%	7,178,678	4.4%	61.7%	3,398	-77.4%	68.1%	1,591	-16.0%	31.9%
	YE	201206	11,794,989	1.4%	37.5%	62.5%	4,415,973	-0.8%	37.5%	7,368,987	2.7%	62.5%	8,004	135.6%	79.8%	2,025	27.3%	20.2%
	YE	201306	11,932,058	1.2%	36.4%	63.6%	4,338,622	-1.8%	36.4%	7,587,759	3.0%	63.6%	4,741	-40.8%	83.5%	936	-53.8%	16.5%

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
France	2012	6	730,437	-2.2%	38.4%	61.6%	280,661	-5.5%	38.4%	449,368	0.1%	61.6%	116	866.7%	28.4%	292	-22.8%	71.6%
	2013	6	766,859	5.0%	41.1%	58.9%	314,859	12.2%	41.1%	451,911	0.6%	58.9%	13	-88.8%	14.6%	76	-74.0%	85.4%
	YE 201106		7,563,302	7.3%	40.2%	59.8%	3,038,177	5.0%	40.2%	4,520,375	8.9%	59.8%	1,942	-18.7%	40.9%	2,808	-17.5%	59.1%
	YE 201206		7,549,243	-0.2%	41.4%	58.6%	3,120,736	2.7%	41.4%	4,422,884	-2.2%	58.6%	2,071	6.6%	36.8%	3,552	26.5%	63.2%
	YE 201306		7,271,379	-3.7%	41.4%	58.6%	3,004,950	-3.7%	41.4%	4,261,193	-3.7%	58.6%	3,107	50.0%	59.3%	2,129	-40.1%	40.7%
Dominican Republic	2012	6	583,208	7.2%	99.3%	0.7%	516,566	2.2%	99.2%	3,924	13.0%	0.8%	62,718	78.8%	100.0%	-	-100.0%	0.0%
	2013	6	608,152	4.3%	96.6%	3.4%	542,049	4.9%	96.3%	20,894	432.5%	3.7%	45,209	-27.9%	100.0%	-	0.0%	0.0%
	YE 201106		5,595,685	-6.7%	98.8%	1.2%	5,381,768	-5.9%	98.8%	66,498	-55.1%	1.2%	147,371	24.1%	100.0%	48	-99.5%	0.0%
	YE 201206		6,062,853	8.3%	99.0%	1.0%	5,767,485	7.2%	99.0%	60,167	-9.5%	1.0%	235,027	59.5%	99.9%	174	262.5%	0.1%
	YE 201306		6,353,458	4.8%	96.8%	3.2%	5,874,961	1.9%	96.6%	204,534	239.9%	3.4%	273,934	16.6%	100.0%	29	-83.3%	0.0%
South Korea	2012	6	464,246	3.5%	10.0%	90.0%	46,431	-0.3%	10.0%	417,363	4.6%	90.0%	-	0.0%	0.0%	452	-83.1%	100.0%
	2013	6	503,635	8.5%	13.8%	86.2%	69,069	48.8%	13.7%	434,288	4.1%	86.3%	278	0.0%	100.0%	-	-100.0%	0.0%
	YE 201106		5,065,020	12.8%	9.0%	91.0%	452,098	123.9%	9.0%	4,591,907	7.5%	91.0%	2,633	542.2%	12.5%	18,382	-2.4%	87.5%
	YE 201206		5,641,356	11.4%	9.5%	90.5%	535,159	18.4%	9.5%	5,079,181	10.6%	90.5%	2,969	12.8%	11.0%	24,047	30.8%	89.0%
	YE 201306		5,865,461	4.0%	11.4%	88.6%	667,513	24.7%	11.4%	5,190,464	2.2%	88.6%	278	-90.6%	3.7%	7,206	-70.0%	96.3%
Brazil	2012	6	423,618	9.9%	68.6%	31.4%	290,524	8.8%	68.6%	133,078	12.2%	31.4%	-	0.0%	0.0%	16	0.0%	100.0%
	2013	6	495,376	16.9%	71.1%	28.9%	352,375	21.3%	71.1%	142,973	7.4%	28.9%	28	0.0%	100.0%	-	-100.0%	0.0%
	YE 201106		4,505,280	13.0%	69.5%	30.5%	3,129,078	16.2%	69.5%	1,374,838	6.5%	30.5%	1,278	-60.3%	93.7%	86	207.1%	6.3%
	YE 201206		5,049,664	12.1%	67.9%	32.1%	3,412,064	9.0%	67.8%	1,620,658	17.9%	32.2%	16,872	1220.2%	99.6%	70	-18.6%	0.4%
	YE 201306		5,826,192	15.4%	67.7%	32.3%	3,943,332	15.6%	67.7%	1,880,401	16.0%	32.3%	2,149	-87.3%	87.4%	310	342.9%	12.6%
Netherlands	2012	6	506,398	-0.1%	63.7%	36.3%	322,433	-2.6%	63.7%	183,605	4.7%	36.3%	360	0.0%	100.0%	-	0.0%	0.0%
	2013	6	539,637	6.6%	64.9%	35.1%	349,978	8.5%	64.9%	189,659	3.3%	35.1%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE 201106		5,387,455	6.1%	64.0%	36.0%	3,447,359	6.2%	64.0%	1,939,563	6.5%	36.0%	533	-25.4%	100.0%	-	-100.0%	0.0%
	YE 201206		5,303,721	-1.6%	62.2%	37.8%	3,296,093	-4.4%	62.2%	2,005,720	3.4%	37.8%	1,838	244.8%	96.3%	70	0.0%	3.7%
	YE 201306		5,413,026	2.1%	63.4%	36.6%	3,427,574	4.0%	63.3%	1,983,455	-1.1%	36.7%	1,718	-6.5%	86.0%	279	298.6%	14.0%

