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Introduction

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

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

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

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

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

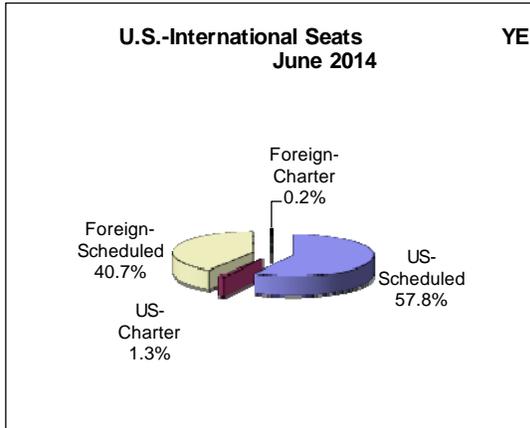
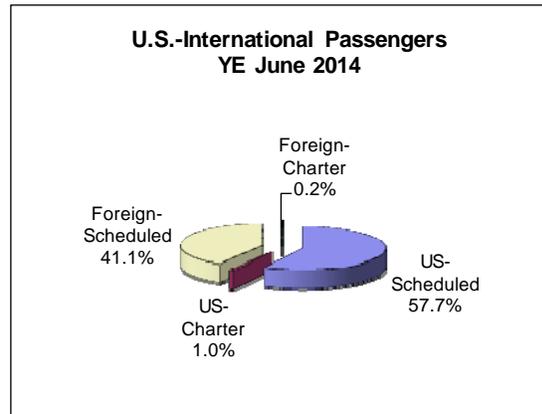
- The T-100 segment data includes all traffic arriving at U.S. airports and departing from U.S. airports on nonstop commercial international flights.
- Prior to October 1st 2002, air carriers that operated aircraft with 60 seats or less were not required to file T-100 data. Therefore prior to October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

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

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

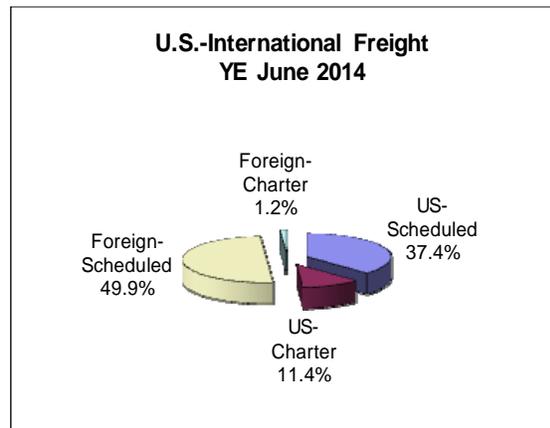
Summary for the Month of June 2014 and 12 months ended June 2014

U.S. and foreign air carriers transported 186.1 million passengers between the United States and the rest of the world for the year-ended June 2014, up 4.9% from the same 12 month period a year earlier . U.S. flag market share increased from a 57.8% share to a 58.7% share.



For the 12 months ended June 2014, available seats into and out of the United States increased 4.4% from the same 12 month period a year earlier to 231.4 million. During the most recent period, there were 1.53 million flights into and out of the U.S., an increase of 0.9% from the same 12 month period a year earlier . The market share of seats for U.S. flag carriers rose to 59% from 58.1%, and U.S. carriers performed 67.0% of all departures.

U.S. and foreign airlines carried 9.52 million freight tons to and from the United States during the 12 months ended June 2014, a 3.5% increase from the same 12 month period a year earlier U.S. flag share declined from 50% to 48.9%.



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of June 2014 increased 5% from a year ago to 17,382,031 passengers. U.S. airlines carried 59.6% of total

passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.3% of international travel.

For the 12 months ended June 2014, U.S.-world traffic was up 4.9% from the same 12 month period a year earlier to 186,070,593 passengers. U.S. airlines carried 58.7% of total passengers, compared to 57.8% the previous year. U.S. and foreign charter passengers accounted for 1.2% of international travel.

World Area Trends

Eight of the nine regions experienced passenger growth between the year-ended periods June 2014 and 2013. South America experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the 12 months ended June 2014, rising 10.3%. Passenger traffic between the U.S. and Africa contracted the most, falling 0.6% to 1,425,224 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 52.3 million passengers were transported during the 12 months ended June 2014 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 2014 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 13 of the top 25 country markets, was unchanged in five country markets, and decreased in seven country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the 12 months ended June 2014 were New York, NY (JFK), Miami, FL (MIA), Los Angeles, CA (LAX), Newark, NJ (EWR), and Chicago, IL (ORD). Load factors were 70% or higher in 37 out of the top 40 domestic gateway airports. Load factors were below 60% in none of the top 40 domestic gateway airports. Passenger traffic for the 12 months ended June 2014 compared to 12 months ended June 2013 was up in 31 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the 12 months ended June 2014 were London, United Kingdom (LHR), Toronto, Canada (YYZ), Tokyo, Japan (NRT), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 30 international gateways, Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Vancouver, Canada (YVR); Sao Paulo, Brazil (GRU); Calgary, Canada (YYC); Hong Kong, Hong Kong (HKG); Guadalajara, Mexico (GDL); Dubai, United Arab Emirates (DXB); San Jose del Cabo, Mexico (SJD); Beijing, China (PEK); Montego Bay, Jamaica (MBJ); Shanghai, China (PVG); Bogota, Colombia (BOG); Taipei, Taiwan (TPE); Munich, Germany (MUC); Punta Cana, Dominican Republic (PUJ); Madrid, Spain (MAD); San Jose, Costa Rica (SJO); Dublin, Ireland (DUB); Sydney, Australia (SYD); Lima, Peru (LIM); Rome, Italy (FCO); Zurich, Switzerland (ZRH); Tel Aviv, Israel (TLV); Istanbul, Turkey (IST); Puerto Vallarta, Mexico (PVR) and Edmonton, Canada (YEG), with a load factor of 80% or more for the annual period. There were no international gateways with a load factor under 60%. Of the top 40 foreign gateways, six reported traffic losses compared to the 12 months ended June 2013. The top U.S.-international gateway segments were 1) New York, NY (JFK)-London, United Kingdom (LHR); 2) Honolulu, HI (HNL)-Tokyo, Japan (NRT); 3) Los Angeles, CA (LAX)-London, United Kingdom (LHR); 4) New York, NY (JFK)-Paris, France (CDG); and 5) Chicago, IL (ORD)-London, United Kingdom (LHR).

Departures and Seat Capacity

Departures between the U.S. and the rest of the world for the month of June 2014 increased 3.1% from June 2013. Available seats increased by 7.4% over the same period. U.S. airlines provided 60.2% of international seats and 68.5% of departures. Charter service for all airlines accounted for 1.6% of international seats and 2.9% of international departures.

For the 12 months ended June 2014, U.S.-world seats increased 4.4% from the same 12 month period a year earlier to 231.4 million. Departures increased by 0.9% to 1.53 million. U.S. airlines provided 59.0% of seats, compared to 58.1% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.0% 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 2014 and 2013. South America reported the largest relative increase in available seats to and from the U.S., rising 10.7% 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, 62.9 million seats were available for the 12 months ended June 2014, 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 2014 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, four posted negative growth rates. U.S. flag share was down in eight of the 25 country markets, was unchanged in three country markets, and increased in the remaining 14 country markets.

Freight Traffic

Air freight between the U.S. and the rest of the world in the month of June 2014 increased 5.1% from June 2013 to 815,457 tons. U.S. airlines carried 47.9% of total freight to and from international destinations. Charter service accounted for 11.1% of international freight traffic.

For the 12 months ended June 2014, U.S.-world airfreight increased 3.5% over the same 12 month period a year earlier to 9.52 million tons. U.S. airlines carried 48.9% of total freight, compared to 50.0% 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 2014 and 2013, rising 11.4%. 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 29 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 2014, 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 2014 were Japan, Germany, the United Kingdom, China, and Hong Kong. Of the top 25 country markets, 17 posted positive freight growth rates for the 12 months ended June 2014 versus the 12 months ended June 2013. Chile had the highest loss rate at 18.5%. U.S. flag share was down in 13 of the 25 country markets, was unchanged in 4 country markets, and increased in the remaining 8 country markets.

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

Passengers

| Year | Month | Total | Yr/Yr Growth | US Share | Foreign Share | Scheduled Total | Yr/Yr Growth | US Share | Foreign Share | Charter Total | Yr/Yr Growth | US Share | Foreign Share |
|------|--------|-------------|--------------|----------|---------------|-----------------|--------------|----------|---------------|---------------|--------------|----------|---------------|
| 2012 | 7 | 17,333,274 | 2.1% | 59.3% | 40.7% | 17,008,529 | 2.1% | 58.9% | 41.1% | 324,745 | 5.5% | 78.1% | 21.9% |
| 2012 | 8 | 16,941,459 | 5.6% | 57.9% | 42.1% | 16,657,710 | 5.5% | 57.7% | 42.3% | 283,749 | 14.1% | 65.8% | 34.2% |
| 2012 | 9 | 13,986,164 | 4.3% | 55.7% | 44.3% | 13,820,793 | 4.3% | 55.5% | 44.5% | 165,371 | 3.8% | 67.9% | 32.1% |
| 2012 | 10 | 13,572,295 | 1.7% | 56.0% | 44.0% | 13,426,158 | 1.6% | 55.7% | 44.3% | 146,137 | 15.0% | 78.3% | 21.7% |
| 2012 | 11 | 12,919,746 | 5.1% | 56.8% | 43.2% | 12,784,101 | 5.1% | 56.5% | 43.5% | 135,645 | 4.8% | 87.4% | 12.6% |
| 2012 | 12 | 14,294,740 | 4.1% | 57.8% | 42.2% | 14,117,726 | 4.0% | 57.5% | 42.5% | 177,014 | 8.6% | 87.5% | 12.5% |
| 2013 | 1 | 13,990,537 | 4.1% | 58.0% | 42.0% | 13,793,096 | 4.3% | 57.5% | 42.5% | 197,441 | -9.1% | 87.6% | 12.4% |
| 2013 | 2 | 12,240,214 | 2.5% | 58.8% | 41.2% | 12,040,957 | 2.5% | 58.4% | 41.6% | 199,257 | 0.6% | 82.5% | 17.5% |
| 2013 | 3 | 15,460,614 | 5.5% | 59.0% | 41.0% | 15,207,500 | 5.6% | 58.7% | 41.3% | 253,114 | 3.6% | 75.1% | 24.9% |
| 2013 | 4 | 14,530,962 | 1.9% | 57.4% | 42.6% | 14,318,933 | 2.1% | 57.0% | 43.0% | 212,029 | -10.8% | 82.7% | 17.3% |
| 2013 | 5 | 15,569,833 | 7.3% | 57.0% | 43.0% | 15,379,817 | 7.4% | 56.8% | 43.2% | 190,016 | -0.9% | 77.7% | 22.3% |
| 2013 | 6 | 16,555,542 | 4.3% | 59.5% | 40.5% | 16,324,972 | 4.5% | 59.3% | 40.7% | 230,570 | -11.7% | 74.9% | 25.1% |
| 2013 | 7 | 18,064,677 | 4.2% | 60.1% | 39.9% | 17,783,056 | 4.6% | 59.8% | 40.2% | 281,621 | -13.3% | 79.3% | 20.7% |
| 2013 | 8 | 17,937,075 | 5.9% | 58.7% | 41.3% | 17,695,522 | 6.2% | 58.6% | 41.4% | 241,553 | -14.9% | 67.5% | 32.5% |
| 2013 | 9 | 14,435,270 | 3.2% | 55.9% | 44.1% | 14,284,775 | 3.4% | 55.8% | 44.2% | 150,495 | -9.0% | 66.1% | 33.9% |
| 2013 | 10 | 14,521,442 | 7.0% | 56.5% | 43.5% | 14,366,112 | 7.0% | 56.3% | 43.7% | 155,330 | 6.3% | 77.4% | 22.6% |
| 2013 | 11 | 13,338,540 | 3.2% | 57.5% | 42.5% | 13,187,789 | 3.2% | 57.2% | 42.8% | 150,751 | 11.1% | 91.1% | 8.9% |
| 2013 | 12 | 15,288,480 | 7.0% | 58.7% | 41.3% | 15,124,621 | 7.1% | 58.4% | 41.6% | 163,859 | -7.4% | 91.2% | 8.8% |
| 2014 | 1 | 14,828,946 | 6.0% | 58.5% | 41.5% | 14,636,984 | 6.1% | 58.1% | 41.9% | 191,962 | -2.8% | 90.4% | 9.6% |
| 2014 | 2 | 12,591,443 | 2.9% | 60.3% | 39.7% | 12,411,195 | 3.1% | 59.9% | 40.1% | 180,248 | -9.5% | 94.2% | 5.8% |
| 2014 | 3 | 15,859,927 | 2.6% | 60.7% | 39.3% | 15,636,836 | 2.8% | 60.3% | 39.7% | 223,091 | -11.9% | 89.9% | 10.1% |
| 2014 | 4 | 15,484,170 | 6.6% | 58.4% | 41.6% | 15,320,838 | 7.0% | 58.0% | 42.0% | 163,332 | -23.0% | 95.4% | 4.6% |
| 2014 | 5 | 16,338,592 | 4.9% | 58.6% | 41.4% | 16,155,449 | 5.0% | 58.4% | 41.6% | 183,143 | -3.6% | 80.5% | 19.5% |
| 2014 | 6 | 17,382,031 | 5.0% | 59.6% | 40.4% | 17,155,164 | 5.1% | 59.4% | 40.6% | 226,867 | -1.6% | 73.4% | 26.6% |
| YE | 201206 | 170,473,266 | 4.5% | 58.3% | 41.7% | 167,987,729 | 4.3% | 58.0% | 42.0% | 2,485,537 | 19.5% | 80.5% | 19.5% |
| YE | 201306 | 177,395,380 | 4.1% | 57.8% | 42.2% | 174,880,292 | 4.1% | 57.5% | 42.5% | 2,515,088 | 1.2% | 78.1% | 21.9% |
| YE | 201406 | 186,070,593 | 4.9% | 58.7% | 41.3% | 183,758,341 | 5.1% | 58.4% | 41.6% | 2,312,252 | -8.1% | 82.4% | 17.6% |

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 |
|------|--------|-------------|--------------|----------|---------------|-----------------|--------------|----------|---------------|---------------|--------------|----------|---------------|
| 2012 | 7 | 20,531,576 | 2.4% | 59.4% | 40.6% | 20,092,202 | 2.2% | 58.9% | 41.1% | 439,374 | 8.6% | 81.5% | 18.5% |
| 2012 | 8 | 20,083,357 | 4.8% | 58.3% | 41.7% | 19,688,201 | 4.6% | 58.0% | 42.0% | 395,156 | 15.2% | 73.3% | 26.7% |
| 2012 | 9 | 17,555,245 | 2.2% | 56.4% | 43.6% | 17,287,075 | 2.2% | 56.1% | 43.9% | 268,170 | 4.8% | 75.1% | 24.9% |
| 2012 | 10 | 17,215,593 | -0.2% | 56.7% | 43.3% | 16,979,282 | -0.4% | 56.3% | 43.7% | 236,311 | 13.9% | 83.6% | 16.4% |
| 2012 | 11 | 16,620,717 | 3.1% | 57.1% | 42.9% | 16,405,444 | 3.2% | 56.7% | 43.3% | 215,273 | -2.5% | 88.2% | 11.8% |
| 2012 | 12 | 18,212,110 | 2.2% | 58.0% | 42.0% | 17,944,881 | 2.3% | 57.6% | 42.4% | 267,229 | -2.0% | 88.9% | 11.1% |
| 2013 | 1 | 18,305,900 | 2.2% | 58.1% | 41.9% | 18,022,797 | 2.5% | 57.6% | 42.4% | 283,103 | -14.7% | 88.9% | 11.1% |
| 2013 | 2 | 16,406,508 | -1.0% | 58.9% | 41.1% | 16,129,741 | -1.0% | 58.5% | 41.5% | 276,767 | -3.7% | 84.7% | 15.3% |
| 2013 | 3 | 19,148,645 | 2.6% | 59.0% | 41.0% | 18,811,733 | 2.6% | 58.7% | 41.3% | 336,912 | 0.5% | 77.4% | 22.6% |
| 2013 | 4 | 18,673,365 | 3.3% | 57.6% | 42.4% | 18,374,284 | 3.6% | 57.2% | 42.8% | 299,081 | -10.9% | 84.6% | 15.4% |
| 2013 | 5 | 19,338,930 | 5.3% | 57.5% | 42.5% | 19,058,546 | 5.3% | 57.2% | 42.8% | 280,384 | 4.2% | 80.6% | 19.4% |
| 2013 | 6 | 19,589,406 | 2.8% | 59.9% | 40.1% | 19,275,787 | 3.2% | 59.6% | 40.4% | 313,619 | -15.1% | 79.5% | 20.5% |
| 2013 | 7 | 21,175,042 | 3.1% | 60.0% | 40.0% | 20,796,970 | 3.5% | 59.6% | 40.4% | 378,072 | -14.0% | 82.7% | 17.3% |
| 2013 | 8 | 20,919,768 | 4.2% | 59.2% | 40.8% | 20,587,463 | 4.6% | 58.9% | 41.1% | 332,305 | -15.9% | 73.8% | 26.2% |
| 2013 | 9 | 17,997,690 | 2.5% | 56.4% | 43.6% | 17,755,389 | 2.7% | 56.2% | 43.8% | 242,301 | -9.6% | 74.1% | 25.9% |
| 2013 | 10 | 18,372,099 | 6.7% | 57.0% | 43.0% | 18,130,286 | 6.8% | 56.7% | 43.3% | 241,813 | 2.3% | 82.5% | 17.5% |
| 2013 | 11 | 17,383,041 | 4.6% | 57.9% | 42.1% | 17,129,574 | 4.4% | 57.4% | 42.6% | 253,467 | 17.7% | 92.2% | 7.8% |
| 2013 | 12 | 18,902,735 | 3.8% | 59.0% | 41.0% | 18,632,077 | 3.8% | 58.5% | 41.5% | 270,658 | 1.3% | 93.3% | 6.7% |
| 2014 | 1 | 18,925,262 | 3.4% | 59.1% | 40.9% | 18,613,591 | 3.3% | 58.6% | 41.4% | 311,671 | 10.1% | 92.5% | 7.5% |
| 2014 | 2 | 16,745,143 | 2.1% | 60.5% | 39.5% | 16,462,244 | 2.1% | 59.9% | 40.1% | 282,899 | 2.2% | 94.9% | 5.1% |
| 2014 | 3 | 20,221,281 | 5.6% | 60.8% | 39.2% | 19,905,641 | 5.8% | 60.4% | 39.6% | 315,640 | -6.3% | 91.4% | 8.6% |
| 2014 | 4 | 19,484,405 | 4.3% | 58.6% | 41.4% | 19,215,713 | 4.6% | 58.1% | 41.9% | 268,692 | -10.2% | 95.4% | 4.6% |
| 2014 | 5 | 20,261,700 | 4.8% | 59.3% | 40.7% | 19,960,935 | 4.7% | 58.9% | 41.1% | 300,765 | 7.3% | 85.1% | 14.9% |
| 2014 | 6 | 21,040,746 | 7.4% | 60.2% | 39.8% | 20,695,254 | 7.4% | 59.9% | 40.1% | 345,492 | 10.2% | 80.2% | 19.8% |
| YE | 201206 | 216,245,439 | 4.0% | 58.7% | 41.3% | 212,611,789 | 3.7% | 58.3% | 41.7% | 3,633,650 | 22.0% | 84.0% | 16.0% |
| YE | 201306 | 221,681,352 | 2.5% | 58.1% | 41.9% | 218,069,973 | 2.6% | 57.7% | 42.3% | 3,611,379 | -0.6% | 81.7% | 18.3% |
| YE | 201406 | 231,428,912 | 4.4% | 59.0% | 41.0% | 227,885,137 | 4.5% | 58.6% | 41.4% | 3,543,775 | -1.9% | 86.3% | 13.7% |