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share		
China	2012	6	374,465	5.9%	59.9%	40.1%	224,143	-2.4%	59.9%	150,322	21.4%	40.1%	-	0.0%	0.0%	-	-100.0%	0.0%	
	2013	6	436,586	16.6%	54.0%	46.0%	235,583	5.1%	54.6%	196,203	30.5%	45.4%	-	0.0%	0.0%	4,800	0.0%	100.0%	
	YE	201106		3,460,664	22.6%	61.5%	38.5%	2,124,549	24.9%	61.5%	1,329,975	18.7%	38.5%	4,426	87.9%	72.1%	1,714	12142.9%	27.9%
	YE	201206		4,352,114	25.8%	61.6%	38.4%	2,676,295	26.0%	61.6%	1,670,607	25.6%	38.4%	5,115	15.6%	98.1%	97	-94.3%	1.9%
	YE	201306		4,683,597	7.6%	56.3%	43.7%	2,631,940	-1.7%	56.8%	2,002,376	19.9%	43.2%	6,051	18.3%	12.3%	43,230	44467.0%	87.7%
Jamaica	2012	6	349,720	16.2%	79.5%	20.5%	271,178	16.0%	79.1%	71,764	33.1%	20.9%	6,778	-48.9%	100.0%	-	0.0%	0.0%	
	2013	6	335,167	-4.2%	87.8%	12.2%	288,921	6.5%	87.6%	40,964	-42.9%	12.4%	5,282	-22.1%	100.0%	-	0.0%	0.0%	
	YE	201106		3,759,816	1.3%	78.4%	21.6%	2,824,024	4.8%	77.7%	811,134	-17.0%	22.3%	124,658	240.0%	100.0%	-	0.0%	0.0%
	YE	201206		4,000,745	6.4%	76.1%	23.9%	2,805,003	-0.7%	74.6%	954,697	17.7%	25.4%	241,045	93.4%	100.0%	-	0.0%	0.0%
	YE	201306		3,765,077	-5.9%	80.5%	19.5%	2,988,209	6.5%	80.3%	734,580	-23.1%	19.7%	42,288	-82.5%	100.0%	-	0.0%	0.0%
The Bahamas	2012	6	364,860	22.4%	81.8%	18.2%	288,466	21.1%	81.3%	66,251	16.8%	18.7%	10,122	227.0%	99.8%	21	-48.8%	0.2%	
	2013	6	312,964	-14.2%	80.8%	19.2%	252,304	-12.5%	80.8%	60,120	-9.3%	19.2%	540	-94.7%	100.0%	-	-100.0%	0.0%	
	YE	201106		3,325,902	-14.0%	80.5%	19.5%	2,614,135	-17.4%	80.1%	648,459	4.8%	19.9%	62,415	-25.9%	98.6%	893	38.2%	1.4%
	YE	201206		3,612,756	8.6%	82.4%	17.6%	2,820,683	7.9%	81.6%	636,594	-1.8%	18.4%	154,729	147.9%	99.5%	750	-16.0%	0.5%
	YE	201306		3,525,003	-2.4%	79.5%	20.5%	2,750,723	-2.5%	79.2%	721,685	13.4%	20.8%	52,110	-66.3%	99.1%	485	-35.3%	0.9%
Australia	2012	6	247,490	5.1%	31.7%	68.3%	78,523	2.1%	31.7%	168,967	6.6%	68.3%	-	0.0%	0.0%	-	0.0%	0.0%	
	2013	6	274,833	11.0%	31.3%	68.7%	85,954	9.5%	31.3%	188,879	11.8%	68.7%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	201106		2,765,773	4.4%	34.0%	66.0%	939,096	5.9%	34.0%	1,825,484	3.6%	66.0%	20	11.1%	1.7%	1,173	-48.8%	98.3%
	YE	201206		2,944,494	6.5%	32.0%	68.0%	942,494	0.4%	32.0%	2,001,778	9.7%	68.0%	208	940.0%	93.7%	14	-98.8%	6.3%
	YE	201306		3,255,145	10.6%	32.2%	67.8%	1,045,649	10.9%	32.1%	2,207,267	10.3%	67.9%	2,215	964.9%	99.4%	14	0.0%	0.6%
Spain	2012	6	347,663	-8.2%	57.5%	42.5%	199,944	-7.9%	57.5%	147,709	-7.3%	42.5%	-	-100.0%	0.0%	10	-98.7%	100.0%	
	2013	6	324,965	-6.5%	62.0%	38.0%	197,387	-1.3%	61.5%	123,330	-16.5%	38.5%	4,150	0.0%	97.7%	98	880.0%	2.3%	
	YE	201106		3,502,207	12.9%	55.1%	44.9%	1,922,481	12.0%	55.0%	1,572,306	13.9%	45.0%	5,740	-12.3%	77.4%	1,680	231.4%	22.6%
	YE	201206		3,602,590	2.9%	54.7%	45.3%	1,967,226	2.3%	54.7%	1,630,767	3.7%	45.3%	3,436	-40.1%	74.7%	1,161	-30.9%	25.3%
	YE	201306		3,235,534	-10.2%	57.8%	42.2%	1,864,870	-5.2%	57.7%	1,364,988	-16.3%	42.3%	4,944	43.9%	87.1%	732	-37.0%	12.9%

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Colombia	2012	6	255,654	7.9%	52.8%	47.2%	133,856	8.1%	52.6%	120,727	6.8%	47.4%	1,071	0.0%	100.0%	-	0.0%	0.0%
	2013	6	281,496	10.1%	54.0%	46.0%	151,824	13.4%	54.0%	129,360	7.2%	46.0%	312	-70.9%	100.0%	-	0.0%	0.0%
	YE 201106		3,073,245	5.8%	49.2%	50.8%	1,510,408	4.6%	49.2%	1,560,234	7.0%	50.8%	2,603	83.7%	100.0%	-	0.0%	0.0%
	YE 201206		2,815,925	-8.4%	52.7%	47.3%	1,482,236	-1.9%	52.7%	1,331,525	-14.7%	47.3%	2,151	-17.4%	99.4%	13	0.0%	0.6%
	YE 201306		3,087,439	9.6%	54.0%	46.0%	1,662,268	12.1%	53.9%	1,420,635	6.7%	46.1%	4,517	110.0%	99.6%	19	46.2%	0.4%
Italy	2012	6	357,944	-1.8%	69.8%	30.2%	249,737	3.6%	69.8%	108,194	-12.5%	30.2%	-	0.0%	0.0%	13	-80.3%	100.0%
	2013	6	358,246	0.1%	67.3%	32.7%	240,042	-3.9%	67.2%	117,232	8.4%	32.8%	940	0.0%	96.7%	32	146.2%	3.3%
	YE 201106		3,403,566	-5.4%	63.7%	36.3%	2,169,308	2.9%	63.7%	1,233,737	-17.2%	36.3%	282	314.7%	54.1%	239	-29.1%	45.9%
	YE 201206		3,083,661	-9.4%	64.3%	35.7%	1,982,683	-8.6%	64.3%	1,100,585	-10.8%	35.7%	-	-100.0%	0.0%	393	64.4%	100.0%
	YE 201306		2,961,967	-3.9%	63.2%	36.8%	1,870,708	-5.6%	63.2%	1,089,434	-1.0%	36.8%	1,551	0.0%	85.0%	274	-30.3%	15.0%
Hong Kong	2012	6	262,798	11.1%	28.5%	71.5%	74,940	0.7%	28.5%	187,858	17.7%	71.5%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	6	236,275	-10.1%	25.1%	74.9%	59,250	-20.9%	25.1%	177,025	-5.8%	74.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 201106		2,682,042	7.3%	34.0%	66.0%	898,437	17.8%	33.7%	1,771,291	2.0%	66.3%	12,300	0.0%	99.9%	14	-22.2%	0.1%
	YE 201206		3,063,183	14.2%	29.1%	70.9%	882,258	-1.8%	28.9%	2,170,377	22.5%	71.1%	10,548	-14.2%	100.0%	-	-100.0%	0.0%
	YE 201306		2,912,554	-4.9%	26.2%	73.8%	762,564	-13.6%	26.2%	2,149,357	-1.0%	73.8%	619	-94.1%	97.8%	14	0.0%	2.2%
Panama	2012	6	237,455	28.3%	33.4%	66.6%	79,152	5.8%	33.3%	158,235	43.6%	66.7%	68	0.0%	100.0%	-	0.0%	0.0%
	2013	6	246,349	3.7%	31.1%	68.9%	76,507	-3.3%	31.1%	169,842	7.3%	68.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE 201106		2,194,109	14.1%	42.1%	57.9%	921,024	3.6%	42.0%	1,271,329	26.3%	58.0%	1,744	-93.4%	99.3%	12	-52.0%	0.7%
	YE 201206		2,633,922	20.0%	36.1%	63.9%	948,573	3.0%	36.0%	1,683,801	32.4%	64.0%	1,490	-14.6%	96.3%	58	383.3%	3.7%
	YE 201306		2,904,297	10.3%	31.3%	68.7%	904,386	-4.7%	31.2%	1,996,094	18.5%	68.8%	3,793	154.6%	99.4%	24	-58.6%	0.6%
United Arab Emirate	2012	6	226,030	13.3%	12.9%	87.1%	29,238	-2.8%	12.9%	196,792	16.2%	87.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	261,950	15.9%	12.3%	87.7%	32,270	10.4%	12.3%	229,388	16.6%	87.7%	-	0.0%	0.0%	292	0.0%	100.0%
	YE 201106		2,259,079	24.1%	17.0%	83.0%	383,712	0.1%	17.0%	1,875,353	30.4%	83.0%	-	0.0%	0.0%	14	0.0%	100.0%
	YE 201206		2,615,896	15.8%	14.7%	85.3%	385,597	0.5%	14.7%	2,230,284	18.9%	85.3%	-	0.0%	0.0%	15	7.1%	100.0%
	YE 201306		2,878,745	10.0%	13.5%	86.5%	389,173	0.9%	13.5%	2,488,404	11.6%	86.5%	-	0.0%	0.0%	1,168	7686.7%	100.0%

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

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

Please see the report's introduction for further details.

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

**Table 4 : Top 25 Foreign Country Gateways 1/**

**Seats**

Country 2/	Period	Total Seats					Scheduled Service						Nonscheduled Service					
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Costa Rica	2012	6	237,968	6.6%	92.5%	7.5%	219,292	5.9%	92.5%	17,742	21.2%	7.5%	934	-34.5%	100.0%	-	0.0%	0.0%
	2013	6	218,493	-8.2%	97.3%	2.7%	212,679	-3.0%	97.3%	5,814	-67.2%	2.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,651,676	3.3%	93.5%	6.5%	2,475,390	3.8%	93.5%	172,366	-4.7%	6.5%	3,866	99.7%	98.6%	54	8.0%	1.4%
	YE	201206	2,793,129	5.3%	92.3%	7.7%	2,568,342	3.8%	92.2%	216,198	25.4%	7.8%	8,577	121.9%	99.9%	12	-77.8%	0.1%
	YE	201306	2,802,368	0.3%	93.0%	7.0%	2,596,403	1.1%	93.0%	196,664	-9.0%	7.0%	9,301	8.4%	100.0%	-	-100.0%	0.0%
Switzerland	2012	6	222,666	6.7%	41.5%	58.5%	92,304	-2.5%	41.5%	130,277	14.5%	58.5%	-	0.0%	0.0%	85	-34.6%	100.0%
	2013	6	213,149	-4.3%	42.6%	57.4%	90,825	-1.6%	42.6%	122,220	-6.2%	57.4%	-	0.0%	0.0%	104	22.4%	100.0%
	YE	201106	2,379,254	14.9%	43.4%	56.6%	1,033,523	8.9%	43.5%	1,342,401	19.9%	56.5%	-	-100.0%	0.0%	3,330	161.6%	100.0%
	YE	201206	2,395,015	0.7%	42.2%	57.8%	1,011,017	-2.2%	42.2%	1,382,309	3.0%	57.8%	-	0.0%	0.0%	1,689	-49.3%	100.0%
	YE	201306	2,549,250	6.4%	37.9%	62.1%	965,130	-4.5%	37.9%	1,582,600	14.5%	62.1%	14	0.0%	0.9%	1,506	-10.8%	99.1%
Ireland	2012	6	210,277	-6.0%	48.6%	51.4%	100,442	-12.5%	48.2%	108,098	0.8%	51.8%	1,718	9.6%	98.9%	19	90.0%	1.1%
	2013	6	255,613	21.6%	51.3%	48.7%	130,956	30.4%	51.3%	124,366	15.0%	48.7%	257	-85.0%	88.3%	34	78.9%	11.7%
	YE	201106	2,186,938	-1.8%	45.9%	54.1%	996,448	5.7%	45.7%	1,181,857	-7.0%	54.3%	8,272	-32.9%	95.8%	361	-38.6%	4.2%
	YE	201206	2,136,601	-2.3%	43.9%	56.1%	930,180	-6.7%	43.7%	1,199,078	1.5%	56.3%	6,970	-15.7%	94.9%	373	3.3%	5.1%
	YE	201306	2,252,425	5.4%	43.7%	56.3%	975,751	4.9%	43.5%	1,267,342	5.7%	56.5%	8,954	28.5%	95.9%	378	1.3%	4.1%
Taiwan	2012	6	186,912	-2.2%	0.0%	100.0%	-	0.0%	0.0%	186,912	-2.2%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	187,109	0.1%	0.0%	100.0%	-	0.0%	0.0%	187,109	0.1%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	2,140,954	-9.0%	0.3%	99.7%	-	-100.0%	0.0%	2,134,111	-9.0%	100.0%	6,825	3.6%	99.7%	18	0.0%	0.3%
	YE	201206	2,145,656	0.2%	0.3%	99.7%	374	0.0%	0.0%	2,140,164	0.3%	100.0%	5,118	-25.0%	100.0%	-	-100.0%	0.0%
	YE	201306	2,137,327	-0.4%	0.0%	100.0%	-	-100.0%	0.0%	2,137,280	-0.1%	100.0%	47	-99.1%	100.0%	-	0.0%	0.0%
El Salvador	2012	6	165,425	-3.8%	36.6%	63.4%	53,893	-24.4%	33.9%	104,884	8.0%	66.1%	6,648	93.6%	100.0%	-	0.0%	0.0%
	2013	6	171,784	3.8%	39.5%	60.5%	62,548	16.1%	37.6%	103,958	-0.9%	62.4%	5,278	-20.6%	100.0%	-	0.0%	0.0%
	YE	201106	1,931,000	10.5%	40.3%	59.7%	731,630	6.4%	38.8%	1,152,784	10.1%	61.2%	46,586	279.0%	100.0%	-	0.0%	0.0%
	YE	201206	1,955,919	1.3%	35.7%	64.3%	659,765	-9.8%	34.4%	1,258,460	9.2%	65.6%	37,694	-19.1%	100.0%	-	0.0%	0.0%
	YE	201306	1,936,882	-1.0%	35.6%	64.4%	635,949	-3.6%	33.8%	1,248,220	-0.8%	66.2%	52,713	39.8%	100.0%	-	0.0%	0.0%

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

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

Please see the report's introduction for further details.

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

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

**Freight (Tons)**

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Japan	2012	6	74,173	-1.0%	55.4%	44.6%	39,404	1.2%	54.7%	32,578	0.8%	45.3%	1,677	-33.7%	76.5%	514	-54.8%	23.5%
	2013	6	70,019	-5.6%	52.3%	47.7%	31,729	-19.5%	49.0%	33,063	1.5%	51.0%	4,897	191.9%	93.7%	330	-35.8%	6.3%
	YE	201106	825,712	3.6%	57.1%	42.9%	425,979	4.1%	55.3%	345,004	3.0%	44.7%	45,461	-4.1%	83.1%	9,268	68.8%	16.9%
	YE	201206	824,662	-0.1%	57.2%	42.8%	446,249	4.8%	56.2%	348,095	0.9%	43.8%	25,315	-44.3%	83.5%	5,003	-46.0%	16.5%
	YE	201306	830,334	0.7%	53.8%	46.2%	404,473	-9.4%	51.5%	381,260	9.5%	48.5%	42,440	67.6%	95.2%	2,160	-56.8%	4.8%
United Kingdom	2012	6	64,666	-3.2%	43.2%	56.8%	26,827	-4.3%	42.6%	36,144	-2.1%	57.4%	1,130	-24.8%	66.6%	566	83.1%	33.4%
	2013	6	64,020	-1.0%	43.7%	56.3%	26,406	-1.6%	42.5%	35,705	-1.2%	57.5%	1,602	41.8%	83.9%	307	-45.7%	16.1%
	YE	201106	811,238	4.2%	45.6%	54.4%	349,330	7.9%	44.5%	436,480	2.6%	55.5%	20,538	3.1%	80.8%	4,889	-50.6%	19.2%
	YE	201206	768,591	-5.3%	44.3%	55.7%	322,072	-7.8%	43.1%	424,829	-2.7%	56.9%	18,057	-12.1%	83.3%	3,632	-25.7%	16.7%
	YE	201306	742,044	-3.5%	43.9%	56.1%	307,341	-4.6%	42.7%	412,380	-2.9%	57.3%	18,482	2.4%	82.8%	3,840	5.7%	17.2%
Germany	2012	6	65,975	-0.4%	42.7%	57.3%	23,088	-1.0%	38.0%	37,734	-5.9%	62.0%	5,056	100.0%	98.1%	97	-63.0%	1.9%
	2013	6	67,620	2.5%	42.8%	57.2%	22,308	-3.4%	36.6%	38,625	2.4%	63.4%	6,610	30.7%	98.9%	76	-21.0%	1.1%
	YE	201106	837,604	18.2%	45.6%	54.4%	302,125	12.2%	40.0%	453,230	25.3%	60.0%	79,889	8.2%	97.1%	2,360	-40.7%	2.9%
	YE	201206	746,247	-10.9%	41.5%	58.5%	266,078	-11.9%	37.9%	435,347	-3.9%	62.1%	43,582	-45.4%	97.2%	1,239	-47.5%	2.8%
	YE	201306	741,152	-0.7%	43.7%	56.3%	257,620	-3.2%	38.2%	416,459	-4.3%	61.8%	66,269	52.1%	98.8%	804	-35.1%	1.2%
South Korea	2012	6	60,308	-9.7%	36.5%	63.5%	12,814	-0.9%	27.9%	33,038	-5.6%	72.1%	9,227	35.2%	63.8%	5,229	-56.6%	36.2%
	2013	6	55,609	-7.8%	33.3%	66.7%	8,443	-34.1%	23.2%	27,923	-15.5%	76.8%	10,088	9.3%	52.4%	9,155	75.1%	47.6%
	YE	201106	866,358	-1.0%	32.2%	67.8%	164,093	15.8%	26.7%	450,947	-4.3%	73.3%	115,268	-13.5%	45.9%	136,050	5.6%	54.1%
	YE	201206	715,009	-17.5%	32.4%	67.6%	153,168	-6.7%	27.0%	414,255	-8.1%	73.0%	78,825	-31.6%	53.4%	68,761	-49.5%	46.6%
	YE	201306	662,268	-7.4%	35.3%	64.7%	122,363	-20.1%	24.7%	373,651	-9.8%	75.3%	111,581	41.6%	67.1%	54,673	-20.5%	32.9%
China	2012	6	57,573	-0.7%	46.5%	53.5%	23,000	-1.8%	42.7%	30,805	0.6%	57.3%	3,768	-4.6%	100.0%	-	0.0%	0.0%
	2013	6	56,535	-1.8%	41.6%	58.4%	17,418	-24.3%	34.5%	33,017	7.2%	65.5%	6,099	61.9%	100.0%	-	0.0%	0.0%
	YE	201106	639,356	0.6%	48.2%	51.8%	259,693	7.0%	44.0%	330,921	-6.4%	56.0%	48,742	23.8%	100.0%	-	-100.0%	0.0%
	YE	201206	656,479	2.7%	47.2%	52.8%	269,675	3.8%	43.8%	346,588	4.7%	56.2%	40,197	-17.5%	100.0%	19	0.0%	0.0%
	YE	201306	659,873	0.5%	45.5%	54.5%	233,359	-13.5%	39.4%	358,718	3.5%	60.6%	66,959	66.6%	98.8%	837	4268.6%	1.2%