**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 |
|------|--------|-----------|--------------|----------|---------------|-----------------|--------------|----------|---------------|---------------|--------------|----------|---------------|
| 2012 | 7 | 138,083 | 1.3% | 66.7% | 33.3% | 133,269 | 1.6% | 66.0% | 34.0% | 4,814 | -5.8% | 86.5% | 13.5% |
| 2012 | 8 | 135,904 | 4.3% | 66.1% | 33.9% | 131,431 | 4.7% | 65.5% | 34.5% | 4,473 | -7.0% | 84.8% | 15.2% |
| 2012 | 9 | 119,275 | 1.2% | 64.1% | 35.9% | 115,663 | 1.8% | 63.4% | 36.6% | 3,612 | -14.6% | 86.4% | 13.6% |
| 2012 | 10 | 118,717 | -0.1% | 64.9% | 35.1% | 115,056 | -0.1% | 64.2% | 35.8% | 3,661 | -0.1% | 89.5% | 10.5% |
| 2012 | 11 | 117,124 | 2.3% | 65.0% | 35.0% | 113,542 | 2.5% | 64.2% | 35.8% | 3,582 | -4.4% | 90.2% | 9.8% |
| 2012 | 12 | 125,302 | 0.4% | 65.4% | 34.6% | 121,484 | 0.7% | 64.7% | 35.3% | 3,818 | -8.7% | 89.8% | 10.2% |
| 2013 | 1 | 126,833 | 2.5% | 65.4% | 34.6% | 123,136 | 3.1% | 64.7% | 35.3% | 3,697 | -12.8% | 89.6% | 10.4% |
| 2013 | 2 | 114,399 | -1.7% | 66.2% | 33.8% | 110,688 | -1.7% | 65.5% | 34.5% | 3,711 | -3.7% | 87.6% | 12.4% |
| 2013 | 3 | 132,840 | 1.3% | 66.4% | 33.6% | 128,531 | 1.5% | 65.8% | 34.2% | 4,309 | -4.9% | 86.1% | 13.9% |
| 2013 | 4 | 127,606 | 1.8% | 65.6% | 34.4% | 123,351 | 2.0% | 64.8% | 35.2% | 4,255 | -4.4% | 89.9% | 10.1% |
| 2013 | 5 | 130,902 | 2.9% | 65.7% | 34.3% | 126,967 | 3.2% | 65.0% | 35.0% | 3,935 | -5.2% | 86.6% | 13.4% |
| 2013 | 6 | 130,604 | 0.6% | 67.5% | 32.5% | 126,491 | 1.0% | 67.0% | 33.0% | 4,113 | -8.7% | 85.5% | 14.5% |
| 2013 | 7 | 139,490 | 1.0% | 67.6% | 32.4% | 135,377 | 1.6% | 67.0% | 33.0% | 4,113 | -14.6% | 86.4% | 13.6% |
| 2013 | 8 | 137,529 | 1.2% | 67.1% | 32.9% | 133,675 | 1.7% | 66.6% | 33.4% | 3,854 | -13.8% | 84.9% | 15.1% |
| 2013 | 9 | 117,243 | -1.7% | 64.4% | 35.6% | 113,845 | -1.6% | 63.8% | 36.2% | 3,398 | -5.9% | 84.6% | 15.4% |
| 2013 | 10 | 123,529 | 4.1% | 65.6% | 34.4% | 119,749 | 4.1% | 64.9% | 35.1% | 3,780 | 3.3% | 87.6% | 12.4% |
| 2013 | 11 | 117,691 | 0.5% | 66.0% | 34.0% | 113,786 | 0.2% | 65.1% | 34.9% | 3,905 | 9.0% | 91.2% | 8.8% |
| 2013 | 12 | 126,314 | 0.8% | 66.7% | 33.3% | 122,316 | 0.7% | 65.9% | 34.1% | 3,998 | 4.7% | 92.3% | 7.7% |
| 2014 | 1 | 125,332 | -1.2% | 66.5% | 33.5% | 121,485 | -1.3% | 65.8% | 34.2% | 3,847 | 4.1% | 90.5% | 9.5% |
| 2014 | 2 | 112,487 | -1.7% | 68.4% | 31.6% | 108,845 | -1.7% | 67.6% | 32.4% | 3,642 | -1.9% | 91.5% | 8.5% |
| 2014 | 3 | 137,430 | 3.5% | 68.5% | 31.5% | 133,112 | 3.6% | 67.8% | 32.2% | 4,318 | 0.2% | 89.8% | 10.2% |
| 2014 | 4 | 127,992 | 0.3% | 66.8% | 33.2% | 124,127 | 0.6% | 66.0% | 34.0% | 3,865 | -9.2% | 92.0% | 8.0% |
| 2014 | 5 | 131,774 | 0.7% | 67.9% | 32.1% | 127,870 | 0.7% | 67.2% | 32.8% | 3,904 | -0.8% | 89.6% | 10.4% |
| 2014 | 6 | 134,673 | 3.1% | 68.5% | 31.5% | 130,748 | 3.4% | 68.0% | 32.0% | 3,925 | -4.6% | 84.2% | 15.8% |
| YE | 201206 | 1,496,262 | 2.3% | 66.1% | 33.9% | 1,444,785 | 2.6% | 65.3% | 34.7% | 51,477 | -4.7% | 88.3% | 11.7% |
| YE | 201306 | 1,517,589 | 1.4% | 65.8% | 34.2% | 1,469,609 | 1.7% | 65.1% | 34.9% | 47,980 | -6.8% | 87.6% | 12.4% |
| YE | 201406 | 1,531,484 | 0.9% | 67.0% | 33.0% | 1,484,935 | 1.0% | 66.3% | 33.7% | 46,549 | -3.0% | 88.7% | 11.3% |

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 |
|------|--------|-----------|--------------|----------|---------------|-----------------|--------------|----------|---------------|---------------|--------------|----------|---------------|
| 2012 | 7 | 787,615 | -2.6% | 50.4% | 49.6% | 689,947 | -2.7% | 45.1% | 54.9% | 97,668 | -2.0% | 87.6% | 12.4% |
| 2012 | 8 | 763,302 | -2.2% | 49.9% | 50.1% | 671,194 | -2.4% | 44.7% | 55.3% | 92,108 | -0.6% | 87.8% | 12.2% |
| 2012 | 9 | 775,673 | -0.4% | 49.4% | 50.6% | 688,050 | 0.6% | 44.2% | 55.8% | 87,622 | -7.5% | 91.0% | 9.0% |
| 2012 | 10 | 775,865 | -6.4% | 50.4% | 49.6% | 687,157 | -5.2% | 45.1% | 54.9% | 88,708 | -14.6% | 92.0% | 8.0% |
| 2012 | 11 | 807,261 | -0.7% | 50.3% | 49.7% | 710,437 | -0.5% | 44.5% | 55.5% | 96,824 | -1.7% | 92.7% | 7.3% |
| 2012 | 12 | 778,911 | -3.4% | 50.1% | 49.9% | 667,794 | -5.4% | 43.2% | 56.8% | 111,118 | 10.9% | 91.7% | 8.3% |
| 2013 | 1 | 700,826 | 2.1% | 51.3% | 48.7% | 608,922 | 1.4% | 45.1% | 54.9% | 91,905 | 6.6% | 92.5% | 7.5% |
| 2013 | 2 | 671,245 | -6.6% | 50.4% | 49.6% | 583,241 | -8.2% | 44.3% | 55.7% | 88,004 | 5.3% | 90.7% | 9.3% |
| 2013 | 3 | 794,251 | -8.2% | 49.2% | 50.8% | 689,337 | -9.8% | 42.6% | 57.4% | 104,915 | 3.5% | 93.1% | 6.9% |
| 2013 | 4 | 782,984 | 3.2% | 51.3% | 48.7% | 664,938 | 0.7% | 43.6% | 56.4% | 118,046 | 19.8% | 94.6% | 5.4% |
| 2013 | 5 | 782,684 | -1.9% | 48.0% | 52.0% | 688,086 | -1.2% | 42.5% | 57.5% | 94,598 | -6.8% | 88.0% | 12.0% |
| 2013 | 6 | 775,713 | -1.0% | 48.8% | 51.2% | 669,335 | -2.7% | 43.1% | 56.9% | 106,378 | 11.4% | 85.3% | 14.7% |
| 2013 | 7 | 771,284 | -2.1% | 48.1% | 51.9% | 673,723 | -2.4% | 42.4% | 57.6% | 97,561 | -0.1% | 87.3% | 12.7% |
| 2013 | 8 | 782,087 | 2.5% | 47.7% | 52.3% | 688,389 | 2.6% | 41.8% | 58.2% | 93,698 | 1.7% | 90.4% | 9.6% |
| 2013 | 9 | 771,778 | -0.5% | 47.7% | 52.3% | 677,563 | -1.5% | 41.7% | 58.3% | 94,215 | 7.5% | 91.2% | 8.8% |
| 2013 | 10 | 834,557 | 7.6% | 49.3% | 50.7% | 726,230 | 5.7% | 43.4% | 56.6% | 108,327 | 22.1% | 89.0% | 11.0% |
| 2013 | 11 | 840,820 | 4.2% | 49.8% | 50.2% | 725,619 | 2.1% | 43.2% | 56.8% | 115,202 | 19.0% | 91.6% | 8.4% |
| 2013 | 12 | 788,545 | 1.2% | 49.6% | 50.4% | 680,418 | 1.9% | 43.0% | 57.0% | 108,127 | -2.7% | 91.5% | 8.5% |
| 2014 | 1 | 729,199 | 4.0% | 48.9% | 51.1% | 638,384 | 4.8% | 42.9% | 57.1% | 90,815 | -1.2% | 91.0% | 9.0% |
| 2014 | 2 | 672,413 | 0.2% | 50.1% | 49.9% | 589,307 | 1.0% | 44.4% | 55.6% | 83,105 | -5.6% | 90.5% | 9.5% |
| 2014 | 3 | 869,645 | 9.5% | 48.2% | 51.8% | 763,733 | 10.8% | 42.3% | 57.7% | 105,912 | 1.0% | 90.5% | 9.5% |
| 2014 | 4 | 798,556 | 2.0% | 49.7% | 50.3% | 689,990 | 3.8% | 42.8% | 57.2% | 108,566 | -8.0% | 93.1% | 6.9% |
| 2014 | 5 | 846,652 | 8.2% | 49.4% | 50.6% | 738,722 | 7.4% | 43.2% | 56.8% | 107,930 | 14.1% | 92.2% | 7.8% |
| 2014 | 6 | 815,457 | 5.1% | 47.9% | 52.1% | 724,658 | 8.3% | 43.2% | 56.8% | 90,799 | -14.6% | 85.6% | 14.4% |
| YE | 201206 | 9,426,099 | -3.7% | 50.6% | 49.4% | 8,269,623 | -2.5% | 45.3% | 54.7% | 1,156,476 | -11.6% | 88.8% | 11.2% |
| YE | 201306 | 9,196,330 | -2.4% | 50.0% | 50.0% | 8,018,437 | -3.0% | 44.0% | 56.0% | 1,177,893 | 1.9% | 90.6% | 9.4% |
| YE | 201406 | 9,520,992 | 3.5% | 48.9% | 51.1% | 8,316,736 | 3.7% | 42.8% | 57.2% | 1,204,256 | 2.2% | 90.4% | 9.6% |

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 | 2013 | 6 | 134,223 | -1.6% | 40.0% | 60.0% | 50,870 | -7.9% | 38.7% | 80,515 | 2.7% | 61.3% | 2,838 | 3.0% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 132,883 | -1.0% | 43.1% | 56.9% | 54,291 | 6.7% | 41.8% | 75,581 | -6.1% | 58.2% | 3,011 | 6.1% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 1,434,171 | 0.5% | 44.4% | 55.6% | 605,118 | -3.3% | 43.1% | 797,394 | 2.7% | 56.9% | 31,659 | 28.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 1,425,224 | -0.6% | 43.7% | 56.3% | 590,800 | -2.4% | 42.4% | 802,180 | 0.6% | 57.6% | 32,244 | 1.8% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 1,404,793 | -1.4% | 45.8% | 54.2% | 606,269 | 2.6% | 44.3% | 761,771 | -5.0% | 55.7% | 36,753 | 14.0% | 100.0% | - | 0.0% | 0.0% |
| Australia/Oceania | 2013 | 6 | 360,034 | 7.0% | 40.5% | 59.5% | 145,778 | 13.7% | 40.5% | 214,256 | 3.0% | 59.5% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 359,195 | -0.2% | 39.0% | 61.0% | 140,210 | -3.8% | 39.0% | 218,985 | 2.2% | 61.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 3,829,656 | 0.9% | 38.8% | 61.2% | 1,485,278 | -2.2% | 38.8% | 2,342,560 | 2.9% | 61.2% | 1,818 | 445.9% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 4,018,701 | 4.9% | 40.1% | 59.9% | 1,606,442 | 8.2% | 40.0% | 2,407,712 | 2.8% | 60.0% | 4,547 | 150.1% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 4,224,153 | 5.1% | 40.2% | 59.8% | 1,697,512 | 5.7% | 40.2% | 2,526,520 | 4.9% | 59.8% | 121 | -97.3% | 100.0% | - | 0.0% | 0.0% |
| Canada | 2013 | 6 | 1,996,055 | 3.3% | 58.0% | 42.0% | 1,146,039 | 10.0% | 57.7% | 838,979 | -4.7% | 42.3% | 10,680 | 3.3% | 96.8% | 357 | 67.6% | 3.2% |
| | 2014 | 6 | 2,037,531 | 2.1% | 64.6% | 35.4% | 1,311,908 | 14.5% | 64.5% | 721,631 | -14.0% | 35.5% | 3,986 | -62.7% | 99.8% | 6 | -98.3% | 0.2% |
| | YE | 201206 | 23,616,292 | 3.6% | 51.8% | 48.2% | 11,953,533 | 0.0% | 51.3% | 11,367,671 | 7.6% | 48.7% | 276,068 | 4.6% | 93.6% | 19,020 | 3.8% | 6.4% |
| | YE | 201306 | 24,987,134 | 5.8% | 50.9% | 49.1% | 12,521,611 | 4.8% | 50.6% | 12,244,684 | 7.7% | 49.4% | 203,046 | -26.5% | 91.9% | 17,793 | -6.5% | 8.1% |
| | YE | 201406 | 24,975,528 | 0.0% | 56.9% | 43.1% | 14,008,114 | 11.9% | 56.6% | 10,756,878 | -12.2% | 43.4% | 195,294 | -3.8% | 92.8% | 15,242 | -14.3% | 7.2% |
| Central America | 2013 | 6 | 2,622,362 | 9.8% | 81.2% | 18.8% | 2,087,222 | 10.1% | 81.4% | 475,859 | 8.9% | 18.6% | 42,756 | -0.7% | 72.1% | 16,525 | 39.7% | 27.9% |
| | 2014 | 6 | 2,859,792 | 9.1% | 80.1% | 19.9% | 2,245,965 | 7.6% | 80.6% | 540,521 | 13.6% | 19.4% | 46,031 | 7.7% | 62.8% | 27,275 | 65.1% | 37.2% |
| | YE | 201206 | 27,275,998 | 5.6% | 80.8% | 19.2% | 21,743,445 | 5.5% | 80.8% | 5,166,823 | 7.1% | 19.2% | 285,785 | -12.3% | 78.1% | 79,945 | 52.6% | 21.9% |
| | YE | 201306 | 29,083,832 | 6.6% | 80.3% | 19.7% | 22,916,022 | 5.4% | 80.2% | 5,648,591 | 9.3% | 19.8% | 441,823 | 54.6% | 85.1% | 77,396 | -3.2% | 14.9% |
| | YE | 201406 | 31,609,582 | 8.7% | 80.0% | 20.0% | 24,805,391 | 8.2% | 79.9% | 6,224,167 | 10.2% | 20.1% | 493,010 | 11.6% | 85.0% | 87,014 | 12.4% | 15.0% |
| Europe | 2013 | 6 | 5,573,879 | 3.1% | 47.1% | 52.9% | 2,618,488 | 3.1% | 47.3% | 2,913,502 | 3.1% | 52.7% | 6,128 | 377.3% | 14.6% | 35,761 | -10.8% | 85.4% |
| | 2014 | 6 | 5,679,490 | 1.9% | 46.5% | 53.5% | 2,636,129 | 0.7% | 46.7% | 3,007,539 | 3.2% | 53.3% | 2,870 | -53.2% | 8.0% | 32,952 | -7.9% | 92.0% |
| | YE | 201206 | 52,183,501 | 1.8% | 45.7% | 54.3% | 23,809,156 | -0.6% | 45.9% | 28,101,895 | 4.2% | 54.1% | 27,018 | 98.1% | 9.9% | 245,432 | -23.5% | 90.1% |
| | YE | 201306 | 52,260,028 | 0.1% | 44.8% | 55.2% | 23,367,062 | -1.9% | 45.0% | 28,606,918 | 1.8% | 55.0% | 31,548 | 16.8% | 11.0% | 254,500 | 3.7% | 89.0% |
| | YE | 201406 | 54,278,360 | 3.9% | 45.5% | 54.5% | 24,645,860 | 5.5% | 45.6% | 29,386,036 | 2.7% | 54.4% | 55,369 | 75.5% | 22.5% | 191,095 | -24.9% | 77.5% |

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 | 2013 | 6 | 2,378,244 | 4.4% | 45.3% | 54.7% | 1,076,418 | 1.4% | 45.4% | 1,296,476 | 6.7% | 54.6% | 26 | 0.0% | 0.5% | 5,324 | 374.1% | 99.5% |
| | 2014 | 6 | 2,457,133 | 3.3% | 43.4% | 56.6% | 1,064,541 | -1.1% | 43.4% | 1,390,153 | 7.2% | 56.6% | 2,265 | 8611.5% | 92.9% | 174 | -96.7% | 7.1% |
| | YE | 201206 | 25,105,947 | 7.3% | 46.1% | 53.9% | 11,540,490 | 8.6% | 46.3% | 13,388,438 | 6.0% | 53.7% | 38,235 | 34.4% | 21.6% | 138,784 | 24.6% | 78.4% |
| | YE | 201306 | 26,503,734 | 5.6% | 45.4% | 54.6% | 12,008,784 | 4.1% | 45.7% | 14,268,982 | 6.6% | 54.3% | 24,962 | -34.7% | 11.0% | 201,006 | 44.8% | 89.0% |
| | YE | 201406 | 27,661,585 | 4.4% | 43.7% | 56.3% | 12,060,953 | 0.4% | 43.8% | 15,452,462 | 8.3% | 56.2% | 35,995 | 44.2% | 24.3% | 112,175 | -44.2% | 75.7% |
| Middle East | 2013 | 6 | 532,213 | -7.6% | 46.1% | 53.9% | 245,227 | 17.1% | 46.1% | 286,986 | -21.7% | 53.9% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 752,781 | 41.4% | 37.8% | 62.2% | 284,519 | 16.0% | 37.8% | 468,262 | 63.2% | 62.2% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 5,654,767 | 12.8% | 41.2% | 58.8% | 2,331,872 | -1.4% | 41.2% | 3,322,555 | 25.4% | 58.8% | 211 | 859.1% | 62.1% | 129 | -11.0% | 37.9% |
| | YE | 201306 | 6,187,751 | 9.4% | 39.5% | 60.5% | 2,440,161 | 4.6% | 39.5% | 3,742,456 | 12.6% | 60.5% | 5,096 | 2315.2% | 99.3% | 38 | -70.5% | 0.7% |
| | YE | 201406 | 7,303,318 | 18.0% | 37.3% | 62.7% | 2,720,836 | 11.5% | 37.3% | 4,581,540 | 22.4% | 62.7% | 697 | -86.3% | 74.0% | 245 | 544.7% | 26.0% |
| South America | 2013 | 6 | 1,175,598 | 12.2% | 66.6% | 33.4% | 782,199 | 13.8% | 66.5% | 393,160 | 10.3% | 33.5% | 239 | -94.9% | 100.0% | - | -100.0% | 0.0% |
| | 2014 | 6 | 1,226,366 | 4.3% | 66.3% | 33.7% | 812,251 | 3.8% | 66.3% | 413,097 | 5.1% | 33.7% | 1,018 | 325.9% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 12,535,175 | 6.6% | 67.0% | 33.0% | 8,353,104 | 3.3% | 66.9% | 4,132,521 | 12.6% | 33.1% | 49,508 | 760.1% | 99.9% | 42 | 100.0% | 0.1% |
| | YE | 201306 | 13,822,910 | 10.3% | 66.0% | 34.0% | 9,079,973 | 8.7% | 65.9% | 4,693,162 | 13.6% | 34.1% | 49,726 | 0.4% | 99.9% | 49 | 16.7% | 0.1% |
| | YE | 201406 | 14,906,780 | 7.8% | 65.9% | 34.1% | 9,804,989 | 8.0% | 65.9% | 5,081,932 | 8.3% | 34.1% | 19,859 | -60.1% | 100.0% | - | -100.0% | 0.0% |
| The Caribbean | 2013 | 6 | 1,782,934 | 0.3% | 91.8% | 8.2% | 1,527,458 | 3.4% | 91.3% | 145,540 | -5.6% | 8.7% | 109,936 | -24.5% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 1,876,860 | 5.3% | 93.0% | 7.0% | 1,638,637 | 7.3% | 92.6% | 130,944 | -10.0% | 7.4% | 107,279 | -2.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 18,837,759 | 5.3% | 89.4% | 10.6% | 15,546,643 | 3.5% | 88.6% | 1,999,233 | 2.2% | 11.4% | 1,290,805 | 41.6% | 99.9% | 1,078 | -15.2% | 0.1% |
| | YE | 201306 | 19,106,066 | 1.4% | 90.2% | 9.8% | 16,064,202 | 3.3% | 89.6% | 1,870,550 | -6.4% | 10.4% | 1,170,824 | -9.3% | 100.0% | 490 | -54.5% | 0.0% |
| | YE | 201406 | 19,706,494 | 3.1% | 91.3% | 8.7% | 16,931,361 | 5.4% | 90.8% | 1,705,750 | -8.8% | 9.2% | 1,069,017 | -8.7% | 100.0% | 366 | -25.3% | 0.0% |

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

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

Please see the report's introduction for further details.

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

Available Seats

| Region | Period | | Total Seats | | | | Scheduled Service | | | | | | Nonscheduled Service | | | | | |
|-------------------|--------|--------|-------------|-------------------------|-------------------------|----------------------------|-------------------|-----------------|-----------------|--------------|-----------------|------------------|----------------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | Total | Year/ Year Change | U.S. Market Share | Foreign Market Share | US Flag | | | Foreign Flag | | | US Flag | | | Foreign Flag | | |
| | | | | | | | Total | Yr/Yr Change | Market Share | Total | Yr/Yr Change | Foreign Share | Total | Yr/Yr Change | Market Share | Total | Yr/Yr Change | Market Share |
| Africa | 2013 | 6 | 169,953 | -3.3% | 43.5% | 56.5% | 63,028 | -13.6% | 39.6% | 96,096 | -1.6% | 60.4% | 10,829 | 119.5% | 100.0% | - | -100.0% | 0.0% |
| | 2014 | 6 | 173,638 | 2.2% | 44.8% | 55.2% | 66,095 | 4.9% | 40.8% | 95,793 | -0.3% | 59.2% | 11,750 | 8.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 1,951,375 | 2.3% | 45.4% | 54.6% | 827,324 | -0.7% | 43.7% | 1,064,030 | 5.2% | 56.3% | 59,205 | -2.9% | 98.6% | 816 | -44.0% | 1.4% |
| | YE | 201306 | 1,918,362 | -1.7% | 44.0% | 56.0% | 735,206 | -11.1% | 40.6% | 1,074,501 | 1.0% | 59.4% | 108,363 | 83.0% | 99.7% | 292 | -64.2% | 0.3% |
| | YE | 201406 | 1,904,325 | -0.7% | 45.6% | 54.4% | 727,019 | -1.1% | 41.2% | 1,036,679 | -3.5% | 58.8% | 140,627 | 29.8% | 100.0% | - | -100.0% | 0.0% |
| Australia/Oceania | 2013 | 6 | 437,103 | 11.2% | 41.8% | 58.2% | 182,604 | 16.4% | 41.8% | 254,499 | 8.1% | 58.2% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 436,067 | -0.2% | 39.7% | 60.3% | 172,953 | -5.3% | 39.7% | 263,114 | 3.4% | 60.3% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 4,814,742 | -26.9% | 40.0% | 60.0% | 1,914,262 | 1.7% | 39.8% | 2,889,574 | 3.3% | 60.2% | 10,906 | 585.1% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 5,051,137 | 4.9% | 41.6% | 58.4% | 2,092,275 | 9.3% | 41.5% | 2,949,617 | 2.1% | 58.5% | 9,245 | -15.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 5,283,922 | 4.6% | 41.3% | 58.7% | 2,183,289 | 4.4% | 41.3% | 3,099,989 | 5.1% | 58.7% | 644 | -93.0% | 100.0% | - | 0.0% | 0.0% |
| Canada | 2013 | 6 | 2,629,621 | -0.6% | 58.4% | 41.6% | 1,519,595 | 3.4% | 58.2% | 1,093,535 | -5.6% | 41.8% | 15,997 | -6.4% | 97.0% | 494 | 30.7% | 3.0% |
| | 2014 | 6 | 2,585,325 | -1.7% | 64.4% | 35.6% | 1,652,997 | 8.8% | 64.2% | 921,547 | -15.7% | 35.8% | 10,749 | -32.8% | 99.7% | 32 | -93.5% | 0.3% |
| | YE | 201206 | 32,208,318 | -15.1% | 53.3% | 46.7% | 16,769,931 | -0.5% | 52.8% | 15,020,912 | 6.5% | 47.2% | 392,268 | 3.0% | 94.0% | 25,207 | -2.4% | 6.0% |
| | YE | 201306 | 33,465,536 | 3.9% | 51.8% | 48.2% | 17,054,043 | 1.7% | 51.4% | 16,095,537 | 7.2% | 48.6% | 282,331 | -28.0% | 89.4% | 33,625 | 33.4% | 10.6% |
| | YE | 201406 | 31,959,535 | -4.5% | 57.1% | 42.9% | 17,954,585 | 5.3% | 56.8% | 13,682,788 | -15.0% | 43.2% | 301,750 | 6.9% | 93.7% | 20,412 | -39.3% | 6.3% |
| Central America | 2013 | 6 | 3,153,066 | 5.0% | 80.5% | 19.5% | 2,479,553 | 5.9% | 80.6% | 596,715 | 2.5% | 19.4% | 58,192 | -11.7% | 75.8% | 18,606 | 31.3% | 24.2% |
| | 2014 | 6 | 3,541,244 | 12.3% | 80.0% | 20.0% | 2,764,888 | 11.5% | 80.3% | 678,178 | 13.7% | 19.7% | 66,634 | 14.5% | 67.9% | 31,544 | 69.5% | 32.1% |
| | YE | 201206 | 35,340,504 | -50.6% | 80.2% | 19.8% | 27,887,185 | 5.2% | 80.2% | 6,882,097 | 7.7% | 19.8% | 460,658 | -16.5% | 80.6% | 110,564 | 55.3% | 19.4% |
| | YE | 201306 | 37,084,547 | 4.9% | 79.6% | 20.4% | 28,874,435 | 3.5% | 79.5% | 7,446,439 | 8.2% | 20.5% | 650,280 | 41.2% | 85.2% | 113,393 | 2.6% | 14.8% |
| | YE | 201406 | 39,953,406 | 7.7% | 79.5% | 20.5% | 31,039,262 | 7.5% | 79.4% | 8,066,075 | 8.3% | 20.6% | 723,963 | 11.3% | 85.4% | 124,106 | 9.4% | 14.6% |
| Europe | 2013 | 6 | 6,223,151 | 2.4% | 47.4% | 52.6% | 2,936,516 | 2.1% | 47.6% | 3,237,447 | 2.7% | 52.4% | 10,741 | 228.2% | 21.8% | 38,447 | -14.5% | 78.2% |
| | 2014 | 6 | 6,527,277 | 4.9% | 46.9% | 53.1% | 3,056,113 | 4.1% | 47.1% | 3,427,682 | 5.9% | 52.9% | 7,202 | -32.9% | 16.6% | 36,280 | -5.6% | 83.4% |
| | YE | 201206 | 63,625,226 | -52.8% | 46.3% | 53.7% | 29,379,803 | -1.6% | 46.4% | 33,912,018 | 2.7% | 53.6% | 54,736 | 35.0% | 16.4% | 278,669 | -23.4% | 83.6% |
| | YE | 201306 | 62,937,337 | -1.1% | 45.4% | 54.6% | 28,537,720 | -2.9% | 45.6% | 34,058,990 | 0.4% | 54.4% | 57,024 | 4.2% | 16.7% | 283,603 | 1.8% | 83.3% |
| | YE | 201406 | 65,716,363 | 4.4% | 46.1% | 53.9% | 30,214,129 | 5.9% | 46.2% | 35,194,890 | 3.3% | 53.8% | 97,634 | 71.2% | 31.8% | 209,710 | -26.1% | 68.2% |

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 | 2013 | 6 | 2,787,535 | 6.3% | 44.5% | 55.5% | 1,240,883 | 2.7% | 44.6% | 1,540,062 | 9.1% | 55.4% | 368 | 0.0% | 5.6% | 6,222 | 232.0% | 94.4% |
| | 2014 | 6 | 2,904,478 | 4.2% | 42.6% | 57.4% | 1,231,264 | -0.8% | 42.5% | 1,668,065 | 8.3% | 57.5% | 4,901 | 1231.8% | 95.2% | 248 | -96.0% | 4.8% |
| | YE | 201206 | 31,393,220 | -80.8% | 45.2% | 54.8% | 14,137,646 | 9.2% | 45.3% | 17,043,769 | 8.2% | 54.7% | 59,034 | 20.5% | 27.9% | 152,771 | 14.1% | 72.1% |
| | YE | 201306 | 32,512,799 | 3.6% | 44.6% | 55.4% | 14,459,347 | 2.3% | 44.8% | 17,794,022 | 4.4% | 55.2% | 33,055 | -44.0% | 12.7% | 226,375 | 48.2% | 87.3% |
| | YE | 201406 | 34,285,615 | 5.5% | 43.2% | 56.8% | 14,745,265 | 2.0% | 43.2% | 19,356,046 | 8.8% | 56.8% | 58,261 | 76.3% | 31.6% | 126,043 | -44.3% | 68.4% |
| Middle East | 2013 | 6 | 605,777 | -4.2% | 46.7% | 53.3% | 282,850 | 25.1% | 46.8% | 322,171 | -20.4% | 53.2% | 292 | -25.5% | 38.6% | 464 | -58.1% | 61.4% |
| | 2014 | 6 | 862,028 | 42.3% | 37.6% | 62.4% | 323,942 | 14.5% | 37.6% | 537,622 | 66.9% | 62.4% | - | -100.0% | 0.0% | 464 | 0.0% | 100.0% |
| | YE | 201206 | 6,958,905 | -95.9% | 39.7% | 60.3% | 2,764,595 | -3.2% | 39.8% | 4,180,348 | 22.8% | 60.2% | 1,466 | 1323.3% | 10.5% | 12,496 | 63.5% | 89.5% |
| | YE | 201306 | 7,500,066 | 7.8% | 38.8% | 61.2% | 2,890,237 | 4.5% | 38.7% | 4,586,567 | 9.7% | 61.3% | 19,250 | 1213.1% | 82.8% | 4,012 | -67.9% | 17.2% |
| | YE | 201406 | 8,802,082 | 17.4% | 37.0% | 63.0% | 3,251,806 | 12.5% | 37.0% | 5,544,409 | 20.9% | 63.0% | 1,227 | -93.6% | 20.9% | 4,640 | 15.7% | 79.1% |
| South America | 2013 | 6 | 1,428,727 | 12.4% | 68.1% | 31.9% | 971,434 | 15.1% | 68.0% | 456,105 | 9.8% | 32.0% | 1,188 | -88.8% | 100.0% | - | -100.0% | 0.0% |
| | 2014 | 6 | 1,557,150 | 9.0% | 67.9% | 32.1% | 1,053,014 | 8.4% | 67.8% | 500,041 | 9.6% | 32.2% | 4,095 | 244.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 15,239,405 | -91.7% | 68.2% | 31.8% | 10,299,929 | 0.7% | 68.0% | 4,849,644 | 8.5% | 32.0% | 89,332 | 522.6% | 99.4% | 500 | 557.9% | 0.6% |
| | YE | 201306 | 16,871,698 | 10.7% | 67.0% | 33.0% | 11,189,341 | 8.6% | 66.8% | 5,569,643 | 14.8% | 33.2% | 112,458 | 25.9% | 99.8% | 256 | -48.8% | 0.2% |
| | YE | 201406 | 18,188,439 | 7.8% | 67.5% | 32.5% | 12,235,933 | 9.4% | 67.4% | 5,915,184 | 6.2% | 32.6% | 37,322 | -66.8% | 100.0% | - | -100.0% | 0.0% |
| The Caribbean | 2013 | 6 | 2,154,473 | -3.4% | 91.3% | 8.7% | 1,815,890 | 1.0% | 90.7% | 186,804 | -18.3% | 9.3% | 151,779 | -25.5% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 2,453,539 | 13.9% | 91.3% | 8.7% | 2,068,905 | 13.9% | 90.7% | 213,041 | 14.0% | 9.3% | 171,593 | 13.1% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 24,713,744 | -88.1% | 88.7% | 11.3% | 19,999,232 | 3.1% | 87.8% | 2,789,490 | 5.0% | 12.2% | 1,922,981 | 51.2% | 99.9% | 2,041 | -19.4% | 0.1% |
| | YE | 201306 | 24,339,870 | -1.5% | 89.3% | 10.7% | 20,062,751 | 0.3% | 88.5% | 2,599,302 | -6.8% | 11.5% | 1,676,921 | -12.8% | 99.9% | 896 | -56.1% | 0.1% |
| | YE | 201406 | 25,335,225 | 4.1% | 90.5% | 9.5% | 21,232,573 | 5.8% | 89.8% | 2,405,216 | -7.5% | 10.2% | 1,696,587 | 1.2% | 99.9% | 849 | -5.2% | 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 | 2013 | 6 | 643 | -7.2% | 47.0% | 53.0% | 275 | -12.4% | 44.6% | 341 | -1.4% | 55.4% | 27 | -15.6% | 100.0% | - | -100.0% | 0.0% |
| | 2014 | 6 | 653 | 1.6% | 48.1% | 51.9% | 287 | 4.4% | 45.8% | 339 | -0.6% | 54.2% | 27 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 7,622 | -1.2% | 51.0% | 49.0% | 3,548 | -2.8% | 48.8% | 3,727 | 0.4% | 51.2% | 342 | 1.2% | 98.6% | 5 | -44.4% | 1.4% |
| | YE | 201306 | 7,314 | -4.0% | 48.0% | 52.0% | 3,146 | -11.3% | 45.4% | 3,791 | 1.7% | 54.6% | 367 | 7.3% | 97.3% | 10 | 100.0% | 2.7% |
| | YE | 201406 | 7,254 | -0.8% | 48.9% | 51.1% | 3,200 | 1.7% | 46.4% | 3,701 | -2.4% | 53.6% | 347 | -5.4% | 98.3% | 6 | -40.0% | 1.7% |
| Australia/Oceania | 2013 | 6 | 1,919 | 4.8% | 39.9% | 60.1% | 705 | 14.4% | 37.9% | 1,153 | 0.9% | 62.1% | 61 | -15.3% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 2,013 | 4.9% | 38.2% | 61.8% | 706 | 0.1% | 36.2% | 1,245 | 8.0% | 63.8% | 62 | 1.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 21,912 | -24.5% | 38.8% | 61.2% | 7,628 | -1.1% | 36.3% | 13,414 | 4.9% | 63.7% | 869 | 10.8% | 99.9% | 1 | -97.4% | 0.1% |
| | YE | 201306 | 21,958 | 0.2% | 41.3% | 58.7% | 8,138 | 6.7% | 38.7% | 12,885 | -3.9% | 61.3% | 928 | 6.8% | 99.3% | 7 | 600.0% | 0.7% |
| | YE | 201406 | 23,294 | 6.1% | 40.1% | 59.9% | 8,542 | 5.0% | 38.0% | 13,962 | 8.4% | 62.0% | 789 | -15.0% | 99.9% | 1 | -85.7% | 0.1% |
| Canada | 2013 | 6 | 34,419 | -3.1% | 66.1% | 33.9% | 22,285 | 0.0% | 65.8% | 11,566 | -8.8% | 34.2% | 474 | 3.0% | 83.5% | 94 | -8.7% | 16.5% |
| | 2014 | 6 | 31,932 | -7.2% | 70.8% | 29.2% | 22,278 | 0.0% | 70.7% | 9,211 | -20.4% | 29.3% | 331 | -30.2% | 74.7% | 112 | 19.1% | 25.3% |
| | YE | 201206 | 417,185 | -6.6% | 62.1% | 37.9% | 252,734 | -1.5% | 61.8% | 156,398 | 2.3% | 38.2% | 6,389 | 2.2% | 79.3% | 1,664 | -22.3% | 20.7% |
| | YE | 201306 | 425,647 | 2.0% | 61.6% | 38.4% | 257,038 | 1.7% | 61.3% | 162,026 | 3.6% | 38.7% | 5,100 | -20.2% | 77.5% | 1,483 | -10.9% | 22.5% |
| | YE | 201406 | 392,501 | -7.8% | 66.1% | 33.9% | 254,412 | -1.0% | 65.9% | 131,782 | -18.7% | 34.1% | 5,015 | -1.7% | 79.5% | 1,292 | -12.9% | 20.5% |
| Central America | 2013 | 6 | 26,069 | 3.2% | 80.4% | 19.6% | 20,208 | 3.1% | 80.3% | 4,946 | 6.4% | 19.7% | 763 | -15.6% | 83.4% | 152 | 38.2% | 16.6% |
| | 2014 | 6 | 27,808 | 6.7% | 80.5% | 19.5% | 21,683 | 7.3% | 80.7% | 5,194 | 5.0% | 19.3% | 699 | -8.4% | 75.1% | 232 | 52.6% | 24.9% |
| | YE | 201206 | 295,187 | -59.3% | 80.6% | 19.4% | 228,412 | 7.6% | 80.2% | 56,561 | 4.0% | 19.8% | 9,407 | -21.8% | 92.1% | 807 | 30.0% | 7.9% |
| | YE | 201306 | 308,310 | 4.4% | 79.9% | 20.1% | 237,432 | 3.9% | 79.5% | 61,078 | 8.0% | 20.5% | 8,929 | -5.1% | 91.1% | 871 | 7.9% | 8.9% |
| | YE | 201406 | 322,058 | 4.5% | 79.9% | 20.1% | 248,485 | 4.7% | 79.6% | 63,497 | 4.0% | 20.4% | 8,976 | 0.5% | 89.1% | 1,100 | 26.3% | 10.9% |
| Europe | 2013 | 6 | 25,763 | 1.1% | 53.2% | 46.8% | 13,369 | -0.3% | 52.9% | 11,900 | 2.5% | 47.1% | 329 | 13.4% | 66.6% | 165 | -8.8% | 33.4% |
| | 2014 | 6 | 26,398 | 2.5% | 53.2% | 46.8% | 13,795 | 3.2% | 53.0% | 12,213 | 2.6% | 47.0% | 250 | -24.0% | 64.1% | 140 | -15.2% | 35.9% |
| | YE | 201206 | 272,294 | -72.8% | 52.8% | 47.2% | 139,689 | -1.3% | 52.4% | 127,108 | 1.1% | 47.6% | 4,185 | -6.4% | 76.1% | 1,312 | -19.3% | 23.9% |
| | YE | 201306 | 264,887 | -2.7% | 52.0% | 48.0% | 133,989 | -4.1% | 51.6% | 125,897 | -1.0% | 48.4% | 3,722 | -11.1% | 74.4% | 1,279 | -2.5% | 25.6% |
| | YE | 201406 | 272,078 | 2.7% | 52.1% | 47.9% | 137,951 | 3.0% | 51.6% | 129,313 | 2.7% | 48.4% | 3,901 | 4.8% | 81.0% | 913 | -28.6% | 19.0% |

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

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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 |
| Far East | 2013 | 6 | 12,882 | 3.6% | 46.8% | 53.2% | 5,662 | -1.0% | 45.6% | 6,743 | 5.8% | 54.4% | 364 | 31.4% | 76.3% | 113 | 66.2% | 23.7% |
| | 2014 | 6 | 13,273 | 3.0% | 43.9% | 56.1% | 5,474 | -3.3% | 42.6% | 7,375 | 9.4% | 57.4% | 349 | -4.1% | 82.3% | 75 | -33.6% | 17.7% |
| | YE | 201206 | 150,661 | -86.8% | 47.3% | 52.7% | 68,065 | 5.4% | 46.6% | 77,959 | 3.8% | 53.4% | 3,232 | -4.6% | 69.7% | 1,405 | -35.3% | 30.3% |
| | YE | 201306 | 151,947 | 0.9% | 47.3% | 52.7% | 67,494 | -0.8% | 46.2% | 78,601 | 0.8% | 53.8% | 4,330 | 34.0% | 74.0% | 1,522 | 8.3% | 26.0% |
| | YE | 201406 | 159,301 | 4.8% | 45.4% | 54.6% | 67,523 | 0.0% | 44.0% | 85,902 | 9.3% | 56.0% | 4,748 | 9.7% | 80.8% | 1,128 | -25.9% | 19.2% |
| Middle East | 2013 | 6 | 2,110 | -4.6% | 50.3% | 49.7% | 1,011 | 24.7% | 49.4% | 1,034 | -23.8% | 50.6% | 51 | 41.7% | 78.5% | 14 | 75.0% | 21.5% |
| | 2014 | 6 | 2,812 | 33.3% | 40.4% | 59.6% | 1,134 | 12.2% | 40.4% | 1,670 | 61.5% | 59.6% | 2 | -96.1% | 25.0% | 6 | -57.1% | 75.0% |
| | YE | 201206 | 24,251 | -97.9% | 42.7% | 57.3% | 9,979 | -4.0% | 41.9% | 13,821 | 22.3% | 58.1% | 378 | 127.7% | 83.8% | 73 | 30.4% | 16.2% |
| | YE | 201306 | 26,456 | 9.1% | 42.3% | 57.7% | 10,556 | 5.8% | 41.0% | 15,183 | 9.9% | 59.0% | 645 | 70.6% | 90.0% | 72 | -1.4% | 10.0% |
| | YE | 201406 | 29,559 | 11.7% | 40.8% | 59.2% | 11,580 | 9.7% | 39.9% | 17,421 | 14.7% | 60.1% | 467 | -27.6% | 83.7% | 91 | 26.4% | 16.3% |
| South America | 2013 | 6 | 8,429 | 9.2% | 68.8% | 31.2% | 5,444 | 11.2% | 67.6% | 2,609 | 12.6% | 32.4% | 357 | -27.4% | 94.9% | 19 | 46.2% | 5.1% |
| | 2014 | 6 | 9,213 | 9.3% | 68.3% | 31.7% | 5,934 | 9.0% | 67.1% | 2,908 | 11.5% | 32.9% | 354 | -0.8% | 95.4% | 17 | -10.5% | 4.6% |
| | YE | 201206 | 97,227 | -92.3% | 68.1% | 31.9% | 60,379 | 2.4% | 66.3% | 30,745 | 3.3% | 33.7% | 5,873 | 5.0% | 96.2% | 230 | -80.8% | 3.8% |
| | YE | 201306 | 102,868 | 5.8% | 67.3% | 32.7% | 63,879 | 5.8% | 65.6% | 33,453 | 8.8% | 34.4% | 5,357 | -8.8% | 96.8% | 179 | -22.2% | 3.2% |
| | YE | 201406 | 107,351 | 4.4% | 67.5% | 32.5% | 68,186 | 6.7% | 66.3% | 34,711 | 3.8% | 33.7% | 4,251 | -20.6% | 95.4% | 203 | 13.4% | 4.6% |
| The Caribbean | 2013 | 6 | 18,370 | -1.4% | 91.6% | 8.4% | 15,738 | 2.3% | 91.3% | 1,502 | -16.2% | 8.7% | 1,090 | -23.1% | 96.5% | 40 | -2.4% | 3.5% |
| | 2014 | 6 | 20,571 | 12.0% | 91.6% | 8.4% | 17,617 | 11.9% | 91.3% | 1,685 | 12.2% | 8.7% | 1,229 | 12.8% | 96.8% | 40 | 0.0% | 3.2% |
| | YE | 201206 | 209,923 | -85.6% | 89.6% | 10.4% | 173,260 | 4.0% | 89.0% | 21,358 | 3.6% | 11.0% | 14,771 | 17.1% | 96.5% | 534 | -0.7% | 3.5% |
| | YE | 201306 | 208,202 | -0.8% | 90.1% | 9.9% | 174,831 | 0.9% | 89.6% | 20,192 | -5.5% | 10.4% | 12,657 | -14.3% | 96.0% | 522 | -2.2% | 4.0% |
| | YE | 201406 | 218,088 | 4.7% | 90.9% | 9.1% | 185,362 | 6.0% | 90.5% | 19,405 | -3.9% | 9.5% | 12,814 | 1.2% | 96.2% | 507 | -2.9% | 3.8% |