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

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

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

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

**Freight (Tons)**

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Hong Kong	2012	6	52,556	3.4%	48.7%	51.3%	15,159	-7.4%	36.0%	26,941	-8.1%	64.0%	10,455	101.8%	100.0%	-	0.0%	0.0%
	2013	6	51,586	-1.8%	45.3%	54.7%	11,294	-25.5%	28.6%	28,197	4.7%	71.4%	12,095	15.7%	100.0%	-	0.0%	0.0%
	YE	201106	648,969	25.2%	41.2%	58.8%	218,545	18.0%	36.4%	381,737	21.1%	63.6%	48,687	171.4%	100.0%	-	0.0%	0.0%
	YE	201206	604,499	-6.9%	45.6%	54.4%	169,854	-22.3%	34.1%	328,819	-13.9%	65.9%	105,826	117.4%	100.0%	-	0.0%	0.0%
	YE	201306	623,458	3.1%	46.2%	53.8%	142,641	-16.0%	29.8%	335,291	2.0%	70.2%	145,526	37.5%	100.0%	-	0.0%	0.0%
Taiwan	2012	6	52,924	-1.6%	9.5%	90.5%	5,003	-4.9%	9.5%	47,922	-1.2%	90.5%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	52,611	-0.6%	9.8%	90.2%	5,168	3.3%	9.8%	47,443	-1.0%	90.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	679,486	-5.8%	8.9%	91.1%	58,349	0.6%	8.6%	619,332	-6.6%	91.4%	1,805	973.9%	100.0%	-	0.0%	0.0%
	YE	201206	621,671	-8.5%	9.2%	90.8%	57,013	-2.3%	9.2%	564,629	-8.8%	90.8%	29	-98.4%	100.0%	-	0.0%	0.0%
	YE	201306	577,247	-7.1%	10.6%	89.4%	61,396	7.7%	10.6%	515,791	-8.6%	89.4%	60	107.0%	100.0%	-	0.0%	0.0%
Colombia	2012	6	24,574	-11.7%	67.8%	32.2%	8,004	42.2%	50.3%	7,908	-46.8%	49.7%	8,663	63.0%	100.0%	-	-100.0%	0.0%
	2013	6	29,033	18.1%	41.8%	58.2%	5,631	-29.6%	25.0%	16,903	113.8%	75.0%	6,499	-25.0%	100.0%	-	0.0%	0.0%
	YE	201106	421,704	-3.7%	36.7%	63.3%	85,719	-15.7%	28.8%	212,307	-4.2%	71.2%	68,883	4.0%	55.7%	54,795	12.8%	44.3%
	YE	201206	435,769	3.3%	51.9%	48.1%	107,633	25.6%	34.5%	204,416	-3.7%	65.5%	118,394	71.9%	95.7%	5,326	-90.3%	4.3%
	YE	201306	409,405	-6.1%	42.9%	57.1%	96,162	-10.7%	29.1%	233,916	14.4%	70.9%	79,316	-33.0%	100.0%	11	-99.8%	0.0%
Mexico	2012	6	36,068	8.6%	58.8%	41.2%	17,643	34.9%	54.3%	14,864	4.5%	45.7%	3,561	-39.0%	100.0%	-	-100.0%	0.0%
	2013	6	36,298	0.6%	60.1%	39.9%	18,669	5.8%	56.3%	14,472	-2.6%	43.7%	3,156	-11.4%	100.0%	0	0.0%	0.0%
	YE	201106	431,976	17.3%	61.3%	38.7%	176,278	21.6%	51.4%	166,820	12.0%	48.6%	88,401	20.3%	99.5%	477	-41.1%	0.5%
	YE	201206	417,249	-3.4%	60.4%	39.6%	194,671	10.4%	54.2%	164,721	-1.3%	45.8%	57,462	-35.0%	99.3%	395	-17.1%	0.7%
	YE	201306	407,981	-2.2%	60.2%	39.8%	207,791	6.7%	56.2%	162,137	-1.6%	43.8%	37,811	-34.2%	99.4%	242	-38.8%	0.6%
France	2012	6	33,061	6.6%	56.1%	43.9%	18,448	11.7%	56.0%	14,502	0.4%	44.0%	111	67.7%	100.0%	-	0.0%	0.0%
	2013	6	28,322	-14.3%	54.3%	45.7%	15,393	-16.6%	54.5%	12,830	-11.5%	45.5%	-	-100.0%	0.0%	99	0.0%	100.0%
	YE	201106	381,031	10.8%	56.8%	43.2%	215,282	8.3%	56.8%	163,927	13.6%	43.2%	1,108	233.4%	60.8%	714	52.7%	39.2%
	YE	201206	376,922	-1.1%	58.6%	41.4%	220,330	2.3%	58.6%	155,474	-5.2%	41.4%	473	-57.3%	42.3%	644	-9.7%	57.7%
	YE	201306	338,195	-10.3%	57.0%	43.0%	190,778	-13.4%	56.8%	145,011	-6.7%	43.2%	1,920	306.1%	79.8%	486	-24.6%	20.2%

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

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

Please see the report's introduction for further details.