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 |
| Africa | 2013 | 6 | 3,141 | -6.6% | 49.1% | 50.9% | 837 | -9.4% | 34.4% | 1,598 | -5.9% | 65.6% | 705 | -4.5% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 3,220 | 2.5% | 47.8% | 52.2% | 715 | -14.6% | 29.8% | 1,682 | 5.3% | 70.2% | 822 | 16.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 34,475 | 7.8% | 51.3% | 48.7% | 11,134 | -8.3% | 39.9% | 16,803 | 16.9% | 60.1% | 6,539 | 21.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 36,494 | 5.9% | 47.7% | 52.3% | 10,183 | -8.5% | 35.1% | 18,818 | 12.0% | 64.9% | 7,211 | 10.3% | 96.2% | 282 | 0.0% | 3.8% |
| | YE | 201406 | 34,588 | -5.2% | 48.2% | 51.8% | 8,702 | -14.5% | 33.0% | 17,653 | -6.2% | 67.0% | 7,961 | 10.4% | 96.7% | 272 | -3.6% | 3.3% |
| Australia/Oceania | 2013 | 6 | 14,543 | -7.8% | 57.1% | 42.9% | 5,879 | -2.2% | 48.5% | 6,239 | -11.1% | 51.5% | 2,425 | -11.7% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 15,836 | 8.9% | 54.3% | 45.7% | 6,437 | 9.5% | 47.1% | 7,236 | 16.0% | 52.9% | 2,163 | -10.8% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 172,196 | -14.6% | 57.4% | 42.6% | 68,939 | 0.0% | 48.5% | 73,298 | 3.6% | 51.5% | 29,896 | 7.2% | 99.8% | 64 | -96.9% | 0.2% |
| | YE | 201306 | 183,027 | 6.3% | 59.1% | 40.9% | 71,049 | 3.1% | 48.8% | 74,593 | 1.8% | 51.2% | 37,184 | 24.4% | 99.5% | 200 | 214.6% | 0.5% |
| | YE | 201406 | 180,908 | -1.2% | 55.5% | 44.5% | 73,662 | 3.7% | 47.8% | 80,405 | 7.8% | 52.2% | 26,811 | -27.9% | 99.9% | 29 | -85.3% | 0.1% |
| Canada | 2013 | 6 | 28,136 | 1.2% | 77.2% | 22.8% | 19,876 | -5.9% | 80.4% | 4,857 | 4.4% | 19.6% | 1,837 | 175.8% | 54.0% | 1,567 | 14.9% | 46.0% |
| | 2014 | 6 | 28,169 | 0.1% | 76.2% | 23.8% | 19,667 | -1.0% | 81.2% | 4,561 | -6.1% | 18.8% | 1,801 | -2.0% | 45.7% | 2,140 | 36.6% | 54.3% |
| | YE | 201206 | 330,747 | -40.6% | 76.3% | 23.7% | 234,728 | 2.3% | 79.6% | 60,031 | -28.2% | 20.4% | 17,758 | 5.0% | 49.3% | 18,230 | -28.6% | 50.7% |
| | YE | 201306 | 326,996 | -1.1% | 77.2% | 22.8% | 239,947 | 2.2% | 80.5% | 58,252 | -3.0% | 19.5% | 12,646 | -28.8% | 43.9% | 16,150 | -11.4% | 56.1% |
| | YE | 201406 | 329,968 | 0.9% | 77.7% | 22.3% | 238,125 | -0.8% | 80.5% | 57,808 | -0.8% | 19.5% | 18,375 | 45.3% | 54.0% | 15,659 | -3.0% | 46.0% |
| Central America | 2013 | 6 | 55,750 | -3.9% | 71.3% | 28.7% | 34,289 | 3.1% | 68.3% | 15,892 | -6.4% | 31.7% | 5,480 | -28.9% | 98.4% | 90 | -9.3% | 1.6% |
| | 2014 | 6 | 49,022 | -12.1% | 78.7% | 21.3% | 34,317 | 0.1% | 77.6% | 9,885 | -37.8% | 22.4% | 4,276 | -22.0% | 88.7% | 545 | 508.2% | 11.3% |
| | YE | 201206 | 685,931 | -45.2% | 70.9% | 29.1% | 375,015 | 8.3% | 65.4% | 198,708 | -1.8% | 34.6% | 111,132 | -23.1% | 99.0% | 1,076 | -38.7% | 1.0% |
| | YE | 201306 | 648,957 | -5.4% | 71.6% | 28.4% | 402,642 | 7.4% | 68.6% | 184,177 | -7.3% | 31.4% | 61,716 | -44.5% | 99.3% | 422 | -60.8% | 0.7% |
| | YE | 201406 | 648,792 | 0.0% | 74.7% | 25.3% | 420,462 | 4.4% | 73.2% | 153,764 | -16.5% | 26.8% | 63,962 | 3.6% | 85.8% | 10,605 | 2410.7% | 14.2% |
| Europe | 2013 | 6 | 248,465 | -0.2% | 45.2% | 54.8% | 93,860 | -3.5% | 41.2% | 133,856 | -0.6% | 58.8% | 18,543 | 15.8% | 89.4% | 2,207 | 122.0% | 10.6% |
| | 2014 | 6 | 241,892 | -2.6% | 46.8% | 53.2% | 100,267 | 6.8% | 43.9% | 128,366 | -4.1% | 56.1% | 12,855 | -30.7% | 97.0% | 404 | -81.7% | 3.0% |
| | YE | 201206 | 2,949,656 | -32.4% | 45.8% | 54.2% | 1,133,969 | -6.2% | 41.8% | 1,581,538 | -4.7% | 58.2% | 217,577 | 0.7% | 92.9% | 16,572 | -38.7% | 7.1% |
| | YE | 201306 | 2,812,875 | -4.6% | 45.4% | 54.6% | 1,071,265 | -5.5% | 41.3% | 1,524,121 | -3.6% | 58.7% | 204,476 | -6.0% | 94.0% | 13,014 | -21.5% | 6.0% |
| | YE | 201406 | 2,908,319 | 3.4% | 47.1% | 52.9% | 1,146,936 | 7.1% | 42.8% | 1,531,856 | 0.5% | 57.2% | 223,683 | 9.4% | 97.5% | 5,844 | -55.1% | 2.5% |

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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**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 | 2013 | 6 | 289,708 | -3.4% | 37.7% | 62.3% | 75,713 | -22.4% | 30.7% | 171,102 | -0.3% | 69.3% | 33,409 | 32.9% | 77.9% | 9,485 | 64.0% | 22.1% |
| | 2014 | 6 | 313,303 | 8.1% | 35.3% | 64.7% | 77,986 | 3.0% | 28.6% | 195,004 | 14.0% | 71.4% | 32,583 | -2.5% | 80.8% | 7,730 | -18.5% | 19.2% |
| | YE | 201206 | 3,470,217 | 329.5% | 39.9% | 60.1% | 1,132,638 | -4.8% | 36.0% | 2,012,522 | -5.0% | 64.0% | 250,598 | -3.7% | 77.1% | 74,460 | -49.7% | 22.9% |
| | YE | 201306 | 3,394,655 | -2.2% | 40.1% | 59.9% | 992,130 | -12.4% | 33.4% | 1,974,727 | -1.9% | 66.6% | 369,246 | 47.3% | 86.3% | 58,552 | -21.4% | 13.7% |
| | YE | 201406 | 3,515,181 | 3.6% | 37.4% | 62.6% | 896,438 | -9.6% | 29.5% | 2,143,531 | 8.5% | 70.5% | 417,481 | 13.1% | 87.9% | 57,732 | -1.4% | 12.1% |
| Middle East | 2013 | 6 | 22,649 | 3.0% | 64.4% | 35.6% | 12,458 | 25.0% | 61.2% | 7,887 | -22.6% | 38.8% | 2,121 | 16.7% | 92.0% | 184 | 3007.8% | 8.0% |
| | 2014 | 6 | 29,942 | 32.2% | 57.1% | 42.9% | 16,944 | 36.0% | 57.1% | 12,745 | 61.6% | 42.9% | 158 | -92.6% | 62.4% | 95 | -48.3% | 37.6% |
| | YE | 201206 | 252,653 | -69.6% | 57.3% | 42.7% | 123,421 | 3.7% | 53.4% | 107,684 | 6.6% | 46.6% | 21,347 | 356.8% | 99.1% | 200 | -78.4% | 0.9% |
| | YE | 201306 | 281,413 | 11.4% | 55.8% | 44.2% | 136,700 | 10.8% | 52.6% | 123,160 | 14.4% | 47.4% | 20,385 | -4.5% | 94.6% | 1,169 | 483.7% | 5.4% |
| | YE | 201406 | 345,034 | 22.6% | 59.2% | 40.8% | 181,903 | 33.1% | 56.6% | 139,522 | 13.3% | 43.4% | 22,401 | 9.9% | 94.9% | 1,208 | 3.4% | 5.1% |
| South America | 2013 | 6 | 102,199 | 3.0% | 59.7% | 40.3% | 35,240 | -19.0% | 47.3% | 39,299 | 64.1% | 52.7% | 25,781 | -16.7% | 93.2% | 1,880 | 127.3% | 6.8% |
| | 2014 | 6 | 121,064 | 18.5% | 55.8% | 44.2% | 45,620 | 29.5% | 46.9% | 51,727 | 31.6% | 53.1% | 21,943 | -14.9% | 92.5% | 1,774 | -5.6% | 7.5% |
| | YE | 201206 | 1,396,404 | 44.8% | 65.5% | 34.5% | 548,806 | 14.7% | 54.0% | 468,186 | 0.6% | 46.0% | 365,192 | 15.0% | 96.3% | 14,220 | -82.2% | 3.7% |
| | YE | 201306 | 1,373,963 | -1.6% | 60.4% | 39.6% | 485,718 | -11.5% | 47.9% | 527,881 | 12.8% | 52.1% | 343,687 | -5.9% | 95.4% | 16,677 | 17.3% | 4.6% |
| | YE | 201406 | 1,417,526 | 3.2% | 54.6% | 45.4% | 475,841 | -2.0% | 43.3% | 624,234 | 18.3% | 56.7% | 297,572 | -13.4% | 93.7% | 19,879 | 19.2% | 6.3% |
| The Caribbean | 2013 | 6 | 11,120 | 37.7% | 93.9% | 6.1% | 10,044 | 43.2% | 96.1% | 409 | -1.3% | 3.9% | 396 | 53.1% | 59.4% | 271 | -30.3% | 40.6% |
| | 2014 | 6 | 13,010 | 17.0% | 93.7% | 6.3% | 11,070 | 10.2% | 96.3% | 428 | 4.6% | 3.7% | 1,118 | 181.9% | 73.9% | 394 | 45.6% | 26.1% |
| | YE | 201206 | 133,820 | -86.3% | 92.6% | 7.4% | 116,818 | 10.9% | 95.6% | 5,385 | -1.0% | 4.4% | 7,126 | -71.5% | 61.3% | 4,490 | -11.7% | 38.7% |
| | YE | 201306 | 137,951 | 3.1% | 92.6% | 7.4% | 116,942 | 0.1% | 95.0% | 6,134 | 13.9% | 5.0% | 10,862 | 52.4% | 73.0% | 4,013 | -10.6% | 27.0% |
| | YE | 201406 | 140,675 | 2.0% | 93.3% | 6.7% | 120,522 | 3.1% | 95.7% | 5,372 | -12.4% | 4.3% | 10,662 | -1.8% | 72.1% | 4,119 | 2.6% | 27.9% |

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

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Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

| Country 2/ | Period | Total Traffic | | | | Scheduled Service | | | | | | Nonscheduled Service | | | | | | |
|----------------|--------|---------------|------------|--------------|----------------------|-------------------|------------|--------------|--------------|------------|--------------|----------------------|------------|--------------|--------------|------------|--------------|--------|
| | | Total | Yr/Yr Chg. | US Mkt Share | Foreign Market Share | US Flag | | | Foreign Flag | | | US Flag | | | Foreign Flag | | | |
| | | | | | | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | |
| Canada | 2013 | 6 | 1,996,055 | 3.3% | 58.0% | 42.0% | 1,146,039 | 10.0% | 57.7% | 838,979 | -4.7% | 42.3% | 10,680 | 3.3% | 96.8% | 357 | 67.6% | 3.2% |
| | 2014 | 6 | 2,037,531 | 2.1% | 64.6% | 35.4% | 1,311,908 | 14.5% | 64.5% | 721,631 | -14.0% | 35.5% | 3,986 | -62.7% | 99.8% | 6 | -98.3% | 0.2% |
| | YE | 201206 | 23,616,286 | 3.6% | 51.8% | 48.2% | 11,953,533 | 0.0% | 51.3% | 11,367,671 | 7.6% | 48.7% | 276,062 | 4.6% | 93.6% | 19,020 | 3.8% | 6.4% |
| | YE | 201306 | 24,987,131 | 5.8% | 50.9% | 49.1% | 12,521,611 | 4.8% | 50.6% | 12,244,684 | 7.7% | 49.4% | 203,043 | -26.5% | 91.9% | 17,793 | -6.5% | 8.1% |
| | YE | 201406 | 24,975,442 | 0.0% | 56.9% | 43.1% | 14,008,114 | 11.9% | 56.6% | 10,756,878 | -12.2% | 43.4% | 195,208 | -3.9% | 92.8% | 15,242 | -14.3% | 7.2% |
| Mexico | 2013 | 6 | 1,802,981 | 12.7% | 87.0% | 13.0% | 1,535,356 | 12.2% | 87.6% | 217,042 | 15.4% | 12.4% | 34,058 | 10.5% | 67.3% | 16,525 | 39.7% | 32.7% |
| | 2014 | 6 | 1,969,933 | 9.3% | 86.4% | 13.6% | 1,666,943 | 8.6% | 87.4% | 240,984 | 11.0% | 12.6% | 34,731 | 2.0% | 56.0% | 27,275 | 65.1% | 44.0% |
| | YE | 201206 | 18,788,681 | 5.0% | 86.8% | 13.2% | 16,113,158 | 6.2% | 87.0% | 2,404,521 | -1.7% | 13.0% | 191,200 | -18.4% | 70.6% | 79,802 | 52.6% | 29.4% |
| | YE | 201306 | 20,003,179 | 6.5% | 87.2% | 12.8% | 17,124,560 | 6.3% | 87.3% | 2,485,553 | 3.4% | 12.7% | 315,670 | 65.1% | 80.3% | 77,396 | -3.0% | 19.7% |
| | YE | 201406 | 21,832,991 | 9.1% | 86.5% | 13.5% | 18,526,987 | 8.2% | 86.6% | 2,856,557 | 14.9% | 13.4% | 362,490 | 14.8% | 80.7% | 86,957 | 12.4% | 19.3% |
| United Kingdom | 2013 | 6 | 1,704,456 | 1.1% | 39.9% | 60.1% | 679,026 | -0.6% | 40.6% | 991,724 | 2.8% | 59.4% | 407 | 342.4% | 1.2% | 33,299 | -11.7% | 98.8% |
| | 2014 | 6 | 1,697,358 | -0.4% | 39.5% | 60.5% | 670,987 | -1.2% | 40.2% | 996,215 | 0.5% | 59.8% | 234 | -42.5% | 0.8% | 29,922 | -10.1% | 99.2% |
| | YE | 201206 | 16,909,431 | 3.2% | 39.8% | 60.2% | 6,724,503 | -1.1% | 40.3% | 9,951,689 | 7.4% | 59.7% | 2,201 | -19.1% | 0.9% | 231,038 | -25.7% | 99.1% |
| | YE | 201306 | 16,995,896 | 0.5% | 38.8% | 61.2% | 6,583,958 | -2.1% | 39.3% | 10,167,348 | 2.2% | 60.7% | 3,007 | 36.6% | 1.2% | 241,583 | 4.6% | 98.8% |
| | YE | 201406 | 17,199,242 | 1.2% | 38.6% | 61.4% | 6,639,909 | 0.8% | 39.0% | 10,378,862 | 2.1% | 61.0% | 2,795 | -7.1% | 1.5% | 177,676 | -26.5% | 98.5% |
| Japan | 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% |
| | 2014 | 6 | 974,692 | -4.3% | 62.2% | 37.8% | 605,827 | -7.7% | 62.2% | 368,855 | 2.1% | 37.8% | 10 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201206 | 10,900,480 | 6.3% | 66.0% | 34.0% | 7,177,386 | 5.5% | 66.7% | 3,583,583 | 7.2% | 33.3% | 22,088 | 72.3% | 15.8% | 117,423 | 23.5% | 84.2% |
| | YE | 201306 | 11,776,968 | 8.0% | 64.3% | 35.7% | 7,557,172 | 5.3% | 65.2% | 4,039,805 | 12.7% | 34.8% | 19,206 | -13.0% | 10.7% | 160,785 | 36.9% | 89.3% |
| | YE | 201406 | 11,644,749 | -1.1% | 62.1% | 37.9% | 7,220,893 | -4.4% | 62.5% | 4,328,883 | 7.2% | 37.5% | 6,512 | -66.1% | 6.9% | 88,461 | -45.0% | 93.1% |
| Germany | 2013 | 6 | 1,039,035 | 4.3% | 44.4% | 55.6% | 461,733 | 3.5% | 44.4% | 577,229 | 5.0% | 55.6% | 73 | 1116.7% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 1,043,201 | 0.4% | 43.2% | 56.8% | 450,313 | -2.5% | 43.2% | 592,884 | 2.7% | 56.8% | 2 | -97.3% | 50.0% | 2 | 0.0% | 50.0% |
| | YE | 201206 | 9,718,843 | 1.3% | 43.0% | 57.0% | 4,173,620 | 3.0% | 43.0% | 5,541,568 | 0.1% | 57.0% | 3,436 | 109.6% | 94.0% | 219 | 0.9% | 6.0% |
| | YE | 201306 | 9,951,553 | 2.4% | 43.4% | 56.6% | 4,315,656 | 3.4% | 43.4% | 5,633,540 | 1.7% | 56.6% | 2,348 | -31.7% | 99.6% | 9 | -95.9% | 0.4% |
| | YE | 201406 | 10,239,893 | 2.9% | 44.1% | 55.9% | 4,512,569 | 4.6% | 44.1% | 5,724,209 | 1.6% | 55.9% | 3,103 | 32.2% | 99.6% | 12 | 33.3% | 0.4% |

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 201406 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 | 2013 | 6 | 682,773 | 4.5% | 46.8% | 53.2% | 319,427 | 12.5% | 46.8% | 363,317 | -1.5% | 53.2% | 27 | -78.9% | 93.1% | 2 | 0.0% | 6.9% |
| | 2014 | 6 | 711,213 | 4.2% | 48.7% | 51.3% | 346,123 | 8.4% | 48.7% | 364,896 | 0.4% | 51.3% | 193 | 614.8% | 99.5% | 1 | -50.0% | 0.5% |
| | YE | 201206 | 6,327,114 | 3.1% | 43.4% | 56.6% | 2,742,886 | 6.6% | 43.4% | 3,582,026 | 0.5% | 56.6% | 2,149 | 29.1% | 97.6% | 53 | 178.9% | 2.4% |
| | YE | 201306 | 6,195,357 | -2.1% | 44.2% | 55.8% | 2,735,226 | -0.3% | 44.2% | 3,457,708 | -3.5% | 55.8% | 2,353 | 9.5% | 97.1% | 70 | 32.1% | 2.9% |
| | YE | 201406 | 6,677,365 | 7.8% | 47.4% | 52.6% | 3,161,436 | 15.6% | 47.4% | 3,513,997 | 1.6% | 52.6% | 1,293 | -45.0% | 66.9% | 639 | 812.9% | 33.1% |
| Dominican Republic | 2013 | 6 | 521,803 | 4.6% | 99.6% | 0.4% | 482,918 | 7.2% | 99.6% | 1,857 | -12.5% | 0.4% | 37,028 | -20.3% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 584,607 | 12.0% | 99.7% | 0.3% | 550,488 | 14.0% | 99.7% | 1,665 | -10.3% | 0.3% | 32,454 | -12.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 4,855,729 | 6.7% | 99.5% | 0.5% | 4,667,368 | 5.8% | 99.5% | 22,067 | -22.7% | 0.5% | 166,294 | 49.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 5,166,913 | 6.4% | 99.5% | 0.5% | 4,926,468 | 5.6% | 99.4% | 28,065 | 27.2% | 0.6% | 212,380 | 27.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 5,680,814 | 9.9% | 99.7% | 0.3% | 5,448,255 | 10.6% | 99.7% | 18,277 | -34.9% | 0.3% | 214,282 | 0.9% | 100.0% | - | 0.0% | 0.0% |
| Brazil | 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% |
| | 2014 | 6 | 444,518 | 16.2% | 69.0% | 31.0% | 306,250 | 15.1% | 69.0% | 137,725 | 18.2% | 31.0% | 543 | 6687.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 4,210,853 | 12.4% | 66.4% | 33.6% | 2,784,708 | 9.5% | 66.3% | 1,414,833 | 17.5% | 33.7% | 11,308 | 1225.7% | 100.0% | 4 | 100.0% | 0.0% |
| | YE | 201306 | 4,707,173 | 11.8% | 67.2% | 32.8% | 3,160,178 | 13.5% | 67.2% | 1,545,831 | 9.3% | 32.8% | 1,115 | -90.1% | 95.8% | 49 | 1125.0% | 4.2% |
| | YE | 201406 | 5,203,791 | 10.6% | 67.5% | 32.5% | 3,509,940 | 11.1% | 67.5% | 1,691,554 | 9.4% | 32.5% | 2,297 | 106.0% | 100.0% | - | -100.0% | 0.0% |
| South Korea | 2013 | 6 | 424,871 | 4.9% | 17.9% | 82.1% | 75,926 | 41.8% | 17.9% | 348,945 | -0.8% | 82.1% | - | 0.0% | 0.0% | - | -100.0% | 0.0% |
| | 2014 | 6 | 450,219 | 6.0% | 19.3% | 80.7% | 86,988 | 14.6% | 19.3% | 363,057 | 4.0% | 80.7% | - | 0.0% | 0.0% | 174 | 0.0% | 100.0% |
| | YE | 201206 | 4,367,306 | 8.1% | 12.9% | 87.1% | 559,705 | 17.9% | 12.9% | 3,783,329 | 6.6% | 87.1% | 2,916 | 109.9% | 12.0% | 21,356 | 40.3% | 88.0% |
| | YE | 201306 | 4,638,580 | 6.2% | 14.9% | 85.1% | 692,231 | 23.7% | 14.9% | 3,940,627 | 4.2% | 85.1% | 3 | -99.9% | 0.1% | 5,719 | -73.2% | 99.9% |
| | YE | 201406 | 5,010,115 | 8.0% | 19.6% | 80.4% | 966,732 | 39.7% | 19.4% | 4,026,154 | 2.2% | 80.6% | 13,066 | ##### | 75.8% | 4,163 | -27.2% | 24.2% |
| China | 2013 | 6 | 398,718 | 15.4% | 60.9% | 39.1% | 242,972 | 4.4% | 61.6% | 151,265 | 34.1% | 38.4% | - | 0.0% | 0.0% | 4,481 | 0.0% | 100.0% |
| | 2014 | 6 | 450,240 | 12.9% | 55.7% | 44.3% | 250,391 | 3.1% | 55.7% | 199,233 | 31.7% | 44.3% | 616 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201206 | 3,649,633 | 24.7% | 66.4% | 33.6% | 2,416,871 | 28.7% | 66.3% | 1,227,881 | 17.6% | 33.7% | 4,881 | 56.4% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 4,086,128 | 12.0% | 62.2% | 37.8% | 2,537,289 | 5.0% | 62.7% | 1,509,437 | 22.9% | 37.3% | 4,900 | 0.4% | 12.4% | 34,502 | 0.0% | 87.6% |
| | YE | 201406 | 4,725,983 | 15.7% | 57.2% | 42.8% | 2,690,604 | 6.0% | 57.3% | 2,002,450 | 32.7% | 42.7% | 13,378 | 173.0% | 40.6% | 19,551 | -43.3% | 59.4% |

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Passengers

| Country 2/ | Period | Total Traffic | | | | Scheduled Service | | | | | | Nonscheduled Service | | | | | | |
|---------------------|--------|---------------|------------|--------------|----------------------|-------------------|------------|--------------|--------------|------------|--------------|----------------------|------------|--------------|--------------|------------|--------------|-------|
| | | Total | Yr/Yr Chg. | US Mkt Share | Foreign Market Share | US Flag | | | Foreign Flag | | | US Flag | | | Foreign Flag | | | |
| | | | | | | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | |
| Netherlands | 2013 | 6 | 484,798 | 8.1% | 67.9% | 32.1% | 329,057 | 11.5% | 67.9% | 155,741 | 1.4% | 32.1% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 472,280 | -2.6% | 62.3% | 37.7% | 293,228 | -10.9% | 62.2% | 178,261 | 14.5% | 37.8% | 791 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 4,489,586 | 1.2% | 63.0% | 37.0% | 2,826,063 | 1.0% | 63.0% | 1,663,257 | 1.6% | 37.0% | 266 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 4,574,466 | 1.9% | 65.4% | 34.6% | 2,990,386 | 5.8% | 65.4% | 1,583,628 | -4.8% | 34.6% | 349 | 31.2% | 77.2% | 103 | 0.0% | 22.8% |
| | YE | 201406 | 4,687,688 | 2.5% | 64.9% | 35.1% | 3,043,429 | 1.8% | 64.9% | 1,643,370 | 3.8% | 35.1% | 889 | 154.7% | 100.0% | - | -100.0% | 0.0% |
| Jamaica | 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% |
| | 2014 | 6 | 305,672 | 2.1% | 91.1% | 8.9% | 270,211 | 4.5% | 90.9% | 27,053 | -25.9% | 9.1% | 8,408 | 100.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 3,178,639 | 7.0% | 78.3% | 21.7% | 2,311,649 | 0.0% | 77.1% | 688,272 | 21.0% | 22.9% | 178,718 | 93.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 3,078,733 | -3.1% | 82.3% | 17.7% | 2,502,350 | 8.2% | 82.1% | 544,870 | -20.8% | 17.9% | 31,513 | -82.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 3,083,507 | 0.2% | 87.5% | 12.5% | 2,664,796 | 6.5% | 87.4% | 385,571 | -29.2% | 12.6% | 33,140 | 5.2% | 100.0% | - | 0.0% | 0.0% |
| United Arab Emirate | 2013 | 6 | 237,617 | 11.7% | 34.2% | 65.8% | 81,183 | 24.1% | 34.2% | 156,434 | 6.2% | 65.8% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 312,574 | 31.5% | 35.6% | 64.4% | 111,259 | 37.0% | 35.6% | 201,315 | 28.7% | 64.4% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 2,147,874 | 20.4% | 34.3% | 65.7% | 737,196 | 14.9% | 34.3% | 1,410,677 | 23.4% | 65.7% | 1 | -75.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 2,431,518 | 13.2% | 32.6% | 67.4% | 792,379 | 7.5% | 32.6% | 1,639,079 | 16.2% | 67.4% | 60 | 5900.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 3,031,363 | 24.7% | 32.1% | 67.9% | 972,230 | 22.7% | 32.1% | 2,058,535 | 25.6% | 67.9% | 598 | 896.7% | 100.0% | - | 0.0% | 0.0% |
| Colombia | 2013 | 6 | 252,097 | 10.8% | 57.8% | 42.2% | 145,707 | 16.4% | 57.8% | 106,269 | 4.2% | 42.2% | 121 | -61.7% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 262,198 | 4.0% | 60.5% | 39.5% | 158,754 | 9.0% | 60.5% | 103,444 | -2.7% | 39.5% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 2,325,067 | 0.2% | 53.7% | 46.3% | 1,248,881 | -6.3% | 53.7% | 1,075,692 | 9.1% | 46.3% | 494 | -49.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 2,620,470 | 12.7% | 56.0% | 44.0% | 1,466,609 | 17.4% | 56.0% | 1,152,534 | 7.1% | 44.0% | 1,327 | 168.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 2,895,747 | 10.5% | 58.0% | 42.0% | 1,678,955 | 14.5% | 58.0% | 1,215,946 | 5.5% | 42.0% | 846 | -36.2% | 100.0% | - | 0.0% | 0.0% |
| Australia | 2013 | 6 | 231,114 | 7.9% | 54.0% | 46.0% | 124,854 | 11.7% | 54.0% | 106,260 | 3.7% | 46.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 226,106 | -2.2% | 52.8% | 47.2% | 119,491 | -4.3% | 52.8% | 106,615 | 0.3% | 47.2% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 2,392,425 | 2.4% | 54.5% | 45.5% | 1,303,950 | -0.5% | 54.5% | 1,088,394 | 6.2% | 45.5% | 81 | 200.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 2,606,347 | 8.9% | 54.6% | 45.4% | 1,421,679 | 9.0% | 54.6% | 1,184,316 | 8.8% | 45.4% | 352 | 334.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 2,680,362 | 2.8% | 54.7% | 45.3% | 1,465,268 | 3.1% | 54.7% | 1,215,074 | 2.6% | 45.3% | 20 | -94.3% | 100.0% | - | 0.0% | 0.0% |

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Passengers

| Country 2/ | Period | Total Traffic | | | | Scheduled Service | | | | | | Nonscheduled Service | | | | | | |
|-------------|--------|---------------|------------|--------------|----------------------|-------------------|------------|--------------|--------------|------------|--------------|----------------------|------------|--------------|--------------|------------|--------------|------|
| | | Total | Yr/Yr Chg. | US Mkt Share | Foreign Market Share | US Flag | | | Foreign Flag | | | US Flag | | | Foreign Flag | | | |
| | | | | | | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | |
| Spain | 2013 | 6 | 290,308 | -5.9% | 63.0% | 37.0% | 179,645 | 0.8% | 62.6% | 107,285 | -17.6% | 37.4% | 3,378 | ##### | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 308,269 | 6.2% | 62.6% | 37.4% | 192,741 | 7.3% | 62.6% | 115,188 | 7.4% | 37.4% | 340 | -89.9% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 2,918,544 | 4.2% | 56.2% | 43.8% | 1,636,507 | 4.2% | 56.1% | 1,279,438 | 4.3% | 43.9% | 2,597 | 4.0% | 99.9% | 2 | -98.2% | 0.1% |
| | YE | 201306 | 2,667,495 | -8.6% | 59.7% | 40.3% | 1,588,865 | -2.9% | 59.7% | 1,074,780 | -16.0% | 40.3% | 3,850 | 48.2% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201406 | 2,645,462 | -0.8% | 61.6% | 38.4% | 1,620,354 | 2.0% | 61.5% | 1,016,383 | -5.4% | 38.5% | 8,725 | 126.6% | 100.0% | - | 0.0% | 0.0% |
| Italy | 2013 | 6 | 317,719 | 1.5% | 70.3% | 29.7% | 223,198 | -2.6% | 70.3% | 94,390 | 12.7% | 29.7% | 131 | 6450.0% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 338,247 | 6.5% | 70.3% | 29.7% | 237,782 | 6.5% | 70.3% | 100,457 | 6.4% | 29.7% | 8 | -93.9% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 2,578,497 | -5.2% | 66.8% | 33.2% | 1,721,839 | -4.7% | 66.8% | 856,441 | -6.3% | 33.2% | 217 | 26.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 2,537,010 | -1.6% | 65.7% | 34.3% | 1,666,909 | -3.2% | 65.7% | 869,871 | 1.6% | 34.3% | 220 | 1.4% | 95.7% | 10 | 0.0% | 4.3% |
| | YE | 201406 | 2,642,058 | 4.1% | 66.7% | 33.3% | 1,762,728 | 5.7% | 66.7% | 879,230 | 1.1% | 33.3% | 98 | -55.5% | 98.0% | 2 | -80.0% | 2.0% |
| Panama | 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% |
| | 2014 | 6 | 221,977 | 13.9% | 26.5% | 73.5% | 58,717 | -2.9% | 26.5% | 163,260 | 21.4% | 73.5% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 1,860,282 | 15.7% | 38.2% | 61.8% | 710,387 | 1.7% | 38.2% | 1,149,070 | 26.6% | 61.8% | 825 | -26.1% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 2,241,242 | 20.5% | 31.4% | 68.6% | 701,994 | -1.2% | 31.3% | 1,537,313 | 33.8% | 68.7% | 1,935 | 134.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 2,555,823 | 14.0% | 27.6% | 72.4% | 703,218 | 0.2% | 27.5% | 1,851,469 | 20.4% | 72.5% | 1,079 | -44.2% | 95.0% | 57 | 0.0% | 5.0% |
| Hong Kong | 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% |
| | 2014 | 6 | 239,767 | 18.0% | 28.6% | 71.4% | 66,844 | 22.3% | 28.1% | 171,289 | 15.4% | 71.9% | 1,634 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 2,410,631 | 3.2% | 30.6% | 69.4% | 733,399 | -5.1% | 30.5% | 1,674,167 | 7.3% | 69.5% | 3,065 | -12.5% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 2,404,951 | -0.2% | 27.9% | 72.1% | 669,943 | -8.7% | 27.9% | 1,734,493 | 3.6% | 72.1% | 515 | -83.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 2,517,960 | 4.7% | 24.8% | 75.2% | 623,388 | -6.9% | 24.8% | 1,892,322 | 9.1% | 75.2% | 2,250 | 336.9% | 100.0% | - | 0.0% | 0.0% |
| The Bahamas | 2013 | 6 | 244,155 | -7.8% | 82.9% | 17.1% | 202,134 | -9.6% | 82.9% | 41,707 | 8.4% | 17.1% | 314 | -87.9% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 251,380 | 3.0% | 83.1% | 16.9% | 204,308 | 1.1% | 82.7% | 42,608 | 2.2% | 17.3% | 4,464 | 1321.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 2,574,259 | 3.8% | 82.9% | 17.1% | 2,067,780 | 6.0% | 82.4% | 440,969 | -9.6% | 17.6% | 65,344 | 56.3% | 99.7% | 166 | 0.0% | 0.3% |
| | YE | 201306 | 2,572,315 | -0.1% | 81.4% | 18.6% | 2,075,446 | 0.4% | 81.3% | 477,255 | 8.2% | 18.7% | 19,614 | -70.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201406 | 2,488,921 | -3.2% | 80.8% | 19.2% | 1,995,156 | -3.9% | 80.7% | 478,426 | 0.2% | 19.3% | 15,079 | -23.1% | 98.3% | 260 | 0.0% | 1.7% |

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| | | | | | | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | |
| Costa Rica | 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% |
| | 2014 | 6 | 203,599 | 8.4% | 100.0% | 0.0% | 203,557 | 10.5% | 100.0% | 25 | -99.3% | 0.0% | 17 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 2,279,552 | 5.7% | 92.3% | 7.7% | 2,100,083 | 4.1% | 92.3% | 174,719 | 27.0% | 7.7% | 4,750 | 117.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 2,301,447 | 1.0% | 92.9% | 7.1% | 2,131,850 | 1.5% | 92.9% | 164,114 | -6.1% | 7.1% | 5,483 | 15.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 2,387,218 | 3.7% | 98.8% | 1.2% | 2,350,399 | 10.3% | 98.8% | 28,190 | -82.8% | 1.2% | 8,629 | 57.4% | 100.0% | - | 0.0% | 0.0% |
| Ireland | 2013 | 6 | 235,443 | 21.9% | 50.3% | 49.7% | 118,407 | 27.8% | 50.3% | 116,961 | 17.6% | 49.7% | 75 | -91.8% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 261,753 | 11.2% | 49.1% | 50.9% | 128,465 | 8.5% | 49.1% | 133,142 | 13.8% | 50.9% | 146 | 94.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 1,768,065 | -0.2% | 46.0% | 54.0% | 811,464 | -6.0% | 46.0% | 953,903 | 5.2% | 54.0% | 2,689 | 13.2% | 99.7% | 9 | 12.5% | 0.3% |
| | YE | 201306 | 1,904,275 | 7.7% | 45.0% | 55.0% | 851,322 | 4.9% | 44.8% | 1,047,491 | 9.8% | 55.2% | 5,437 | 102.2% | 99.5% | 25 | 177.8% | 0.5% |
| | YE | 201406 | 2,143,101 | 12.5% | 45.8% | 54.2% | 979,797 | 15.1% | 45.7% | 1,161,946 | 10.9% | 54.3% | 1,246 | -77.1% | 91.8% | 112 | 348.0% | 8.2% |
| Taiwan | 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% |
| | 2014 | 6 | 195,292 | 16.8% | 7.4% | 92.6% | 14,362 | 0.0% | 7.4% | 180,930 | 8.2% | 92.6% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 1,753,948 | 0.6% | 0.3% | 99.7% | 306 | 0.0% | 0.0% | 1,749,373 | 0.6% | 100.0% | 4,269 | -26.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 1,782,666 | 1.6% | 0.0% | 100.0% | - | -100.0% | 0.0% | 1,782,652 | 1.9% | 100.0% | 14 | -99.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 2,008,838 | 12.7% | 4.2% | 95.8% | 83,075 | 0.0% | 4.1% | 1,925,463 | 8.0% | 95.9% | 300 | 2042.9% | 100.0% | - | 0.0% | 0.0% |
| Switzerland | 2013 | 6 | 189,596 | -3.3% | 40.0% | 60.0% | 75,872 | 0.5% | 40.0% | 113,698 | -5.7% | 60.0% | 26 | 23.8% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 189,583 | 0.0% | 38.9% | 61.1% | 73,802 | -2.7% | 38.9% | 115,760 | 1.8% | 61.1% | 19 | -26.9% | 90.5% | 2 | 0.0% | 9.5% |
| | YE | 201206 | 1,951,414 | 0.6% | 39.4% | 60.6% | 769,255 | -2.0% | 39.4% | 1,181,789 | 2.3% | 60.6% | 341 | -9.3% | 92.2% | 29 | -45.3% | 7.8% |
| | YE | 201306 | 2,116,184 | 8.4% | 34.9% | 65.1% | 737,483 | -4.1% | 34.9% | 1,378,435 | 16.6% | 65.1% | 259 | -24.0% | 97.4% | 7 | -75.9% | 2.6% |
| | YE | 201406 | 1,973,663 | -6.7% | 36.4% | 63.6% | 718,970 | -2.5% | 36.4% | 1,254,358 | -9.0% | 63.6% | 325 | 25.5% | 97.0% | 10 | 42.9% | 3.0% |
| Peru | 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% |
| | 2014 | 6 | 148,012 | 8.0% | 51.6% | 48.4% | 76,301 | 16.1% | 51.6% | 71,711 | 0.6% | 48.4% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 1,408,408 | 6.3% | 45.6% | 54.4% | 642,228 | -1.9% | 45.6% | 766,144 | 14.3% | 54.4% | - | -100.0% | 0.0% | 36 | 0.0% | 100.0% |
| | YE | 201306 | 1,522,478 | 8.1% | 42.7% | 57.3% | 650,839 | 1.3% | 42.7% | 871,630 | 13.8% | 57.3% | 9 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201406 | 1,729,676 | 13.6% | 46.6% | 53.4% | 806,717 | 24.0% | 46.6% | 922,917 | 5.9% | 53.4% | 42 | 366.7% | 100.0% | - | 0.0% | 0.0% |

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

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2/ Ranked in descending order according to YE 201406 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 | 2013 | 6 | 2,629,621 | -0.6% | 58.4% | 41.6% | 1,519,595 | 3.4% | 58.2% | 1,093,535 | -5.6% | 41.8% | 15,997 | -6.4% | 97.0% | 494 | 30.7% | 3.0% |
| | 2014 | 6 | 2,585,325 | -1.7% | 64.4% | 35.6% | 1,652,997 | 8.8% | 64.2% | 921,547 | -15.7% | 35.8% | 10,749 | -32.8% | 99.7% | 32 | -93.5% | 0.3% |
| | YE 201206 | | 32,208,295 | 2.7% | 53.3% | 46.7% | 16,769,931 | -0.5% | 52.8% | 15,020,912 | 6.5% | 47.2% | 392,245 | 3.0% | 94.0% | 25,207 | -2.4% | 6.0% |
| | YE 201306 | | 33,465,525 | 3.9% | 51.8% | 48.2% | 17,054,043 | 1.7% | 51.4% | 16,095,537 | 7.2% | 48.6% | 282,320 | -28.0% | 89.4% | 33,625 | 33.4% | 10.6% |
| | YE 201406 | | 31,959,340 | -4.5% | 57.1% | 42.9% | 17,954,585 | 5.3% | 56.8% | 13,682,788 | -15.0% | 43.2% | 301,555 | 6.8% | 93.7% | 20,412 | -39.3% | 6.3% |
| Mexico | 2013 | 6 | 2,151,246 | 8.1% | 86.2% | 13.8% | 1,813,911 | 7.8% | 86.7% | 278,923 | 9.7% | 13.3% | 39,806 | 3.0% | 68.1% | 18,606 | 31.3% | 31.9% |
| | 2014 | 6 | 2,420,644 | 12.5% | 86.0% | 14.0% | 2,038,720 | 12.4% | 86.9% | 307,390 | 10.2% | 13.1% | 42,990 | 8.0% | 57.7% | 31,544 | 69.5% | 42.3% |
| | YE 201206 | | 23,911,818 | 4.0% | 86.4% | 13.6% | 20,391,636 | 5.4% | 86.6% | 3,148,454 | -2.3% | 13.4% | 261,393 | -25.3% | 70.3% | 110,335 | 55.5% | 29.7% |
| | YE 201306 | | 25,366,050 | 6.1% | 85.9% | 14.1% | 21,401,058 | 5.0% | 86.1% | 3,462,299 | 10.0% | 13.9% | 389,300 | 48.9% | 77.4% | 113,393 | 2.8% | 22.6% |
| | YE 201406 | | 27,385,955 | 8.0% | 85.9% | 14.1% | 23,071,262 | 7.8% | 86.1% | 3,733,085 | 7.8% | 13.9% | 457,648 | 17.6% | 78.7% | 123,960 | 9.3% | 21.3% |
| United Kingdom | 2013 | 6 | 1,883,485 | -0.5% | 40.3% | 59.7% | 757,629 | -2.2% | 41.0% | 1,090,338 | 1.3% | 59.0% | 859 | 213.5% | 2.4% | 34,659 | -15.9% | 97.6% |
| | 2014 | 6 | 1,970,591 | 4.6% | 40.3% | 59.7% | 793,243 | 4.7% | 41.0% | 1,143,825 | 4.9% | 59.0% | 1,384 | 61.1% | 4.1% | 32,139 | -7.3% | 95.9% |
| | YE 201206 | | 21,050,962 | 3.2% | 41.1% | 58.9% | 8,635,704 | 0.3% | 41.5% | 12,151,615 | 6.3% | 58.5% | 6,922 | -21.4% | 2.6% | 256,721 | -26.0% | 97.4% |
| | YE 201306 | | 20,884,433 | -0.8% | 40.3% | 59.7% | 8,402,787 | -2.7% | 40.8% | 12,208,647 | 0.5% | 59.2% | 7,344 | 6.1% | 2.7% | 265,655 | 3.5% | 97.3% |
| | YE 201406 | | 21,422,178 | 2.6% | 40.0% | 60.0% | 8,565,290 | 1.9% | 40.4% | 12,655,203 | 3.7% | 59.6% | 9,890 | 34.7% | 4.9% | 191,795 | -27.8% | 95.1% |
| Japan | 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% |
| | 2014 | 6 | 1,158,282 | -5.4% | 61.4% | 38.6% | 711,513 | -8.8% | 61.4% | 446,726 | 1.0% | 38.6% | 43 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | YE 201206 | | 13,634,128 | 5.7% | 65.7% | 34.3% | 8,927,355 | 5.8% | 66.3% | 4,546,068 | 5.0% | 33.7% | 31,999 | 68.2% | 19.9% | 128,706 | 13.1% | 80.1% |
| | YE 201306 | | 14,598,230 | 7.1% | 63.9% | 36.1% | 9,310,541 | 4.3% | 64.7% | 5,086,734 | 11.9% | 35.3% | 24,986 | -21.9% | 12.4% | 175,969 | 36.7% | 87.6% |
| | YE 201406 | | 14,689,130 | 0.6% | 61.3% | 38.7% | 9,004,173 | -3.3% | 61.7% | 5,577,510 | 9.6% | 38.3% | 7,317 | -70.7% | 6.8% | 100,130 | -43.1% | 93.2% |
| Germany | 2013 | 6 | 1,160,176 | 3.7% | 44.9% | 55.1% | 519,102 | 3.0% | 44.8% | 639,785 | 4.0% | 55.2% | 1,289 | 3928.1% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 1,205,577 | 3.9% | 43.6% | 56.4% | 525,881 | 1.3% | 43.6% | 679,389 | 6.2% | 56.4% | 292 | -77.3% | 95.1% | 15 | 0.0% | 4.9% |
| | YE 201206 | | 11,794,989 | 1.4% | 43.4% | 56.6% | 5,113,594 | 3.8% | 43.4% | 6,671,366 | -0.5% | 56.6% | 9,268 | 113.9% | 92.4% | 761 | 16.0% | 7.6% |
| | YE 201306 | | 11,932,058 | 1.2% | 44.1% | 55.9% | 5,250,690 | 2.7% | 44.0% | 6,675,691 | 0.1% | 56.0% | 5,661 | -38.9% | 99.7% | 16 | -97.9% | 0.3% |
| | YE 201406 | | 12,312,776 | 3.2% | 44.8% | 55.2% | 5,507,989 | 4.9% | 44.8% | 6,796,556 | 1.8% | 55.2% | 8,184 | 44.6% | 99.4% | 47 | 193.8% | 0.6% |

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

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Table 4 : Top 25 Foreign Country Gateways 1/