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

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

**Freight (Tons)**

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Canada	2012	6	27,811	-7.1%	77.1%	22.9%	20,792	4.4%	80.6%	4,990	-23.9%	19.4%	650	-53.3%	32.0%	1,379	-33.3%	68.0%
	2013	6	28,136	1.2%	75.8%	24.2%	19,519	-6.1%	78.9%	5,214	4.5%	21.1%	1,815	179.5%	53.3%	1,588	15.1%	46.7%
	YE	201106	355,601	2.0%	69.2%	30.8%	229,481	8.0%	73.3%	83,691	-11.7%	26.7%	16,675	-3.7%	39.3%	25,755	7.3%	60.7%
	YE	201206	330,733	-7.0%	76.0%	24.0%	233,894	1.9%	79.4%	60,865	-27.3%	20.6%	17,473	4.8%	48.6%	18,501	-28.2%	51.4%
	YE	201306	326,912	-1.2%	76.4%	23.6%	237,281	1.4%	79.6%	60,920	0.1%	20.4%	12,344	-29.4%	43.0%	16,368	-11.5%	57.0%
Netherlands	2012	6	26,980	-6.0%	33.8%	66.2%	6,851	0.2%	29.5%	16,376	-6.8%	70.5%	2,271	2.8%	60.5%	1,483	-28.6%	39.5%
	2013	6	26,618	-1.3%	36.5%	63.5%	7,312	6.7%	31.7%	15,782	-3.6%	68.3%	2,406	6.0%	68.3%	1,118	-24.6%	31.7%
	YE	201106	328,981	12.1%	33.2%	66.8%	86,270	13.7%	28.6%	215,290	10.1%	71.4%	22,983	73.5%	83.8%	4,439	-49.7%	16.2%
	YE	201206	344,480	4.7%	30.5%	69.5%	76,917	-10.8%	26.6%	211,861	-1.6%	73.4%	28,075	22.2%	50.4%	27,628	522.4%	49.6%
	YE	201306	319,120	-7.4%	33.3%	66.7%	80,385	4.5%	28.5%	201,685	-4.8%	71.5%	25,843	-8.0%	69.8%	11,207	-59.4%	30.2%
Brazil	2012	6	26,631	-2.9%	73.3%	26.7%	11,131	5.0%	62.3%	6,747	-24.0%	37.7%	8,383	5.7%	95.8%	369	0.0%	4.2%
	2013	6	24,575	-7.7%	63.3%	36.7%	9,188	-17.5%	53.0%	8,156	20.9%	47.0%	6,370	-24.0%	88.1%	861	133.1%	11.9%
	YE	201106	333,216	5.9%	68.8%	31.2%	133,071	-5.7%	57.3%	99,235	5.3%	42.7%	96,284	32.5%	95.4%	4,626	-28.7%	4.6%
	YE	201206	331,817	-0.4%	67.9%	32.1%	140,247	5.4%	57.1%	105,447	6.3%	42.9%	84,912	-11.8%	98.6%	1,210	-73.8%	1.4%
	YE	201306	290,406	-12.5%	62.1%	37.9%	107,645	-23.2%	51.3%	102,087	-3.2%	48.7%	72,821	-14.2%	90.3%	7,853	548.8%	9.7%
Peru	2012	6	15,000	29.5%	59.0%	41.0%	3,616	64.9%	38.7%	5,736	-3.6%	61.3%	5,231	75.4%	92.6%	417	-8.9%	7.4%
	2013	6	13,912	-7.3%	46.7%	53.3%	2,644	-26.9%	29.2%	6,402	11.6%	70.8%	3,847	-26.5%	79.1%	1,018	144.1%	20.9%
	YE	201106	157,027	1.0%	43.0%	57.0%	24,391	-33.2%	25.8%	70,211	-1.1%	74.2%	43,199	37.2%	69.2%	19,226	16.8%	30.8%
	YE	201206	166,484	6.0%	56.4%	43.6%	41,147	68.7%	37.4%	69,003	-1.7%	62.6%	52,733	22.1%	93.6%	3,601	-81.3%	6.4%
	YE	201306	180,530	8.4%	50.0%	50.0%	37,321	-9.3%	31.0%	82,997	20.3%	69.0%	52,895	0.3%	87.8%	7,317	103.2%	12.2%
Luxembourg	2012	6	12,160	-22.2%	24.7%	75.3%	-	0.0%	0.0%	9,162	-10.9%	100.0%	2,999	-19.1%	100.0%	-	-100.0%	0.0%
	2013	6	18,146	49.2%	22.3%	77.7%	-	0.0%	0.0%	12,875	40.5%	100.0%	4,042	34.8%	76.7%	1,229	0.0%	23.3%
	YE	201106	171,319	24.0%	24.3%	75.7%	76	2099.0%	0.1%	122,848	17.3%	99.9%	41,559	24.8%	85.9%	6,836	5830.1%	14.1%
	YE	201206	164,157	-4.2%	26.7%	73.3%	-	-100.0%	0.0%	117,310	-4.5%	100.0%	43,766	5.3%	93.4%	3,082	-54.9%	6.6%
	YE	201306	163,352	-0.5%	25.2%	74.8%	-	0.0%	0.0%	120,411	2.6%	100.0%	41,218	-5.8%	96.0%	1,723	-44.1%	4.0%

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

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

Please see the report's introduction for further details.

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

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

**Freight (Tons)**

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Chile	2012	6	10,027	25.6%	52.8%	47.2%	2,977	72.3%	38.6%	4,733	-1.5%	61.4%	2,317	59.3%	100.0%	-	0.0%	0.0%
	2013	6	7,804	-22.2%	53.7%	46.3%	1,349	-54.7%	27.2%	3,613	-23.7%	72.8%	2,842	22.7%	100.0%	-	0.0%	0.0%
	YE	201106	127,304	25.9%	52.9%	47.1%	33,444	23.8%	36.2%	59,038	15.5%	63.8%	33,920	71.6%	97.4%	902	-72.1%	2.6%
	YE	201206	161,043	26.5%	56.0%	44.0%	42,918	28.3%	37.7%	70,794	19.9%	62.3%	47,287	39.4%	99.9%	44	-95.1%	0.1%
	YE	201306	159,215	-1.1%	53.0%	47.0%	25,854	-39.8%	26.0%	73,773	4.2%	74.0%	58,586	23.9%	98.3%	1,002	2177.4%	1.7%
Ecuador	2012	6	10,680	16.4%	57.5%	42.5%	3,848	44.9%	45.9%	4,539	-20.2%	54.1%	2,293	175.9%	100.0%	-	0.0%	0.0%
	2013	6	12,745	19.3%	41.6%	58.4%	2,080	-45.9%	21.8%	7,445	64.0%	78.2%	3,220	40.5%	100.0%	-	0.0%	0.0%
	YE	201106	101,671	-4.7%	40.9%	59.1%	29,262	-31.6%	32.8%	59,894	17.2%	67.2%	12,273	12.5%	98.1%	242	-87.0%	1.9%
	YE	201206	113,628	11.8%	47.4%	52.6%	36,571	25.0%	38.1%	59,504	-0.7%	61.9%	17,306	41.0%	98.6%	248	2.4%	1.4%
	YE	201306	133,070	17.1%	47.1%	52.9%	34,325	-6.1%	32.8%	70,396	18.3%	67.2%	28,349	63.8%	100.0%	-	-100.0%	0.0%
Australia	2012	6	10,829	20.2%	57.6%	42.4%	4,484	-1.1%	49.4%	4,594	45.7%	50.6%	1,751	32.5%	100.0%	-	0.0%	0.0%
	2013	6	9,996	-7.7%	56.9%	43.1%	3,976	-11.3%	48.0%	4,308	-6.2%	52.0%	1,712	-2.3%	100.0%	-	0.0%	0.0%
	YE	201106	120,323	4.0%	60.1%	39.9%	54,801	9.4%	54.4%	45,957	-1.4%	45.6%	17,508	-4.1%	89.5%	2,057	205.8%	10.5%
	YE	201206	120,653	0.3%	59.4%	40.6%	52,480	-4.2%	51.7%	48,976	6.6%	48.3%	19,197	9.6%	100.0%	-	-100.0%	0.0%
	YE	201306	127,790	5.9%	60.3%	39.7%	50,434	-3.9%	49.9%	50,612	3.3%	50.1%	26,631	38.7%	99.6%	113	0.0%	0.4%
Belgium	2012	6	14,165	12.4%	36.2%	63.8%	2,531	3.9%	22.1%	8,932	15.2%	77.9%	2,597	25.0%	96.1%	104	-68.9%	3.9%
	2013	6	8,125	-42.6%	27.2%	72.8%	2,085	-17.6%	27.1%	5,620	-37.1%	72.9%	128	-95.1%	30.4%	293	180.7%	69.6%
	YE	201106	183,720	0.0%	37.9%	62.1%	33,948	16.2%	24.5%	104,739	10.9%	75.5%	35,695	-5.4%	79.3%	9,338	-58.0%	20.7%
	YE	201206	183,008	-0.4%	38.9%	61.1%	30,764	-9.4%	22.5%	106,095	1.3%	77.5%	40,476	13.4%	87.7%	5,673	-39.2%	12.3%
	YE	201306	112,778	-38.4%	37.5%	62.5%	25,068	-18.5%	27.4%	66,452	-37.4%	72.6%	17,257	-57.4%	81.2%	4,001	-29.5%	18.8%
United Arab Emirate	2012	6	8,576	17.2%	24.2%	75.8%	2,073	6.7%	24.2%	6,502	21.0%	75.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	9,579	11.7%	23.1%	76.9%	2,213	6.7%	23.1%	7,349	13.0%	76.9%	-	0.0%	0.0%	17	0.0%	100.0%
	YE	201106	88,740	2.5%	19.2%	80.8%	15,565	17.2%	17.9%	71,609	-0.3%	82.1%	1,474	1.2%	94.1%	92	0.0%	5.9%
	YE	201206	91,073	2.6%	25.3%	74.7%	23,048	48.1%	25.3%	67,997	-5.0%	74.7%	28	-98.1%	100.0%	-	-100.0%	0.0%
	YE	201306	107,470	18.0%	24.3%	75.7%	26,109	13.3%	24.3%	81,245	19.5%	75.7%	7	-75.7%	5.8%	110	0.0%	94.2%

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

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

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

**Freight (Tons)**

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Argentina	2012	6	6,939	52.4%	57.1%	42.9%	2,581	42.9%	46.4%	2,976	47.1%	53.6%	1,381	90.8%	100.0%	-	0.0%	0.0%
	2013	6	6,169	-11.1%	54.1%	45.9%	2,425	-6.0%	46.1%	2,832	-4.8%	53.9%	911	-34.1%	100.0%	-	0.0%	0.0%
	YE	201106	80,149	14.7%	54.4%	45.6%	33,631	4.0%	48.2%	36,188	8.0%	51.8%	9,995	288.4%	96.8%	335	-77.1%	3.2%
	YE	201206	81,155	1.3%	55.9%	44.1%	34,267	1.9%	48.9%	35,741	-1.2%	51.1%	11,086	10.9%	99.5%	61	-81.7%	0.5%
	YE	201306	92,016	13.4%	58.3%	41.7%	36,364	6.1%	48.7%	38,356	7.3%	51.3%	17,296	56.0%	100.0%	-	-100.0%	0.0%
Switzerland	2012	6	7,370	10.5%	21.1%	78.9%	1,555	-5.2%	21.1%	5,815	15.6%	78.9%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	6	6,766	-8.2%	22.1%	77.9%	1,495	-3.9%	22.1%	5,271	-9.3%	77.9%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201106	87,525	20.2%	26.8%	73.2%	23,403	17.3%	26.7%	64,111	21.2%	73.3%	11	0.0%	100.0%	-	0.0%	0.0%
	YE	201206	83,908	-4.1%	24.1%	75.9%	20,251	-13.5%	24.1%	63,656	-0.7%	75.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201306	88,461	5.4%	20.5%	79.5%	18,092	-10.7%	20.5%	70,364	10.5%	79.5%	5	0.0%	100.0%	-	0.0%	0.0%
Italy	2012	6	6,697	5.4%	61.5%	38.5%	3,819	-3.6%	59.7%	2,577	16.6%	40.3%	301	65.0%	100.0%	-	0.0%	0.0%
	2013	6	8,410	25.6%	61.5%	38.5%	4,881	27.8%	60.1%	3,234	25.5%	39.9%	296	-1.9%	100.0%	-	0.0%	0.0%
	YE	201106	71,220	6.0%	64.1%	35.9%	44,241	12.4%	63.4%	25,510	1.0%	36.6%	1,416	-36.7%	96.3%	54	-84.3%	3.7%
	YE	201206	69,382	-2.6%	60.4%	39.6%	39,341	-11.1%	59.0%	27,350	7.2%	41.0%	2,582	82.4%	96.0%	109	101.2%	4.0%
	YE	201306	82,306	18.6%	59.4%	40.6%	46,071	17.1%	58.1%	33,276	21.7%	41.9%	2,827	9.5%	95.6%	131	20.9%	4.4%
Venezuela	2012	6	7,216	35.8%	83.3%	16.7%	3,698	90.4%	75.5%	1,198	-36.3%	24.5%	2,315	75.5%	99.8%	6	-96.8%	0.2%
	2013	6	5,863	-18.8%	78.2%	21.8%	2,903	-21.5%	69.4%	1,279	6.8%	30.6%	1,680	-27.4%	100.0%	0	-92.2%	0.0%
	YE	201106	86,604	6.3%	62.4%	37.6%	24,714	-26.6%	53.6%	21,376	38.2%	46.4%	29,351	23.4%	72.4%	11,163	31.4%	27.6%
	YE	201206	92,057	6.3%	76.5%	23.5%	44,647	80.7%	69.9%	19,208	-10.1%	30.1%	25,780	-12.2%	91.4%	2,423	-78.3%	8.6%
	YE	201306	81,893	-11.0%	79.0%	21.0%	39,677	-11.1%	70.1%	16,940	-11.8%	29.9%	24,981	-3.1%	98.8%	294	-87.9%	1.2%
Panama	2012	6	5,818	7.3%	61.0%	39.0%	3,005	61.6%	57.0%	2,269	-13.5%	43.0%	544	-24.5%	100.0%	-	-100.0%	0.0%
	2013	6	6,092	4.7%	64.8%	35.2%	3,561	18.5%	63.4%	2,055	-9.4%	36.6%	387	-28.9%	81.3%	89	0.0%	18.7%
	YE	201106	58,633	9.8%	52.7%	47.3%	21,199	-29.5%	45.1%	25,777	84.0%	54.9%	9,683	6.4%	83.1%	1,975	855.7%	16.9%
	YE	201206	64,357	9.8%	61.0%	39.0%	29,052	37.0%	53.9%	24,808	-3.8%	46.1%	10,230	5.7%	97.5%	267	-86.5%	2.5%
	YE	201306	68,458	6.4%	62.2%	37.8%	40,080	38.0%	61.0%	25,657	3.4%	39.0%	2,507	-75.5%	92.1%	215	-19.6%	7.9%

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

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

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

Gateway City	Apt.	YE June 2013			YE June 2012			Yr/Yr Growth	YE June 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	25,242,219	39.4%	60.6%	23,893,813	41.1%	58.9%	5.6%	81.7%
Miami, FL	MIA	19,048,884	59.6%	40.4%	18,277,961	61.1%	38.9%	4.2%	80.0%
Los Angeles, CA	LAX	16,961,887	22.3%	77.7%	16,538,144	23.3%	76.7%	2.6%	83.6%
Newark, NJ	EWR	11,144,905	69.5%	30.5%	11,366,933	69.5%	30.5%	-2.0%	81.1%
Chicago, IL	ORD	10,280,407	56.4%	43.6%	10,295,502	57.8%	42.2%	-0.1%	81.1%
Atlanta, GA	ATL	9,734,025	86.9%	13.1%	9,420,344	88.1%	11.9%	3.3%	84.2%
San Francisco, CA	SFO	9,274,246	40.0%	60.0%	8,928,638	40.0%	60.0%	3.9%	83.9%
Houston, TX	IAH	8,527,190	78.1%	21.9%	8,472,768	78.9%	21.1%	0.6%	77.8%
Washington, DC	IAD	6,598,516	46.4%	53.6%	6,431,097	49.6%	50.4%	2.6%	77.8%
Dallas/Fort Worth, TX	DFW	6,154,396	82.6%	17.4%	5,457,864	85.4%	14.6%	12.8%	78.6%
Honolulu, HI	HNL	4,554,585	45.7%	54.3%	4,065,822	41.5%	58.5%	12.0%	78.4%
Boston, MA	BOS	4,096,633	27.2%	72.8%	3,970,148	30.6%	69.4%	3.2%	76.8%
Philadelphia, PA	PHL	3,852,704	88.5%	11.5%	3,857,618	87.0%	13.0%	-0.1%	77.5%
Orlando, FL	MCO	3,728,519	14.7%	85.3%	3,538,328	16.1%	83.9%	5.4%	81.2%
Fort Lauderdale, FL	FLL	3,561,116	55.7%	44.3%	3,364,452	53.2%	46.8%	5.8%	79.6%
Detroit, MI	DTW	3,267,008	89.2%	10.8%	3,156,896	88.7%	11.3%	3.5%	81.8%
Seattle, WA	SEA	3,181,605	55.5%	44.5%	2,889,528	55.7%	44.3%	10.1%	79.8%
Charlotte, NC	CLT	3,013,919	92.9%	7.1%	2,939,533	93.1%	6.9%	2.5%	83.0%
Las Vegas, NV	LAS	2,859,814	0.0%	100.0%	2,665,906	0.0%	100.0%	7.3%	82.7%
Guam, TT	GUM	2,751,911	66.9%	33.1%	2,684,503	67.3%	32.7%	2.5%	75.9%
Phoenix, AZ	PHX	2,252,514	68.4%	31.6%	2,255,680	70.5%	29.5%	-0.1%	79.7%
Minneapolis, MN	MSP	2,191,525	94.2%	5.8%	2,188,101	95.3%	4.7%	0.2%	82.3%
Denver, CO	DEN	1,779,433	65.8%	34.2%	1,668,928	66.8%	33.2%	6.6%	80.7%
New York, NY	LGA	1,622,112	30.6%	69.4%	1,143,347	26.5%	73.5%	41.9%	62.9%
San Juan, PR	SJU	1,008,214	74.4%	25.6%	1,084,543	77.3%	22.7%	-7.0%	63.7%
Saipan, TT	SPN	712,693	32.9%	67.1%	651,394	36.5%	63.5%	9.4%	78.6%
San Diego, CA	SAN	614,959	33.2%	66.8%	570,273	23.1%	76.9%	7.8%	81.5%
Baltimore, MD	BWI	606,522	69.3%	30.7%	481,242	64.4%	35.6%	26.0%	74.8%
Tampa, FL	TPA	488,701	1.4%	98.6%	431,950	1.3%	98.7%	13.1%	81.9%
Chicago, IL	MDW	477,080	24.1%	75.9%	306,930	2.1%	97.9%	55.4%	69.6%
San Antonio, TX	SAT	464,544	22.6%	77.4%	284,597	6.6%	93.4%	63.2%	67.9%
Portland, OR	PDX	446,309	71.9%	28.1%	435,665	67.9%	32.1%	2.4%	78.7%
Washington, DC	DCA	410,109	48.6%	51.4%	271,985	24.0%	76.0%	50.8%	59.7%
Santa Ana, CA	SNA	366,150	40.6%	59.4%	121,886	8.9%	91.1%	200.4%	72.9%
Salt Lake City, UT	SLC	328,338	100.0%	0.0%	394,236	100.0%	0.0%	-16.7%	82.7%
Kahului, HI	OGG	327,896	0.0%	100.0%	307,114	0.0%	100.0%	6.8%	84.7%
Fort Myers, FL	RSW	299,768	2.0%	98.0%	248,601	2.7%	97.3%	20.6%	84.5%
San Jose, CA	SJC	246,489	55.9%	44.1%	178,340	44.8%	55.2%	38.2%	86.3%
Palm Springs, CA	PSP	239,877	0.0%	100.0%	223,771	0.1%	99.9%	7.2%	81.6%
Cleveland, OH	CLE	198,025	80.2%	19.8%	210,000	81.3%	18.7%	-5.7%	65.5%