Seats

| Country 2/ | Period | Total Seats | | | | Scheduled Service | | | | | | Nonscheduled Service | | | | | | |
|--------------------|-----------|-------------|------------|--------------|----------------------|-------------------|------------|--------------|--------------|------------|--------------|----------------------|------------|--------------|--------------|------------|--------------|--------|
| | | Total | Yr/Yr Chg. | US Mkt Share | Foreign Market Share | US Flag | | | Foreign Flag | | | US Flag | | | Foreign Flag | | | |
| | | | | | | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | |
| France | 2013 | 6 | 766,859 | 5.0% | 47.1% | 52.9% | 361,163 | 12.9% | 47.1% | 405,607 | -1.1% | 52.9% | 75 | -57.4% | 84.3% | 14 | -94.0% | 15.7% |
| | 2014 | 6 | 802,491 | 4.6% | 48.6% | 51.4% | 389,225 | 7.8% | 48.5% | 412,651 | 1.7% | 51.5% | 603 | 704.0% | 98.0% | 12 | -14.3% | 2.0% |
| | YE 201206 | | 7,549,243 | -0.2% | 45.4% | 54.6% | 3,427,196 | 2.3% | 45.4% | 4,116,424 | -2.2% | 54.6% | 3,637 | -0.4% | 64.7% | 1,986 | 80.7% | 35.3% |
| | YE 201306 | | 7,271,379 | -3.7% | 45.5% | 54.5% | 3,305,911 | -3.5% | 45.5% | 3,960,232 | -3.8% | 54.5% | 4,354 | 19.7% | 83.2% | 882 | -55.6% | 16.8% |
| | YE 201406 | | 7,846,837 | 7.9% | 48.6% | 51.4% | 3,809,438 | 15.2% | 48.6% | 4,033,103 | 1.8% | 51.4% | 3,524 | -19.1% | 82.0% | 772 | -12.5% | 18.0% |
| Dominican Republic | 2013 | 6 | 608,152 | 4.3% | 99.6% | 0.4% | 560,503 | 8.1% | 99.6% | 2,440 | 10.7% | 0.4% | 45,209 | -27.9% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 730,897 | 20.2% | 99.7% | 0.3% | 687,101 | 22.6% | 99.7% | 2,170 | -11.1% | 0.3% | 41,626 | -7.9% | 100.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 6,062,853 | 8.3% | 99.4% | 0.6% | 5,789,963 | 7.1% | 99.4% | 37,689 | -14.2% | 0.6% | 235,041 | 59.4% | 99.9% | 160 | 0.0% | 0.1% |
| | YE 201306 | | 6,353,458 | 4.8% | 99.1% | 0.9% | 6,019,948 | 4.0% | 99.0% | 59,547 | 58.0% | 1.0% | 273,963 | 16.6% | 100.0% | - | -100.0% | 0.0% |
| | YE 201406 | | 7,194,070 | 13.2% | 99.5% | 0.5% | 6,877,411 | 14.2% | 99.5% | 34,240 | -42.5% | 0.5% | 282,419 | 3.1% | 100.0% | - | 0.0% | 0.0% |
| South Korea | 2013 | 6 | 503,635 | 8.5% | 17.1% | 82.9% | 85,671 | 49.2% | 17.0% | 417,686 | 2.8% | 83.0% | 278 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | 2014 | 6 | 546,398 | 8.5% | 17.5% | 82.5% | 95,719 | 11.7% | 17.5% | 450,431 | 7.8% | 82.5% | - | -100.0% | 0.0% | 248 | 0.0% | 100.0% |
| | YE 201206 | | 5,641,356 | 11.4% | 12.0% | 88.0% | 675,015 | 18.2% | 12.0% | 4,939,325 | 10.4% | 88.0% | 2,983 | 12.5% | 11.0% | 24,033 | 30.9% | 89.0% |
| | YE 201306 | | 5,865,461 | 4.0% | 14.3% | 85.7% | 835,880 | 23.8% | 14.3% | 5,022,097 | 1.7% | 85.7% | 278 | -90.7% | 3.7% | 7,206 | -70.0% | 96.3% |
| | YE 201406 | | 6,461,176 | 10.2% | 18.6% | 81.4% | 1,177,633 | 40.9% | 18.3% | 5,254,019 | 4.6% | 81.7% | 24,611 | 8752.9% | 83.4% | 4,913 | -31.8% | 16.6% |
| Brazil | 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% |
| | 2014 | 6 | 586,069 | 18.3% | 70.4% | 29.6% | 410,554 | 16.5% | 70.3% | 173,518 | 21.4% | 29.7% | 1,997 | 7032.1% | 100.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 5,049,664 | 12.1% | 67.9% | 32.1% | 3,412,064 | 9.0% | 67.8% | 1,620,658 | 17.9% | 32.2% | 16,910 | 1154.5% | 99.8% | 32 | 100.0% | 0.2% |
| | YE 201306 | | 5,826,192 | 15.4% | 67.7% | 32.3% | 3,944,415 | 15.6% | 67.7% | 1,879,318 | 16.0% | 32.3% | 2,203 | -87.0% | 89.6% | 256 | 700.0% | 10.4% |
| | YE 201406 | | 6,426,746 | 10.3% | 69.8% | 30.2% | 4,477,608 | 13.5% | 69.7% | 1,943,698 | 3.4% | 30.3% | 5,440 | 146.9% | 100.0% | - | -100.0% | 0.0% |
| China | 2013 | 6 | 436,586 | 16.6% | 59.9% | 40.1% | 261,646 | 5.3% | 60.6% | 170,140 | 35.1% | 39.4% | - | 0.0% | 0.0% | 4,800 | 0.0% | 100.0% |
| | 2014 | 6 | 522,419 | 19.7% | 54.9% | 45.1% | 285,469 | 9.1% | 54.8% | 235,498 | 38.4% | 45.2% | 1,452 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | YE 201206 | | 4,352,114 | 25.8% | 66.7% | 33.3% | 2,898,521 | 30.3% | 66.7% | 1,448,381 | 17.7% | 33.3% | 5,212 | 15.8% | 100.0% | - | -100.0% | 0.0% |
| | YE 201306 | | 4,683,597 | 7.6% | 62.1% | 37.9% | 2,903,332 | 0.2% | 62.6% | 1,730,984 | 19.5% | 37.4% | 6,081 | 16.7% | 12.3% | 43,200 | 0.0% | 87.7% |
| | YE 201406 | | 5,590,930 | 19.4% | 57.0% | 43.0% | 3,169,305 | 9.2% | 57.1% | 2,382,354 | 37.6% | 42.9% | 18,271 | 200.5% | 46.5% | 21,000 | -51.4% | 53.5% |

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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 | |
| Netherlands | 2013 | 6 | 539,637 | 6.6% | 69.2% | 30.8% | 373,174 | 9.3% | 69.2% | 166,463 | 1.2% | 30.8% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 530,168 | -1.8% | 63.8% | 36.2% | 337,254 | -9.6% | 63.7% | 191,839 | 15.2% | 36.3% | 1,075 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 5,303,689 | -1.6% | 64.4% | 35.6% | 3,411,880 | -1.1% | 64.4% | 1,889,933 | -2.5% | 35.6% | 1,876 | 252.0% | 100.0% | - | 0.0% | 0.0% |
| | YE 201306 | | 5,413,010 | 2.1% | 66.8% | 33.2% | 3,613,425 | 5.9% | 66.8% | 1,797,604 | -4.9% | 33.2% | 1,749 | -6.8% | 88.3% | 232 | 0.0% | 11.7% |
| | YE 201406 | | 5,494,169 | 1.5% | 66.1% | 33.9% | 3,627,772 | 0.4% | 66.0% | 1,865,083 | 3.8% | 34.0% | 1,314 | -24.9% | 100.0% | - | -100.0% | 0.0% |
| Jamaica | 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% |
| | 2014 | 6 | 374,994 | 11.9% | 88.9% | 11.1% | 323,098 | 11.8% | 88.6% | 41,734 | 1.9% | 11.4% | 10,162 | 92.4% | 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% |
| | YE 201406 | | 3,777,633 | 0.3% | 85.8% | 14.2% | 3,196,048 | 7.0% | 85.6% | 537,272 | -26.9% | 14.4% | 44,313 | 4.8% | 100.0% | - | 0.0% | 0.0% |
| United Arab Emirate | 2013 | 6 | 261,950 | 15.9% | 35.2% | 64.8% | 91,858 | 29.8% | 35.1% | 169,800 | 9.4% | 64.9% | 292 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 350,969 | 34.0% | 36.0% | 64.0% | 126,419 | 37.6% | 36.0% | 224,550 | 32.2% | 64.0% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 2,615,896 | 15.8% | 33.1% | 66.9% | 864,965 | 12.8% | 33.1% | 1,750,916 | 17.4% | 66.9% | 15 | 7.1% | 100.0% | - | 0.0% | 0.0% |
| | YE 201306 | | 2,878,745 | 10.0% | 32.4% | 67.6% | 930,643 | 7.6% | 32.3% | 1,946,934 | 11.2% | 67.7% | 1,168 | 7686.7% | 100.0% | - | 0.0% | 0.0% |
| | YE 201406 | | 3,652,527 | 26.9% | 33.4% | 66.6% | 1,218,987 | 31.0% | 33.4% | 2,432,644 | 24.9% | 66.6% | 896 | -23.3% | 100.0% | - | 0.0% | 0.0% |
| Colombia | 2013 | 6 | 281,496 | 10.1% | 59.1% | 40.9% | 166,104 | 19.4% | 59.1% | 115,080 | -0.4% | 40.9% | 312 | -70.9% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 305,273 | 8.4% | 61.2% | 38.8% | 186,773 | 12.4% | 61.2% | 118,500 | 3.0% | 38.8% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 2,815,925 | -8.4% | 55.2% | 44.8% | 1,551,941 | -13.5% | 55.2% | 1,261,820 | -1.1% | 44.8% | 2,164 | -16.9% | 100.0% | - | 0.0% | 0.0% |
| | YE 201306 | | 3,087,439 | 9.6% | 58.1% | 41.9% | 1,790,493 | 15.4% | 58.1% | 1,292,410 | 2.4% | 41.9% | 4,536 | 109.6% | 100.0% | - | 0.0% | 0.0% |
| | YE 201406 | | 3,505,092 | 13.5% | 59.7% | 40.3% | 2,090,340 | 16.7% | 59.7% | 1,412,096 | 9.3% | 40.3% | 2,656 | -41.4% | 100.0% | - | 0.0% | 0.0% |
| The Bahamas | 2013 | 6 | 312,964 | -14.2% | 80.8% | 19.2% | 252,304 | -12.5% | 80.8% | 60,120 | -9.3% | 19.2% | 540 | -94.7% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 354,447 | 13.3% | 77.7% | 22.3% | 265,763 | 5.3% | 77.0% | 79,171 | 31.7% | 23.0% | 9,513 | 1661.7% | 100.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 3,612,756 | 8.6% | 82.4% | 17.6% | 2,820,683 | 7.9% | 81.6% | 636,594 | -1.8% | 18.4% | 155,235 | 146.2% | 99.8% | 244 | -4.7% | 0.2% |
| | YE 201306 | | 3,525,003 | -2.4% | 79.5% | 20.5% | 2,750,944 | -2.5% | 79.2% | 721,464 | 13.3% | 20.8% | 52,595 | -66.1% | 100.0% | - | -100.0% | 0.0% |
| | YE 201406 | | 3,419,796 | -3.0% | 78.0% | 22.0% | 2,637,335 | -4.1% | 77.8% | 751,976 | 4.2% | 22.2% | 30,040 | -42.9% | 98.5% | 445 | 0.0% | 1.5% |

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 201406 data.

Table 4 : Top 25 Foreign Country Gateways 1/

Seats

| Country 2/ | Period | Total Seats | | | | Scheduled Service | | | | | | Nonscheduled Service | | | | | | |
|------------|-----------|-------------|------------|--------------|----------------------|-------------------|------------|--------------|--------------|------------|--------------|----------------------|------------|--------------|--------------|------------|--------------|-------|
| | | Total | Yr/Yr Chg. | US Mkt Share | Foreign Market Share | US Flag | | | Foreign Flag | | | US Flag | | | Foreign Flag | | | |
| | | | | | | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | Total | Yr/Yr Chg. | Market Share | |
| Panama | 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% |
| | 2014 | 6 | 290,302 | 17.8% | 27.7% | 72.3% | 80,492 | 5.2% | 27.7% | 209,810 | 23.5% | 72.3% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 2,633,922 | 20.0% | 36.1% | 63.9% | 948,573 | 3.0% | 36.0% | 1,683,801 | 32.4% | 64.0% | 1,548 | -11.8% | 100.0% | - | 0.0% | 0.0% |
| | YE 201306 | | 2,904,297 | 10.3% | 31.3% | 68.7% | 904,386 | -4.7% | 31.2% | 1,996,094 | 18.5% | 68.8% | 3,817 | 146.6% | 100.0% | - | 0.0% | 0.0% |
| | YE 201406 | | 3,356,367 | 15.6% | 27.7% | 72.3% | 927,426 | 2.5% | 27.7% | 2,425,554 | 21.5% | 72.3% | 3,241 | -15.1% | 95.7% | 146 | 0.0% | 4.3% |
| Australia | 2013 | 6 | 274,833 | 11.0% | 55.4% | 44.6% | 152,386 | 13.2% | 55.4% | 122,447 | 8.5% | 44.6% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 271,373 | -1.3% | 52.9% | 47.1% | 143,634 | -5.7% | 52.9% | 127,739 | 4.3% | 47.1% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 2,944,494 | 6.5% | 55.5% | 44.5% | 1,633,694 | 6.0% | 55.5% | 1,310,578 | 7.1% | 44.5% | 222 | 282.8% | 100.0% | - | -100.0% | 0.0% |
| | YE 201306 | | 3,255,145 | 10.6% | 55.5% | 44.5% | 1,804,227 | 10.4% | 55.5% | 1,448,689 | 10.5% | 44.5% | 2,229 | 904.1% | 100.0% | - | 0.0% | 0.0% |
| | YE 201406 | | 3,347,733 | 2.8% | 54.7% | 45.3% | 1,830,443 | 1.5% | 54.7% | 1,517,252 | 4.7% | 45.3% | 38 | -98.3% | 100.0% | - | 0.0% | 0.0% |
| Spain | 2013 | 6 | 324,965 | -6.5% | 62.0% | 38.0% | 197,387 | -1.3% | 61.5% | 123,330 | -16.5% | 38.5% | 4,248 | 42380.0% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 364,604 | 12.2% | 61.5% | 38.5% | 223,670 | 13.3% | 61.4% | 140,356 | 13.8% | 38.6% | 578 | -86.4% | 100.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 3,602,590 | 2.9% | 54.7% | 45.3% | 1,967,226 | 2.3% | 54.7% | 1,630,767 | 3.7% | 45.3% | 4,017 | -41.9% | 87.4% | 580 | 14.2% | 12.6% |
| | YE 201306 | | 3,235,534 | -10.2% | 57.8% | 42.2% | 1,864,870 | -5.2% | 57.7% | 1,364,988 | -16.3% | 42.3% | 5,676 | 41.3% | 100.0% | - | -100.0% | 0.0% |
| | YE 201406 | | 3,166,515 | -2.1% | 60.4% | 39.6% | 1,899,437 | 1.9% | 60.2% | 1,253,822 | -8.1% | 39.8% | 13,256 | 133.5% | 100.0% | - | 0.0% | 0.0% |
| Italy | 2013 | 6 | 358,246 | 0.1% | 68.5% | 31.5% | 244,554 | -3.8% | 68.4% | 112,720 | 8.7% | 31.6% | 972 | 7376.9% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 387,064 | 8.0% | 69.4% | 30.6% | 268,641 | 9.8% | 69.4% | 118,408 | 5.0% | 30.6% | 15 | -98.5% | 100.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 3,083,661 | -9.4% | 65.3% | 34.7% | 2,014,280 | -8.2% | 65.3% | 1,068,988 | -11.6% | 34.7% | 393 | -24.6% | 100.0% | - | 0.0% | 0.0% |
| | YE 201306 | | 2,961,967 | -3.9% | 64.2% | 35.8% | 1,900,236 | -5.7% | 64.2% | 1,059,906 | -0.8% | 35.8% | 1,761 | 348.1% | 96.5% | 64 | 0.0% | 3.5% |
| | YE 201406 | | 3,122,264 | 5.4% | 65.7% | 34.3% | 2,051,074 | 7.9% | 65.7% | 1,070,934 | 1.0% | 34.3% | 224 | -87.3% | 87.5% | 32 | -50.0% | 12.5% |
| Costa Rica | 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% |
| | 2014 | 6 | 259,516 | 18.8% | 99.9% | 0.1% | 258,758 | 21.7% | 99.9% | 288 | -95.0% | 0.1% | 470 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 2,793,129 | 5.3% | 92.3% | 7.7% | 2,568,342 | 3.8% | 92.2% | 216,198 | 25.4% | 7.8% | 8,589 | 119.1% | 100.0% | - | 0.0% | 0.0% |
| | YE 201306 | | 2,802,368 | 0.3% | 93.0% | 7.0% | 2,596,403 | 1.1% | 93.0% | 196,664 | -9.0% | 7.0% | 9,301 | 8.3% | 100.0% | - | 0.0% | 0.0% |
| | YE 201406 | | 2,947,705 | 5.2% | 98.4% | 1.6% | 2,888,892 | 11.3% | 98.4% | 46,107 | -76.6% | 1.6% | 12,706 | 36.6% | 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 201406 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 | | |
| Hong Kong | 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% | |
| | 2014 | 6 | 276,005 | 16.8% | 29.3% | 70.7% | 77,352 | 30.6% | 28.4% | 195,265 | 10.3% | 71.6% | 3,388 | 0.0% | 100.0% | - | 0.0% | 0.0% | |
| | YE | 201206 | | 3,063,183 | 14.2% | 29.1% | 70.9% | 882,258 | -1.8% | 28.9% | 2,170,377 | 22.5% | 71.1% | 10,548 | -14.2% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | | 2,912,554 | -4.9% | 26.2% | 73.8% | 762,564 | -13.6% | 26.2% | 2,149,357 | -1.0% | 73.8% | 633 | -94.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | | 2,899,865 | -0.4% | 25.0% | 75.0% | 719,803 | -5.6% | 24.9% | 2,175,480 | 1.2% | 75.1% | 4,582 | 623.9% | 100.0% | - | 0.0% | 0.0% |
| Ireland | 2013 | 6 | 255,613 | 21.6% | 51.3% | 48.7% | 130,956 | 30.4% | 51.3% | 124,366 | 15.0% | 48.7% | 291 | -83.2% | 100.0% | - | 0.0% | 0.0% | |
| | 2014 | 6 | 284,177 | 11.2% | 50.0% | 50.0% | 141,494 | 8.0% | 49.9% | 142,076 | 14.2% | 50.1% | 607 | 108.6% | 100.0% | - | 0.0% | 0.0% | |
| | YE | 201206 | | 2,136,601 | -2.3% | 43.9% | 56.1% | 930,180 | -6.7% | 43.7% | 1,199,078 | 1.5% | 56.3% | 7,319 | -14.6% | 99.7% | 24 | -60.7% | 0.3% |
| | YE | 201306 | | 2,252,425 | 5.4% | 43.8% | 56.2% | 976,685 | 5.0% | 43.5% | 1,266,408 | 5.6% | 56.5% | 9,264 | 26.6% | 99.3% | 68 | 183.3% | 0.7% |
| | YE | 201406 | | 2,509,481 | 11.4% | 44.4% | 55.6% | 1,110,154 | 13.7% | 44.3% | 1,395,793 | 10.2% | 55.7% | 3,213 | -65.3% | 90.9% | 321 | 372.1% | 9.1% |
| Taiwan | 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% | |
| | 2014 | 6 | 220,409 | 17.8% | 7.3% | 92.7% | 16,140 | 0.0% | 7.3% | 204,269 | 9.2% | 92.7% | - | 0.0% | 0.0% | - | 0.0% | 0.0% | |
| | YE | 201206 | | 2,145,656 | 0.2% | 0.3% | 99.7% | 374 | 0.0% | 0.0% | 2,140,164 | 0.3% | 100.0% | 5,118 | -25.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | | 2,137,327 | -0.4% | 0.0% | 100.0% | - | -100.0% | 0.0% | 2,137,280 | -0.1% | 100.0% | 47 | -99.1% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | | 2,431,148 | 13.7% | 5.0% | 95.0% | 119,204 | 0.0% | 4.9% | 2,310,160 | 8.1% | 95.1% | 1,784 | 3695.7% | 100.0% | - | 0.0% | 0.0% |
| Switzerland | 2013 | 6 | 213,149 | -4.3% | 42.7% | 57.3% | 90,825 | -1.6% | 42.6% | 122,220 | -6.2% | 57.4% | 104 | 22.4% | 100.0% | - | 0.0% | 0.0% | |
| | 2014 | 6 | 223,215 | 4.7% | 41.9% | 58.1% | 93,418 | 2.9% | 41.9% | 129,678 | 6.1% | 58.1% | 104 | 0.0% | 87.4% | 15 | 0.0% | 12.6% | |
| | YE | 201206 | | 2,395,015 | 0.7% | 42.3% | 57.7% | 1,011,030 | -2.2% | 42.2% | 1,382,296 | 3.0% | 57.8% | 1,294 | -15.9% | 76.6% | 395 | -78.0% | 23.4% |
| | YE | 201306 | | 2,549,250 | 6.4% | 37.9% | 62.1% | 965,130 | -4.5% | 37.9% | 1,582,600 | 14.5% | 62.1% | 1,084 | -16.2% | 71.3% | 436 | 10.4% | 28.7% |
| | YE | 201406 | | 2,408,901 | -5.5% | 39.5% | 60.5% | 949,368 | -1.6% | 39.4% | 1,457,709 | -7.9% | 60.6% | 1,530 | 41.1% | 83.9% | 294 | -32.6% | 16.1% |
| El Salvador | 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% | |
| | 2014 | 6 | 195,792 | 14.0% | 31.4% | 68.6% | 55,413 | -11.4% | 29.2% | 134,362 | 29.2% | 70.8% | 6,017 | 14.0% | 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% |
| | YE | 201406 | | 2,176,425 | 12.4% | 31.4% | 68.6% | 630,120 | -0.9% | 29.7% | 1,492,938 | 19.6% | 70.3% | 53,367 | 1.2% | 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 201406 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 | 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% |
| | 2014 | 6 | 77,897 | 11.3% | 49.8% | 50.2% | 32,850 | 3.5% | 45.6% | 39,128 | 18.3% | 54.4% | 5,920 | 20.9% | 100.0% | - | -100.0% | 0.0% |
| | 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% |
| | YE 201406 | | 864,326 | 4.1% | 50.3% | 49.7% | 368,336 | -8.9% | 46.2% | 428,822 | 12.5% | 53.8% | 66,733 | 57.2% | 99.4% | 434 | -79.9% | 0.6% |
| Germany | 2013 | 6 | 67,620 | 2.5% | 53.7% | 46.3% | 29,710 | -0.9% | 48.8% | 31,223 | 1.3% | 51.2% | 6,610 | 30.7% | 98.9% | 76 | -21.0% | 1.1% |
| | 2014 | 6 | 58,716 | -13.2% | 54.2% | 45.8% | 30,290 | 2.0% | 53.0% | 26,860 | -14.0% | 47.0% | 1,550 | -76.5% | 99.0% | 15 | -79.7% | 1.0% |
| | YE 201206 | | 746,247 | -10.9% | 51.9% | 48.1% | 343,783 | -7.7% | 49.0% | 357,643 | -6.6% | 51.0% | 43,582 | -45.4% | 97.2% | 1,239 | -47.5% | 2.8% |
| | YE 201306 | | 741,152 | -0.7% | 54.1% | 45.9% | 334,677 | -2.6% | 49.6% | 339,402 | -5.1% | 50.4% | 66,349 | 52.2% | 98.9% | 724 | -41.6% | 1.1% |
| | YE 201406 | | 770,612 | 4.0% | 55.1% | 44.9% | 351,494 | 5.0% | 50.5% | 344,932 | 1.6% | 49.5% | 73,297 | 10.5% | 98.8% | 889 | 22.9% | 1.2% |
| United Kingdom | 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% |
| | 2014 | 6 | 65,125 | 1.7% | 45.4% | 54.6% | 28,171 | 6.7% | 44.4% | 35,305 | -1.1% | 55.6% | 1,406 | -12.3% | 85.2% | 243 | -20.8% | 14.8% |
| | YE 201206 | | 766,244 | -5.5% | 44.4% | 55.6% | 322,072 | -7.8% | 43.3% | 422,483 | -3.2% | 56.7% | 18,057 | -12.1% | 83.3% | 3,632 | -25.7% | 16.7% |
| | YE 201306 | | 742,044 | -3.2% | 43.9% | 56.1% | 307,341 | -4.6% | 42.7% | 412,380 | -2.4% | 57.3% | 18,511 | 2.5% | 82.9% | 3,811 | 4.9% | 17.1% |
| | YE 201406 | | 768,284 | 3.5% | 45.4% | 54.6% | 328,340 | 6.8% | 44.0% | 417,875 | 1.3% | 56.0% | 20,088 | 8.5% | 91.0% | 1,981 | -48.0% | 9.0% |
| China | 2013 | 6 | 56,535 | -1.8% | 43.6% | 56.4% | 18,577 | -24.7% | 36.8% | 31,858 | 9.4% | 63.2% | 6,099 | 61.9% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 60,014 | 6.2% | 44.9% | 55.1% | 17,777 | -4.3% | 35.0% | 33,038 | 3.7% | 65.0% | 9,198 | 50.8% | 100.0% | - | 0.0% | 0.0% |
| | YE 201206 | | 656,479 | 2.7% | 51.4% | 48.6% | 297,304 | -4.4% | 48.2% | 318,960 | 14.1% | 51.8% | 40,216 | -17.5% | 100.0% | - | 0.0% | 0.0% |
| | YE 201306 | | 659,873 | 0.5% | 48.8% | 51.2% | 254,958 | -14.2% | 43.1% | 337,119 | 5.7% | 56.9% | 66,959 | 66.5% | 98.8% | 837 | 0.0% | 1.2% |
| | YE 201406 | | 684,697 | 3.8% | 46.5% | 53.5% | 217,110 | -14.8% | 37.2% | 366,600 | 8.7% | 62.8% | 100,986 | 50.8% | 100.0% | - | -100.0% | 0.0% |
| Hong Kong | 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% |
| | 2014 | 6 | 55,054 | 6.7% | 35.5% | 64.5% | 10,919 | -3.3% | 23.5% | 35,524 | 26.0% | 76.5% | 8,611 | -28.8% | 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% |
| | YE 201406 | | 669,674 | 7.4% | 42.3% | 57.7% | 128,125 | -10.2% | 24.9% | 386,484 | 15.3% | 75.1% | 155,065 | 6.6% | 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.