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

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

Gateway City	Foreign Airport	YE June 2013			YE June 2012			Yr/Yr Growth	YE June 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	13,843,571	38.5%	61.5%	13,637,961	39.1%	60.9%	1.5%	80.8%
Toronto, Canada	YYZ	9,720,816	32.7%	67.3%	8,875,637	35.4%	64.6%	9.5%	72.8%
Tokyo, Japan	NRT	8,137,752	63.9%	36.1%	7,749,893	67.4%	32.6%	5.0%	83.0%
Frankfurt, Germany	FRA	6,429,696	36.7%	63.3%	6,317,017	37.0%	63.0%	1.8%	83.0%
Paris, France	CDG	5,951,671	40.4%	59.6%	6,080,786	39.9%	60.1%	-2.1%	85.5%
Cancun, Mexico	CUN	5,488,727	98.5%	1.5%	5,281,355	98.7%	1.3%	3.9%	84.4%
Mexico City, Mexico	MEX	5,568,981	51.9%	48.1%	4,989,590	57.7%	42.3%	11.6%	74.3%
Seoul, South Korea	ICN	4,582,473	11.9%	88.1%	4,321,226	10.0%	90.0%	6.0%	79.3%
Amsterdam, Netherlands	AMS	4,574,014	63.6%	36.4%	4,488,817	61.8%	38.2%	1.9%	84.5%
Vancouver, Canada	YVR	4,296,354	49.2%	50.8%	4,292,695	50.3%	49.7%	0.1%	79.9%
Montreal, Canada	YUL	3,265,739	53.1%	46.9%	3,035,191	52.1%	47.9%	7.6%	72.8%
Sao Paulo, Brazil	GRU	2,894,741	65.0%	35.0%	2,606,856	64.8%	35.2%	11.0%	81.8%
Calgary, Canada	YYC	2,771,718	50.0%	50.0%	2,601,667	49.7%	50.3%	6.5%	80.7%
Hong Kong, Hong Kong	HKG	2,404,436	27.9%	72.1%	2,407,566	30.5%	69.5%	-0.1%	82.6%
Guadalajara, Mexico	GDL	2,256,564	50.5%	49.5%	2,316,997	52.1%	47.9%	-2.6%	83.8%
Panama City, Panama	PTY	2,239,307	31.3%	68.7%	1,859,457	38.2%	61.8%	20.4%	77.2%
Montego Bay, Jamaica	MBJ	2,138,957	90.8%	9.2%	2,098,789	88.8%	11.2%	1.9%	82.7%
Nassau, The Bahamas	NAS	2,104,640	80.7%	19.3%	2,084,841	81.9%	18.1%	0.9%	75.5%
Santo Domingo, Dominican Rep	SDQ	2,025,438	96.4%	3.6%	1,988,963	99.9%	0.1%	1.8%	79.3%
Munich, Germany	MUC	1,985,199	35.5%	64.5%	2,010,479	36.5%	63.5%	-1.3%	85.5%
Dubai, United Arab Emirates	DXB	1,979,576	17.2%	82.8%	1,734,689	18.7%	81.3%	14.1%	84.7%
San Jose del Cabo, Mexico	SJD	1,968,281	100.0%	0.0%	1,741,429	100.0%	0.0%	13.0%	78.4%
Beijing, China	PEK	1,935,180	56.0%	44.0%	1,740,822	59.2%	40.8%	11.2%	86.2%
Madrid, Spain	MAD	1,944,508	44.7%	55.3%	2,164,113	43.4%	56.6%	-10.1%	81.1%
Bogota, Colombia	BOG	1,859,578	53.0%	47.0%	1,646,908	52.6%	47.4%	12.9%	84.4%
Zurich, Switzerland	ZRH	1,798,487	30.6%	69.4%	1,618,342	35.2%	64.8%	11.1%	84.4%
Shanghai, China	PVG	1,797,137	66.8%	33.2%	1,694,920	69.7%	30.3%	6.0%	88.9%
Taipei, Taiwan	TPE	1,782,652	0.0%	100.0%	1,749,436	0.0%	100.0%	1.9%	83.4%
Sydney, Australia	SYD	1,764,606	43.6%	56.4%	1,666,263	44.2%	55.8%	5.9%	80.2%
San Jose, Costa Rica	SJO	1,746,886	90.6%	9.4%	1,764,294	90.1%	9.9%	-1.0%	83.4%
Rome, Italy	FCO	1,713,430	57.1%	42.9%	1,751,718	58.3%	41.7%	-2.2%	86.3%
Punta Cana, Dominican Republ	PUJ	1,598,096	97.9%	2.1%	1,422,266	97.6%	2.4%	12.4%	85.7%
Dublin, Ireland	DUB	1,594,394	43.0%	57.0%	1,464,419	43.7%	56.3%	8.9%	85.4%
Lima, Peru	LIM	1,522,469	42.7%	57.3%	1,406,680	45.6%	54.4%	8.2%	84.0%
San Salvador, El Salvador	SAL	1,470,948	30.0%	70.0%	1,449,946	30.4%	69.6%	1.4%	78.1%
Ezeiza, Argentina	EZE	1,393,610	73.1%	26.9%	1,249,044	76.7%	23.3%	11.6%	81.7%
Tel Aviv, Israel	TLV	1,390,280	53.7%	46.3%	1,422,281	54.3%	45.7%	-2.2%	87.0%
London, United Kingdom	LGW	1,209,043	9.9%	90.1%	1,316,970	19.3%	80.7%	-8.2%	81.0%
Istanbul, Turkey	IST	1,221,037	14.4%	85.6%	918,130	13.1%	86.9%	33.0%	81.6%
Puerto Vallarta, Mexico	PVR	1,200,800	100.0%	0.0%	1,192,305	100.0%	0.0%	0.7%	84.7%