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2/ Ranked in descending order according to YE 201406 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 | |
| South Korea | 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% |
| | 2014 | 6 | 61,575 | 10.7% | 30.4% | 69.6% | 10,040 | 18.9% | 22.2% | 35,240 | 26.2% | 77.8% | 8,699 | -13.8% | 53.4% | 7,596 | -17.0% | 46.6% |
| | 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% |
| | YE | 201406 | 669,270 | 1.1% | 30.1% | 69.9% | 108,520 | -11.3% | 20.9% | 411,199 | 10.0% | 79.1% | 92,908 | -16.7% | 62.1% | 56,643 | 3.6% | 37.9% |
| Taiwan | 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% |
| | 2014 | 6 | 55,765 | 6.0% | 10.2% | 89.8% | 5,711 | 10.5% | 10.2% | 50,053 | 5.5% | 89.8% | - | 0.0% | 0.0% | - | 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% |
| | YE | 201406 | 594,371 | 3.0% | 11.3% | 88.7% | 67,330 | 9.7% | 11.3% | 527,017 | 2.2% | 88.7% | 25 | -58.8% | 100.0% | - | 0.0% | 0.0% |
| Colombia | 2013 | 6 | 29,033 | 24.3% | 59.1% | 40.9% | 10,653 | -6.5% | 47.3% | 11,881 | 260.3% | 52.7% | 6,499 | -25.0% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 42,753 | 47.3% | 46.7% | 53.3% | 15,055 | 41.3% | 39.8% | 22,794 | 91.8% | 60.2% | 4,904 | -24.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 428,406 | 1.6% | 64.4% | 35.6% | 157,452 | 8.0% | 51.7% | 147,234 | -3.3% | 48.3% | 118,394 | 49.7% | 95.7% | 5,326 | -88.1% | 4.3% |
| | YE | 201306 | 408,425 | -4.7% | 59.2% | 40.8% | 162,670 | 3.3% | 49.4% | 166,428 | 13.0% | 50.6% | 79,316 | -33.0% | 100.0% | 11 | -99.8% | 0.0% |
| | YE | 201406 | 470,978 | 15.3% | 49.3% | 50.7% | 163,399 | 0.4% | 40.6% | 238,656 | 43.4% | 59.4% | 68,923 | -13.1% | 100.0% | - | -100.0% | 0.0% |
| Mexico | 2013 | 6 | 36,298 | 0.6% | 71.0% | 29.0% | 22,618 | -2.2% | 68.2% | 10,523 | 12.1% | 31.8% | 3,156 | -11.4% | 100.0% | 0 | 0.0% | 0.0% |
| | 2014 | 6 | 30,603 | -15.7% | 79.7% | 20.3% | 21,696 | -4.1% | 79.3% | 5,668 | -46.1% | 20.7% | 2,694 | -14.6% | 83.2% | 545 | 119212.8% | 16.8% |
| | YE | 201206 | 417,249 | -3.4% | 72.9% | 27.1% | 246,443 | 10.2% | 68.6% | 112,949 | -5.5% | 31.4% | 57,532 | -35.3% | 99.4% | 325 | 1166.4% | 0.6% |
| | YE | 201306 | 406,282 | -2.6% | 73.5% | 26.5% | 260,744 | 5.8% | 70.8% | 107,485 | -4.8% | 29.2% | 37,941 | -34.1% | 99.7% | 112 | -65.6% | 0.3% |
| | YE | 201406 | 408,986 | 0.7% | 73.4% | 26.6% | 260,865 | 0.0% | 72.6% | 98,210 | -8.6% | 27.4% | 39,327 | 3.7% | 78.8% | 10,583 | 9371.5% | 21.2% |
| France | 2013 | 6 | 28,322 | -14.3% | 54.3% | 45.7% | 15,393 | -17.1% | 54.5% | 12,830 | -10.7% | 45.5% | - | -100.0% | 0.0% | 99 | 0.0% | 100.0% |
| | 2014 | 6 | 29,060 | 2.6% | 55.1% | 44.9% | 15,968 | 3.7% | 55.0% | 13,058 | 1.8% | 45.0% | 35 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201206 | 376,922 | -1.1% | 58.9% | 41.1% | 221,675 | 2.7% | 59.0% | 154,130 | -5.6% | 41.0% | 473 | -57.3% | 42.3% | 644 | -9.7% | 57.7% |
| | YE | 201306 | 338,195 | -10.3% | 57.0% | 43.0% | 190,920 | -13.9% | 56.9% | 144,869 | -6.0% | 43.1% | 1,920 | 306.1% | 79.8% | 486 | -24.6% | 20.2% |
| | YE | 201406 | 344,277 | 1.8% | 55.9% | 44.1% | 192,100 | 0.6% | 56.0% | 151,232 | 4.4% | 44.0% | 468 | -75.6% | 49.5% | 477 | -1.8% | 50.5% |

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 201406 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 | |
| Netherlands | 2013 | 6 | 26,618 | -1.3% | 45.3% | 54.7% | 8,526 | 0.2% | 36.9% | 14,569 | -1.0% | 63.1% | 3,523 | -6.1% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 28,803 | 8.2% | 47.5% | 52.5% | 10,698 | 25.5% | 41.5% | 15,109 | 3.7% | 58.5% | 2,997 | -14.9% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 332,112 | 1.0% | 45.1% | 54.9% | 94,059 | -7.9% | 34.0% | 182,351 | -8.6% | 66.0% | 55,702 | 103.1% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201306 | 319,120 | -3.9% | 41.4% | 58.6% | 95,049 | 1.1% | 33.7% | 187,021 | 2.6% | 66.3% | 37,050 | -33.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201406 | 331,110 | 3.8% | 44.2% | 55.8% | 107,882 | 13.5% | 36.9% | 184,837 | -1.2% | 63.1% | 38,391 | 3.6% | 100.0% | - | 0.0% | 0.0% |
| Canada | 2013 | 6 | 28,136 | 1.2% | 77.2% | 22.8% | 19,876 | -5.9% | 80.4% | 4,857 | 4.4% | 19.6% | 1,837 | 175.8% | 54.0% | 1,567 | 14.9% | 46.0% |
| | 2014 | 6 | 28,169 | 0.1% | 76.2% | 23.8% | 19,667 | -1.0% | 81.2% | 4,561 | -6.1% | 18.8% | 1,801 | -2.0% | 45.7% | 2,140 | 36.6% | 54.3% |
| | YE | 201206 | 330,733 | -7.0% | 76.3% | 23.7% | 234,728 | 2.3% | 79.6% | 60,031 | -28.2% | 20.4% | 17,758 | 5.0% | 49.4% | 18,217 | -28.6% | 50.6% |
| | YE | 201306 | 326,911 | -1.2% | 77.3% | 22.7% | 239,947 | 2.2% | 80.5% | 58,252 | -3.0% | 19.5% | 12,646 | -28.8% | 44.0% | 16,065 | -11.8% | 56.0% |
| | YE | 201406 | 329,968 | 0.9% | 77.7% | 22.3% | 238,125 | -0.8% | 80.5% | 57,808 | -0.8% | 19.5% | 18,375 | 45.3% | 54.0% | 15,659 | -2.5% | 46.0% |
| Brazil | 2013 | 6 | 24,575 | 2.9% | 69.2% | 30.8% | 10,635 | -13.8% | 61.3% | 6,710 | 139.0% | 38.7% | 6,370 | -24.0% | 88.1% | 861 | 133.1% | 11.9% |
| | 2014 | 6 | 23,685 | -3.6% | 66.8% | 33.2% | 11,662 | 9.7% | 62.1% | 7,128 | 6.2% | 37.9% | 4,150 | -34.8% | 84.8% | 746 | -13.4% | 15.2% |
| | YE | 201206 | 329,079 | -1.2% | 73.5% | 26.5% | 157,088 | 0.5% | 64.7% | 85,869 | 13.0% | 35.3% | 84,912 | -12.2% | 98.6% | 1,210 | -70.9% | 1.4% |
| | YE | 201306 | 288,455 | -12.3% | 66.6% | 33.4% | 119,234 | -24.1% | 57.4% | 88,548 | 3.1% | 42.6% | 72,821 | -14.2% | 90.3% | 7,853 | 548.8% | 9.7% |
| | YE | 201406 | 281,422 | -2.4% | 62.7% | 37.3% | 121,949 | 2.3% | 56.1% | 95,544 | 7.9% | 43.9% | 54,619 | -25.0% | 85.4% | 9,310 | 18.6% | 14.6% |
| Peru | 2013 | 6 | 13,912 | -5.1% | 46.7% | 53.3% | 2,644 | -26.9% | 29.2% | 6,402 | 18.8% | 70.8% | 3,847 | -26.5% | 79.1% | 1,018 | 144.1% | 20.9% |
| | 2014 | 6 | 15,805 | 13.6% | 51.1% | 48.9% | 4,977 | 88.2% | 42.6% | 6,694 | 4.6% | 57.4% | 3,106 | -19.3% | 75.1% | 1,028 | 1.0% | 24.9% |
| | YE | 201206 | 166,137 | 5.8% | 56.8% | 43.2% | 41,611 | 64.1% | 37.9% | 68,192 | -1.5% | 62.1% | 52,733 | 19.8% | 93.6% | 3,601 | -80.4% | 6.4% |
| | YE | 201306 | 180,530 | 8.7% | 50.0% | 50.0% | 37,435 | -10.0% | 31.1% | 82,883 | 21.5% | 68.9% | 52,895 | 0.3% | 87.8% | 7,317 | 103.2% | 12.2% |
| | YE | 201406 | 178,356 | -1.2% | 46.6% | 53.4% | 39,517 | 5.6% | 31.6% | 85,400 | 3.0% | 68.4% | 43,583 | -17.6% | 81.6% | 9,857 | 34.7% | 18.4% |
| Luxembourg | 2013 | 6 | 18,146 | 49.2% | 26.9% | 73.1% | 832 | 0.0% | 6.5% | 12,043 | 31.4% | 93.5% | 4,042 | 34.8% | 76.7% | 1,229 | 0.0% | 23.3% |
| | 2014 | 6 | 15,734 | -13.3% | 28.5% | 71.5% | 626 | -24.8% | 5.3% | 11,252 | -6.6% | 94.7% | 3,856 | -4.6% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201206 | 164,157 | -4.2% | 26.7% | 73.3% | - | -100.0% | 0.0% | 117,310 | -4.5% | 100.0% | 43,821 | 5.4% | 93.5% | 3,027 | -55.7% | 6.5% |
| | YE | 201306 | 163,352 | -0.5% | 26.0% | 74.0% | 1,112 | 0.0% | 0.9% | 119,299 | 1.7% | 99.1% | 41,331 | -5.7% | 96.2% | 1,610 | -46.8% | 3.8% |
| | YE | 201406 | 177,699 | 8.8% | 31.9% | 68.1% | 10,390 | 834.7% | 7.9% | 120,822 | 1.3% | 92.1% | 46,368 | 12.2% | 99.7% | 119 | -92.6% | 0.3% |

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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 | |
| Ecuador | 2013 | 6 | 12,745 | 20.3% | 48.6% | 51.4% | 2,976 | -35.7% | 31.2% | 6,549 | 78.1% | 68.8% | 3,220 | 40.5% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 14,231 | 11.7% | 57.7% | 42.3% | 4,313 | 44.9% | 41.8% | 6,014 | -8.2% | 58.2% | 3,904 | 21.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 109,959 | 8.2% | 55.2% | 44.8% | 43,442 | 16.3% | 47.0% | 48,964 | -5.5% | 53.0% | 17,306 | 41.0% | 98.6% | 248 | 2.4% | 1.4% |
| | YE | 201306 | 132,875 | 20.8% | 52.6% | 47.4% | 41,536 | -4.4% | 39.7% | 62,990 | 28.6% | 60.3% | 28,349 | 63.8% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201406 | 166,812 | 25.5% | 49.3% | 50.7% | 38,635 | -7.0% | 31.4% | 84,575 | 34.3% | 68.6% | 43,603 | 53.8% | 100.0% | - | 0.0% | 0.0% |
| Chile | 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% |
| | 2014 | 6 | 8,524 | 9.2% | 51.6% | 48.4% | 1,913 | 41.8% | 31.7% | 4,124 | 14.1% | 68.3% | 2,486 | -12.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 159,002 | 24.9% | 56.7% | 43.3% | 42,918 | 27.9% | 38.4% | 68,753 | 16.7% | 61.6% | 47,287 | 39.1% | 99.9% | 44 | -94.7% | 0.1% |
| | YE | 201306 | 158,916 | -0.1% | 53.1% | 46.9% | 25,854 | -39.8% | 26.0% | 73,475 | 6.9% | 74.0% | 58,586 | 23.9% | 98.3% | 1,002 | 2177.4% | 1.7% |
| | YE | 201406 | 129,516 | -18.5% | 49.0% | 51.0% | 23,153 | -10.4% | 26.1% | 65,493 | -10.9% | 73.9% | 40,367 | -31.1% | 98.8% | 502 | -49.9% | 1.2% |
| United Arab Emirates | 2013 | 6 | 9,579 | 11.7% | 42.1% | 57.9% | 4,011 | 26.9% | 42.0% | 5,550 | 2.5% | 58.0% | 17 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 11,521 | 20.3% | 42.2% | 57.8% | 4,863 | 21.2% | 42.2% | 6,658 | 20.0% | 57.8% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 91,073 | 2.6% | 39.2% | 60.8% | 35,647 | 22.0% | 39.2% | 55,398 | -4.4% | 60.8% | 28 | -98.1% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 107,470 | 18.0% | 38.2% | 61.8% | 41,016 | 15.1% | 38.2% | 66,338 | 19.7% | 61.8% | 36 | 30.2% | 31.3% | 80 | 0.0% | 68.7% |
| | YE | 201406 | 124,340 | 15.7% | 42.7% | 57.3% | 52,660 | 28.4% | 42.5% | 71,219 | 7.4% | 57.5% | 408 | 1018.9% | 88.6% | 53 | -34.2% | 11.4% |
| Australia | 2013 | 6 | 9,996 | -7.7% | 70.2% | 29.8% | 5,302 | -8.8% | 64.0% | 2,982 | -8.6% | 36.0% | 1,712 | -2.3% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 10,304 | 3.1% | 69.6% | 30.4% | 5,936 | 12.0% | 65.5% | 3,128 | 4.9% | 34.5% | 1,240 | -27.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 120,653 | 0.3% | 71.1% | 28.9% | 66,624 | 0.5% | 65.7% | 34,832 | 1.0% | 34.3% | 19,197 | 9.6% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 127,790 | 5.9% | 72.2% | 27.8% | 65,619 | -1.5% | 64.9% | 35,427 | 1.7% | 35.1% | 26,631 | 38.7% | 99.6% | 113 | 0.0% | 0.4% |
| | YE | 201406 | 120,259 | -5.9% | 70.3% | 29.7% | 67,510 | 2.9% | 65.4% | 35,639 | 0.6% | 34.6% | 17,080 | -35.9% | 99.8% | 29 | -73.9% | 0.2% |
| Qatar | 2013 | 6 | 6,159 | 37.3% | 100.0% | 0.0% | 6,159 | 37.3% | 100.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 9,904 | 60.8% | 100.0% | 0.0% | 9,904 | 60.8% | 100.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 56,570 | 5.1% | 100.0% | 0.0% | 56,570 | 5.2% | 100.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% | - | -100.0% | 0.0% |
| | YE | 201306 | 66,703 | 17.9% | 99.8% | 0.2% | 66,540 | 17.6% | 100.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% | 163 | 0.0% | 100.0% |
| | YE | 201406 | 104,196 | 56.2% | 99.9% | 0.1% | 104,089 | 56.4% | 99.9% | 107 | 0.0% | 0.1% | - | 0.0% | 0.0% | - | -100.0% | 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 201406 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 | |
| Belgium | 2013 | 6 | 8,125 | -42.6% | 39.1% | 60.9% | 3,053 | -15.8% | 39.6% | 4,652 | -40.7% | 60.4% | 128 | -95.1% | 30.4% | 293 | 180.7% | 69.6% |
| | 2014 | 6 | 7,431 | -8.5% | 48.2% | 51.8% | 3,483 | 14.1% | 47.8% | 3,806 | -18.2% | 52.2% | 98 | -23.2% | 69.5% | 43 | -85.3% | 30.5% |
| | YE | 201206 | 183,008 | -0.4% | 46.2% | 53.8% | 44,100 | -6.0% | 32.2% | 92,759 | 1.1% | 67.8% | 40,476 | 13.4% | 87.7% | 5,673 | -39.3% | 12.3% |
| | YE | 201306 | 112,778 | -38.4% | 46.9% | 53.1% | 35,670 | -19.1% | 39.0% | 55,850 | -39.8% | 61.0% | 17,257 | -57.4% | 81.2% | 4,001 | -29.5% | 18.8% |
| | YE | 201406 | 99,319 | -11.9% | 56.3% | 43.7% | 40,516 | 13.6% | 48.8% | 42,501 | -23.9% | 51.2% | 15,446 | -10.5% | 94.8% | 855 | -78.6% | 5.2% |
| Italy | 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% |
| | 2014 | 6 | 9,331 | 10.9% | 64.5% | 35.5% | 5,633 | 15.4% | 63.1% | 3,297 | 2.0% | 36.9% | 380 | 28.6% | 95.1% | 20 | 0.0% | 4.9% |
| | 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% |
| | YE | 201406 | 89,856 | 9.2% | 63.5% | 36.5% | 53,967 | 17.1% | 62.2% | 32,768 | -1.5% | 37.8% | 3,090 | 9.3% | 99.0% | 32 | -75.9% | 1.0% |
| Argentina | 2013 | 6 | 6,169 | -11.1% | 68.8% | 31.2% | 3,336 | -2.1% | 63.4% | 1,922 | -10.7% | 36.6% | 911 | -34.1% | 100.0% | - | 0.0% | 0.0% |
| | 2014 | 6 | 6,852 | 11.1% | 64.6% | 35.4% | 3,262 | -2.2% | 57.4% | 2,425 | 26.2% | 42.6% | 1,165 | 27.9% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201206 | 77,798 | -2.9% | 71.5% | 28.5% | 44,540 | 2.0% | 66.8% | 22,111 | -15.5% | 33.2% | 11,086 | 10.2% | 99.5% | 61 | -77.2% | 0.5% |
| | YE | 201306 | 92,016 | 18.3% | 69.8% | 30.2% | 46,931 | 5.4% | 62.8% | 27,789 | 25.7% | 37.2% | 17,296 | 56.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201406 | 82,371 | -10.5% | 68.2% | 31.8% | 43,966 | -6.3% | 62.7% | 26,195 | -5.7% | 37.3% | 12,210 | -29.4% | 100.0% | - | 0.0% | 0.0% |
| Switzerland | 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% |
| | 2014 | 6 | 6,827 | 0.9% | 21.4% | 78.6% | 1,461 | -2.2% | 21.4% | 5,365 | 1.8% | 78.6% | - | 0.0% | 0.0% | - | 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% |
| | YE | 201406 | 81,874 | -7.4% | 20.4% | 79.6% | 16,660 | -7.9% | 20.4% | 65,044 | -7.6% | 79.6% | 13 | 151.7% | 7.5% | 157 | 0.0% | 92.5% |
| Venezuela | 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% |
| | 2014 | 6 | 6,289 | 7.3% | 75.1% | 24.9% | 2,840 | -2.2% | 64.5% | 1,565 | 22.4% | 35.5% | 1,884 | 12.1% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201206 | 92,057 | 6.3% | 76.5% | 23.5% | 44,647 | 80.7% | 69.9% | 19,208 | -10.1% | 30.1% | 25,780 | -14.9% | 91.4% | 2,423 | -76.3% | 8.6% |
| | YE | 201306 | 81,893 | -11.0% | 79.0% | 21.0% | 39,677 | -11.1% | 70.1% | 16,940 | -11.8% | 29.9% | 24,981 | -3.1% | 98.8% | 294 | -87.9% | 1.2% |
| | YE | 201406 | 78,018 | -4.7% | 78.0% | 22.0% | 33,089 | -16.6% | 65.8% | 17,169 | 1.4% | 34.2% | 27,760 | 11.1% | 100.0% | - | -100.0% | 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 201406 data.

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

| Gateway City | Apt. | YE June 2014 | | | YE June 2013 | | | Yr/Yr Growth | YE June 2014 LF |
|-----------------------|------|--------------|----------|---------------|--------------|----------|---------------|--------------|-----------------|
| | | Passengers | US Share | Foreign Share | Passengers | US Share | Foreign Share | | |
| New York, NY | JFK | 26,804,394 | 44.0% | 56.0% | 25,191,612 | 43.6% | 56.4% | 6.4% | 81.1% |
| Miami, FL | MIA | 19,526,501 | 66.7% | 33.3% | 19,044,646 | 66.2% | 33.8% | 2.5% | 80.0% |
| Los Angeles, CA | LAX | 18,145,122 | 29.8% | 70.2% | 16,943,034 | 28.0% | 72.0% | 7.1% | 84.0% |
| Newark, NJ | EWR | 11,156,976 | 75.9% | 24.1% | 11,135,167 | 75.0% | 25.0% | 0.2% | 82.1% |
| Chicago, IL | ORD | 10,914,368 | 61.3% | 38.7% | 10,265,991 | 59.6% | 40.4% | 6.3% | 80.4% |
| Atlanta, GA | ATL | 10,328,012 | 87.6% | 12.4% | 9,734,025 | 86.9% | 13.1% | 6.1% | 85.7% |
| San Francisco, CA | SFO | 9,855,750 | 39.7% | 60.3% | 9,274,246 | 40.4% | 59.6% | 6.3% | 84.8% |
| Houston, TX | IAH | 9,199,160 | 78.0% | 22.0% | 8,516,804 | 80.7% | 19.3% | 8.0% | 79.1% |
| Washington, DC | IAD | 6,875,959 | 51.4% | 48.6% | 6,584,045 | 50.9% | 49.1% | 4.4% | 77.2% |
| Dallas/Fort Worth, TX | DFW | 6,662,174 | 83.9% | 16.1% | 6,154,396 | 82.8% | 17.2% | 8.3% | 77.9% |
| Honolulu, HI | HNL | 4,894,368 | 46.4% | 53.6% | 4,554,585 | 49.7% | 50.3% | 7.5% | 77.0% |
| Boston, MA | BOS | 4,121,419 | 30.1% | 69.9% | 4,096,633 | 31.6% | 68.4% | 0.6% | 78.8% |
| Fort Lauderdale, FL | FLL | 3,931,929 | 63.5% | 36.5% | 3,561,116 | 57.3% | 42.7% | 10.4% | 80.1% |
| Orlando, FL | MCO | 3,898,632 | 27.1% | 72.9% | 3,728,519 | 17.9% | 82.1% | 4.6% | 82.3% |
| Philadelphia, PA | PHL | 3,869,074 | 90.9% | 9.1% | 3,852,704 | 89.0% | 11.0% | 0.4% | 77.5% |
| Seattle, WA | SEA | 3,447,354 | 59.0% | 41.0% | 3,181,605 | 58.9% | 41.1% | 8.4% | 79.8% |
| Detroit, MI | DTW | 3,378,091 | 89.6% | 10.4% | 3,267,008 | 89.6% | 10.4% | 3.4% | 83.5% |
| Charlotte, NC | CLT | 3,124,097 | 93.7% | 6.3% | 3,013,919 | 93.2% | 6.8% | 3.7% | 81.3% |
| Las Vegas, NV | LAS | 2,998,823 | 18.8% | 81.2% | 2,859,814 | 12.9% | 87.1% | 4.9% | 83.8% |
| Guam, TT | GUM | 2,694,182 | 74.0% | 26.0% | 2,751,911 | 72.2% | 27.8% | -2.1% | 75.9% |
| Minneapolis, MN | MSP | 2,349,861 | 93.1% | 6.9% | 2,191,525 | 94.2% | 5.8% | 7.2% | 82.3% |
| Phoenix, AZ | PHX | 2,218,282 | 66.9% | 33.1% | 2,252,514 | 68.4% | 31.6% | -1.5% | 79.0% |
| Denver, CO | DEN | 2,125,624 | 71.0% | 29.0% | 1,779,433 | 66.6% | 33.4% | 19.5% | 82.0% |
| New York, NY | LGA | 1,616,032 | 39.1% | 60.9% | 1,622,112 | 30.6% | 69.4% | -0.4% | 67.0% |
| San Juan, PR | SJU | 909,549 | 78.3% | 21.7% | 997,318 | 75.4% | 24.6% | -8.8% | 67.9% |
| Saipan, TT | SPN | 745,304 | 49.1% | 50.9% | 712,693 | 53.9% | 46.1% | 4.6% | 81.1% |
| San Diego, CA | SAN | 738,804 | 47.0% | 53.0% | 614,959 | 43.7% | 56.3% | 20.1% | 81.8% |
| Baltimore, MD | BWI | 686,990 | 72.8% | 27.2% | 606,522 | 69.3% | 30.7% | 13.3% | 81.2% |
| Chicago, IL | MDW | 560,060 | 100.0% | 0.0% | 477,080 | 100.0% | 0.0% | 17.4% | 74.8% |
| Tampa, FL | TPA | 497,878 | 5.5% | 94.5% | 488,701 | 1.4% | 98.6% | 1.9% | 79.8% |
| Portland, OR | PDX | 462,784 | 74.7% | 25.3% | 446,309 | 72.0% | 28.0% | 3.7% | 79.0% |
| San Antonio, TX | SAT | 454,805 | 72.1% | 27.9% | 464,544 | 68.3% | 31.7% | -2.1% | 74.4% |
| San Jose, CA | SJC | 352,974 | 75.8% | 24.2% | 246,489 | 97.6% | 2.4% | 43.2% | 82.3% |
| Santa Ana, CA | SNA | 352,893 | 76.9% | 23.1% | 366,150 | 70.5% | 29.5% | -3.6% | 72.0% |
| Salt Lake City, UT | SLC | 349,660 | 99.8% | 0.2% | 328,338 | 100.0% | 0.0% | 6.5% | 83.7% |
| Kahului, HI | OGG | 303,746 | 0.0% | 100.0% | 327,896 | 0.0% | 100.0% | -7.4% | 86.5% |
| Fort Myers, FL | RSW | 291,792 | 30.2% | 69.8% | 299,768 | 25.6% | 74.4% | -2.7% | 82.1% |
| Washington, DC | DCA | 290,673 | 72.9% | 27.1% | 410,109 | 51.7% | 48.3% | -29.1% | 68.1% |
| Palm Springs, CA | PSP | 263,493 | 0.0% | 100.0% | 239,877 | 0.0% | 100.0% | 9.8% | 80.9% |
| Raleigh/Durham, NC | RDU | 187,285 | 74.6% | 25.4% | 180,186 | 67.5% | 32.5% | 3.9% | 72.1% |

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 2014 | | | YE June 2013 | | | Yr/Yr Growth | YE June 2014 LF |
|------------------------------|-----------------|--------------|----------|---------------|--------------|----------|---------------|--------------|-----------------|
| | | Passengers | US Share | Foreign Share | Passengers | US Share | Foreign Share | | |
| London, United Kingdom | LHR | 14,162,763 | 38.6% | 61.4% | 13,843,571 | 38.5% | 61.5% | 2.3% | 79.6% |
| Toronto, Canada | YYZ | 9,172,328 | 46.6% | 53.4% | 9,709,920 | 36.3% | 63.7% | -5.5% | 77.2% |
| Tokyo, Japan | NRT | 8,143,810 | 60.9% | 39.1% | 8,137,752 | 63.9% | 36.1% | 0.1% | 81.0% |
| Frankfurt, Germany | FRA | 6,513,331 | 35.2% | 64.8% | 6,429,696 | 36.7% | 63.3% | 1.3% | 83.1% |
| Paris, France | CDG | 6,412,178 | 45.2% | 54.8% | 5,951,671 | 41.9% | 58.1% | 7.7% | 85.3% |
| Cancun, Mexico | CUN | 6,088,064 | 98.1% | 1.9% | 5,488,727 | 98.5% | 1.5% | 10.9% | 85.3% |
| Mexico City, Mexico | MEX | 5,888,906 | 63.7% | 36.3% | 5,568,981 | 65.2% | 34.8% | 5.7% | 76.4% |
| Seoul, South Korea | ICN | 4,933,175 | 19.6% | 80.4% | 4,582,473 | 15.1% | 84.9% | 7.7% | 77.8% |
| Amsterdam, Netherlands | AMS | 4,686,799 | 64.9% | 35.1% | 4,574,014 | 65.4% | 34.6% | 2.5% | 85.3% |
| Vancouver, Canada | YVR | 4,543,554 | 52.7% | 47.3% | 4,296,354 | 49.2% | 50.8% | 5.8% | 82.4% |
| Sao Paulo, Brazil | GRU | 3,297,088 | 64.8% | 35.2% | 2,894,741 | 65.0% | 35.0% | 13.9% | 80.7% |
| Montreal, Canada | YUL | 3,153,560 | 62.4% | 37.6% | 3,265,739 | 54.2% | 45.8% | -3.4% | 77.6% |
| Calgary, Canada | YYC | 3,010,664 | 50.6% | 49.4% | 2,771,718 | 50.0% | 50.0% | 8.6% | 80.3% |
| Panama City, Panama | PTY | 2,554,687 | 27.5% | 72.5% | 2,239,307 | 31.3% | 68.7% | 14.1% | 76.2% |
| Hong Kong, Hong Kong | HKG | 2,515,710 | 24.8% | 75.2% | 2,404,436 | 27.9% | 72.1% | 4.6% | 86.9% |
| Guadalajara, Mexico | GDL | 2,515,371 | 83.1% | 16.9% | 2,256,564 | 87.3% | 12.7% | 11.5% | 80.4% |
| Dubai, United Arab Emirates | DXB | 2,386,804 | 13.8% | 86.2% | 1,979,576 | 17.2% | 82.8% | 20.6% | 84.5% |
| San Jose del Cabo, Mexico | SJD | 2,320,231 | 100.0% | 0.0% | 1,968,281 | 100.0% | 0.0% | 17.9% | 83.4% |
| Beijing, China | PEK | 2,289,395 | 53.6% | 46.4% | 1,935,180 | 61.6% | 38.4% | 18.3% | 83.0% |
| Montego Bay, Jamaica | MBJ | 2,220,461 | 92.8% | 7.2% | 2,138,957 | 90.8% | 9.2% | 3.8% | 81.7% |
| Punta Cana, Dominican Republ | PUJ | 1,979,729 | 99.1% | 0.9% | 1,598,096 | 98.7% | 1.3% | 23.9% | 84.7% |
| Santo Domingo, Dominican Rep | SDQ | 2,069,237 | 100.0% | 0.0% | 2,025,438 | 99.6% | 0.4% | 2.2% | 77.0% |
| Nassau, The Bahamas | NAS | 2,032,267 | 80.1% | 19.9% | 2,104,640 | 80.7% | 19.3% | -3.4% | 75.7% |
| Shanghai, China | PVG | 2,033,975 | 69.1% | 30.9% | 1,797,137 | 72.1% | 27.9% | 13.2% | 85.8% |
| Bogota, Colombia | BOG | 2,023,438 | 58.3% | 41.7% | 1,859,578 | 58.2% | 41.8% | 8.8% | 83.3% |
| Taipei, Taiwan | TPE | 2,008,196 | 4.1% | 95.9% | 1,782,652 | 0.0% | 100.0% | 12.7% | 82.7% |
| Munich, Germany | MUC | 1,998,535 | 36.6% | 63.4% | 1,985,199 | 35.5% | 64.5% | 0.7% | 84.5% |
| Madrid, Spain | MAD | 1,929,912 | 47.3% | 52.7% | 1,944,508 | 44.7% | 55.3% | -0.8% | 82.6% |
| San Jose, Costa Rica | SJO | 1,808,181 | 98.4% | 1.6% | 1,746,886 | 90.6% | 9.4% | 3.5% | 81.7% |
| Dublin, Ireland | DUB | 1,789,885 | 43.6% | 56.4% | 1,594,394 | 43.0% | 57.0% | 12.3% | 85.9% |
| Sydney, Australia | SYD | 1,762,773 | 63.2% | 36.8% | 1,764,606 | 63.8% | 36.2% | -0.1% | 80.6% |
| Lima, Peru | LIM | 1,729,393 | 46.6% | 53.4% | 1,522,469 | 42.7% | 57.3% | 13.6% | 85.7% |
| Rome, Italy | FCO | 1,724,925 | 56.4% | 43.6% | 1,713,430 | 57.1% | 42.9% | 0.7% | 85.2% |
| San Salvador, El Salvador | SAL | 1,656,243 | 28.4% | 71.6% | 1,470,948 | 30.0% | 70.0% | 12.6% | 78.0% |
| Zurich, Switzerland | ZRH | 1,666,865 | 32.6% | 67.4% | 1,798,487 | 30.6% | 69.4% | -7.3% | 83.4% |
| Tel Aviv, Israel | TLV | 1,420,946 | 53.5% | 46.5% | 1,390,280 | 53.7% | 46.3% | 2.2% | 87.8% |
| Ezeiza, Argentina | EZE | 1,414,574 | 75.0% | 25.0% | 1,393,610 | 82.6% | 17.4% | 1.5% | 79.9% |
| Puerto Vallarta, Mexico | PVR | 1,331,696 | 99.5% | 0.5% | 1,200,800 | 100.0% | 0.0% | 10.9% | 85.6% |
| Istanbul, Turkey | IST | 1,349,114 | 5.8% | 94.2% | 1,112,304 | 15.8% | 84.2% | 21.3% | 84.7% |
| Edmonton, Canada | YEG | 1,317,884 | 66.1% | 33.9% | 1,204,906 | 65.3% | 34.7% | 9.4% | 83.2% |

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 2014 LF |
|------------|-----------------|-----------------|----------------------|--------------|--------------|--------------|-----------------|----------------------|--------------|--------------|--------------|-----------------|
| | | US Market Share | Foreign Market Share | YE June 2014 | YE June 2013 | Yr/Yr Growth | US Market Share | Foreign Market Share | YE June 2014 | YE June 2013 | Yr/Yr Growth | |
| JFK | LHR | 30.3% | 69.7% | 2,930,384 | 2,886,783 | 1.5% | 36.4% | 63.6% | 3,820,150 | 3,701,136 | 3.2% | 76.7% |
| HNL | NRT | 38.0% | 62.0% | 1,506,320 | 1,505,032 | 0.1% | 43.6% | 56.4% | 1,867,280 | 1,797,706 | 3.9% | 80.7% |
| LAX | LHR | 23.2% | 76.8% | 1,439,647 | 1,389,640 | 3.6% | 22.8% | 77.2% | 1,685,438 | 1,612,675 | 4.5% | 85.4% |
| JFK | CDG | 34.0% | 66.0% | 1,392,077 | 1,348,769 | 3.2% | 34.0% | 66.0% | 1,586,416 | 1,522,579 | 4.2% | 87.7% |
| ORD | LHR | 65.5% | 34.5% | 1,140,530 | 1,140,476 | 0.0% | 69.2% | 30.8% | 1,461,948 | 1,414,507 | 3.4% | 78.0% |
| LAX | NRT | 44.0% | 56.0% | 1,139,861 | 1,266,338 | -10.0% | 37.2% | 62.8% | 1,337,739 | 1,507,111 | -11.2% | 85.2% |
| EWR | LHR | 44.8% | 55.2% | 1,118,389 | 1,139,710 | -1.9% | 42.4% | 57.6% | 1,525,517 | 1,534,135 | -0.6% | 73.3% |
| LGA | YYZ | 21.5% | 78.5% | 1,114,159 | 1,055,360 | 5.6% | 21.0% | 79.0% | 1,667,277 | 1,690,028 | -1.3% | 66.8% |
| LAX | SYD | 54.8% | 45.2% | 1,054,254 | 1,048,171 | 0.6% | 55.3% | 44.7% | 1,309,964 | 1,297,136 | 1.0% | 80.5% |
| MIA | GRU | 51.5% | 48.5% | 1,013,834 | 883,419 | 14.8% | 56.1% | 43.9% | 1,232,698 | 1,086,098 | 13.5% | 82.2% |
| LAX | ICN | 0.0% | 100.0% | 1,005,414 | 1,005,368 | 0.0% | 0.0% | 100.0% | 1,276,557 | 1,252,285 | 1.9% | 78.8% |
| MIA | LHR | 33.2% | 66.8% | 981,706 | 972,073 | 1.0% | 22.6% | 77.4% | 1,143,626 | 1,110,580 | 3.0% | 85.8% |
| GUM | NRT | 83.7% | 16.3% | 936,380 | 1,000,478 | -6.4% | 86.0% | 14.0% | 1,158,799 | 1,239,591 | -6.5% | 80.8% |
| SFO | LHR | 30.9% | 69.1% | 937,153 | 938,527 | -0.1% | 31.7% | 68.3% | 1,061,855 | 1,080,616 | -1.7% | 88.3% |
| LAX | TPE | 0.0% | 100.0% | 895,315 | 861,788 | 3.9% | 0.0% | 100.0% | 1,086,132 | 1,028,966 | 5.6% | 82.4% |
| IAD | LHR | 42.0% | 58.0% | 882,925 | 905,696 | -2.5% | 46.4% | 53.6% | 1,203,249 | 1,218,357 | -1.2% | 73.4% |
| BOS | LHR | 12.5% | 87.5% | 874,740 | 927,206 | -5.7% | 29.4% | 70.6% | 1,092,353 | 1,142,345 | -4.4% | 80.1% |
| MIA | CCS | 95.8% | 4.2% | 870,982 | 857,295 | 1.6% | 95.8% | 4.2% | 1,065,961 | 1,061,556 | 0.4% | 81.7% |
| SFO | HKG | 28.4% | 71.6% | 839,746 | 879,013 | -4.5% | 25.6% | 74.4% | 992,707 | 1,057,916 | -6.2% | 84.6% |
| LAX | YVR | 50.7% | 49.3% | 806,350 | 715,502 | 12.7% | 42.9% | 57.1% | 964,035 | 857,844 | 12.4% | 83.6% |
| LAX | GDL | 80.4% | 19.6% | 800,141 | 667,185 | 19.9% | 83.1% | 16.9% | 937,895 | 753,602 | 24.5% | 85.3% |
| JFK | STI | 100.0% | 0.0% | 787,931 | 766,931 | 2.7% | 100.0% | 0.0% | 1,079,036 | 960,754 | 12.3% | 73.0% |
| JFK | FRA | 16.1% | 83.9% | 781,109 | 751,527 | 3.9% | 16.0% | 84.0% | 978,791 | 930,962 | 5.1% | 79.8% |
| MIA | EZE | 63.0% | 37.0% | 765,348 | 735,877 | 4.0% | 65.1% | 34.9% | 955,480 | 904,834 | 5.6% | 80.1% |
| LAX | MEX | 48.9% | 51.1% | 761,993 | 741,829 | 2.7% | 45.3% | 54.7% | 885,523 | 896,801 | -1.3% | 86.1% |
| JFK | DXB | 0.1% | 99.9% | 756,768 | 558,160 | 35.6% | 0.0% | 100.0% | 903,960 | 655,505 | 37.9% | 83.7% |
| MIA | BOG | 55.2% | 44.8% | 726,575 | 703,743 | 3.2% | 59.3% | 40.7% | 875,873 | 834,703 | 4.9% | 83.0% |
| JFK | SDQ | 99.9% | 0.1% | 712,264 | 717,577 | -0.7% | 100.0% | 0.0% | 961,861 | 884,380 | 8.8% | 74.1% |
| MIA | LIM | 35.7% | 64.3% | 711,997 | 643,994 | 10.6% | 36.8% | 63.2% | 823,138 | 758,601 | 8.5% | 86.5% |
| SFO | ICN | 31.7% | 68.3% | 708,596 | 734,989 | -3.6% | 30.0% | 70.0% | 868,044 | 881,136 | -1.5% | 81.6% |
| ATL | CUN | 100.0% | 0.0% | 704,881 | 646,719 | 9.0% | 100.0% | 0.0% | 785,700 | 734,665 | 6.9% | 89.7% |
| JFK | GRU | 53.3% | 46.7% | 699,948 | 648,225 | 8.0% | 59.5% | 40.5% | 883,455 | 790,628 | 11.7% | 79.2% |
| MIA | PTY | 33.6% | 66.4% | 699,404 | 667,186 | 4.8% | 38.3% | 61.7% | 913,564 | 877,937 | 4.1% | 76.6% |
| JFK | TLV | 37.5% | 62.5% | 671,228 | 650,431 | 3.2% | 36.3% | 63.7% | 759,521 | 740,545 | 2.6% | 88.4% |
| MIA | MEX | 65.7% | 34.3% | 670,389 | 708,230 | -5.3% | 64.8% | 35.2% | 927,142 | 984,960 | -5.9% | 72.3% |
| IAH | MEX | 70.2% | 29.8% | 668,958 | 599,369 | 11.6% | 73.6% | 26.4% | 919,576 | 828,405 | 11.0% | 72.7% |
| JFK | MAD | 35.8% | 64.2% | 662,861 | 637,054 | 4.1% | 33.2% | 66.8% | 791,356 | 779,456 | 1.5% | 83.8% |
| DFW | LHR | 69.2% | 30.8% | 658,395 | 636,878 | 3.4% | 68.0% | 32.0% | 769,031 | 735,121 | 4.6% | 85.6% |
| ORD | NRT | 43.1% | 56.9% | 653,978 | 622,096 | 5.1% | 52.9% | 47.1% | 859,583 | 767,270 | 12.0% | 76.1% |
| MCO | LGW | 0.0% | 100.0% | 649,779 | 638,989 | 1.7% | 0.0% | 100.0% | 788,418 | 776,655 | 1.5% | 82.4% |
| DFW | CUN | 99.2% | 0.8% | 637,522 | 557,268 | 14.4% | 100.0% | 0.0% | 766,669 | 643,034 | 19.2% | 83.2% |
| ORD | YYZ | 95.4% | 4.6% | 643,028 | 737,644 | -12.8% | 70.8% | 29.2% | 824,525 | 962,296 | -14.3% | 78.0% |
| ATL | CDG | 32.5% | 67.5% | 638,035 | 572,171 | 11.5% | 30.6% | 69.4% | 710,308 | 646,554 | 9.9% | 89.8% |
| JFK | NRT | 37.0% | 63.0% | 637,309 | 574,425 | 10.9% | 37.4% | 62.6% | 823,692 | 723,040 | 13.9% | 77.4% |
| ORD | FRA | 48.0% | 52.0% | 632,090 | 599,471 | 5.4% | 52.2% | 47.8% | 771,668 | 718,431 | 7.4% | 81.9% |
| SFO | FRA | 55.2% | 44.8% | 629,776 | 627,925 | 0.3% | 52.9% | 47.1% | 699,668 | 716,036 | -2.3% | 90.0% |
| DTW | AMS | 100.0% | 0.0% | 627,344 | 620,951 | 1.0% | 100.0% | 0.0% | 724,765 | 728,396 | -0.5% | 86.6% |
| JFK | AMS | 29.8% | 70.2% | 626,731 | 589,631 | 6.3% | 31.2% | 68.8% | 710,292 | 675,006 | 5.2% | 88.2% |
| JFK | DUB | 39.2% | 60.8% | 614,820 | 509,527 | 20.7% | 24.6% | 75.4% | 707,429 | 584,667 | 21.0% | 86.9% |
| SFO | TPE | 7.3% | 92.7% | 610,787 | 514,871 | 18.6% | 0.0% | 100.0% | 708,117 | 608,259 | 16.4% | 86.3% |

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.