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

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

US Airport	Foreign Airport	Passenger Data					Seat Data					YE June 2013 LF
		US Market Share	Foreign Market Share	YE June 2013	YE June 2012	Yr/Yr Growth	US Market Share	Foreign Market Share	YE June 2013	YE June 2012	Yr/Yr Growth	
JFK	LHR	34.0%	66.0%	2,886,783	2,702,670	6.8%	35.9%	64.1%	3,701,136	3,492,756	6.0%	78.0%
HNL	NRT	44.3%	55.7%	1,505,032	1,472,045	2.2%	45.5%	54.5%	1,797,706	1,761,593	2.1%	83.7%
LAX	LHR	21.3%	78.7%	1,389,640	1,387,054	0.2%	22.1%	77.9%	1,612,675	1,627,441	-0.9%	86.2%
JFK	CDG	27.8%	72.2%	1,348,769	1,293,908	4.2%	28.4%	71.6%	1,522,579	1,461,630	4.2%	88.6%
LAX	NRT	39.5%	60.5%	1,266,338	1,188,167	6.6%	38.9%	61.1%	1,507,111	1,480,150	1.8%	84.0%
ORD	LHR	66.9%	33.1%	1,140,476	1,174,574	-2.9%	69.1%	30.9%	1,414,507	1,483,341	-4.6%	80.6%
EWR	LHR	41.4%	58.6%	1,139,710	1,166,228	-2.3%	42.9%	57.1%	1,534,135	1,570,902	-2.3%	74.3%
LGA	YYZ	18.4%	81.6%	1,055,360	777,261	35.8%	30.6%	69.4%	1,690,028	1,187,238	42.3%	62.4%
LAX	SYD	36.4%	63.6%	1,048,171	1,039,430	0.8%	36.0%	64.0%	1,297,136	1,281,666	1.2%	80.8%
GUM	NRT	85.8%	14.2%	1,000,478	949,221	2.7%	85.4%	14.6%	1,239,591	1,211,772	2.3%	80.7%
LAX	ICN	0.0%	100.0%	1,005,368	896,895	12.1%	0.0%	100.0%	1,252,285	1,182,271	5.9%	80.3%
MIA	LHR	22.5%	77.5%	972,073	1,005,965	-3.4%	34.2%	65.8%	1,110,580	1,189,682	-6.6%	87.5%
SFO	LHR	29.5%	70.5%	938,527	929,409	1.0%	30.5%	69.5%	1,080,616	1,079,479	0.1%	86.9%
BOS	LHR	26.2%	73.8%	927,206	1,007,273	-7.9%	39.4%	60.6%	1,142,345	1,326,758	-13.9%	81.2%
IAD	LHR	43.6%	56.4%	905,696	949,221	-4.6%	44.5%	55.5%	1,218,357	1,255,974	-3.0%	74.3%
MIA	GRU	55.9%	44.1%	883,419	758,088	16.5%	62.9%	37.1%	1,086,098	878,072	23.7%	81.3%
SFO	HKG	27.4%	72.6%	879,013	882,294	-0.4%	26.5%	73.5%	1,057,916	1,027,274	3.0%	83.1%
LAX	TPE	0.0%	100.0%	861,788	885,244	-2.6%	0.0%	100.0%	1,028,966	1,078,917	-4.6%	83.8%
MIA	CCS	54.0%	46.0%	857,295	798,603	7.3%	57.1%	42.9%	1,061,556	1,006,944	5.4%	80.8%
JFK	STI	100.0%	0.0%	766,931	729,587	5.1%	100.0%	0.0%	960,754	913,853	5.1%	79.8%
JFK	FRA	15.9%	84.1%	751,527	742,190	1.3%	14.3%	85.7%	930,962	950,980	-2.1%	80.7%
LAX	MEX	39.0%	61.0%	741,829	767,236	-3.3%	47.3%	52.7%	896,801	895,110	0.2%	82.7%
ORD	YYZ	69.4%	30.6%	737,644	751,506	-1.8%	69.9%	30.1%	962,296	1,012,008	-4.9%	76.7%
MIA	EZE	49.0%	51.0%	735,877	622,524	18.2%	52.0%	48.0%	904,834	735,504	23.0%	81.3%
SFO	ICN	30.6%	69.4%	734,989	686,121	7.1%	30.1%	69.9%	881,136	876,566	0.5%	83.4%
JFK	SDQ	100.0%	0.0%	717,577	705,653	1.7%	100.0%	0.0%	884,380	856,415	3.3%	81.1%
LAX	YVR	44.6%	55.4%	715,502	786,125	-9.0%	50.9%	49.1%	857,844	962,232	-10.8%	83.4%
MIA	MEX	44.3%	55.7%	708,230	667,301	6.1%	50.8%	49.2%	984,960	912,270	8.0%	71.9%
MIA	BOG	42.7%	57.3%	703,743	606,371	16.1%	46.7%	53.3%	834,703	729,936	14.4%	84.3%
MIA	PTY	37.0%	63.0%	667,186	590,069	13.1%	41.6%	58.4%	877,937	838,036	4.8%	76.0%
LAX	GDL	51.3%	48.7%	667,185	692,471	-3.7%	48.5%	51.5%	753,602	807,115	-6.6%	88.5%
JFK	TLV	37.9%	62.1%	650,431	649,810	0.1%	37.4%	62.6%	740,545	750,862	-1.4%	87.8%
JFK	GRU	55.6%	44.4%	648,225	565,666	14.6%	52.2%	47.8%	790,628	658,280	20.1%	82.0%
ATL	CUN	100.0%	0.0%	646,719	642,956	0.6%	100.0%	0.0%	734,665	714,739	2.8%	88.0%
MIA	LIM	37.5%	62.5%	643,994	614,704	4.8%	42.0%	58.0%	758,601	713,315	6.3%	84.9%
MCO	LGW	0.0%	100.0%	638,989	617,128	3.5%	0.0%	100.0%	776,655	766,362	1.3%	82.3%
JFK	MAD	35.1%	64.9%	637,054	677,216	-5.9%	32.9%	67.1%	779,456	823,703	-5.4%	81.7%
DFW	LHR	67.9%	32.1%	636,878	575,840	10.6%	66.3%	33.7%	735,121	664,140	10.7%	86.6%
SFO	FRA	51.8%	48.2%	627,925	609,651	3.0%	53.8%	46.2%	716,036	699,500	2.4%	87.7%
ORD	NRT	53.5%	46.5%	622,096	631,090	-1.4%	53.3%	46.7%	767,270	786,626	-2.5%	81.1%
DTW	AMS	100.0%	0.0%	620,951	602,419	3.1%	100.0%	0.0%	728,396	708,292	2.8%	85.2%
IAD	FRA	55.1%	44.9%	608,745	635,880	-4.3%	61.9%	38.1%	757,790	816,716	-7.2%	80.3%
ORD	FRA	49.6%	50.4%	599,471	621,207	-3.5%	53.3%	46.7%	718,431	756,148	-5.0%	83.4%
IAH	MEX	74.3%	25.7%	599,369	618,990	-3.2%	75.0%	25.0%	828,405	871,227	-4.9%	72.4%
SFO	NRT	73.0%	27.0%	597,980	590,411	1.3%	73.4%	26.6%	699,157	703,034	-0.6%	85.5%
MCO	YYZ	0.0%	100.0%	568,718	488,660	16.4%	0.0%	100.0%	655,019	563,477	16.2%	86.8%
JFK	AMS	31.0%	69.0%	589,631	558,233	5.6%	25.4%	74.6%	675,006	625,122	8.0%	87.4%
JFK	NRT	41.5%	58.5%	574,425	619,140	-7.2%	56.2%	43.8%	723,040	770,107	-6.1%	79.4%
ATL	CDG	29.3%	70.7%	572,171	533,091	7.3%	48.0%	52.0%	646,554	607,650	6.4%	88.5%
ATL	AMS	69.0%	31.0%	570,880	481,848	18.5%	58.9%	41.1%	633,400	537,231	17.9%	90.1%

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

1/ Passenger and seat data is for traffic traveling in both directions. For example, JFK-LHR figures encompass traffic flowing from New York-JFK to London-Heathrow as well as traffic flowing from London-Heathrow to New York-JFK.  
 2/ Ranked in descending order according to latest year ended data.