

Office of the Assistant
Secretary for Aviation and
International Affairs

International Aviation Developments Series



September 2013



U.S. Department of Transportation
Released March 2014

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Introduction

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

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

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

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

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

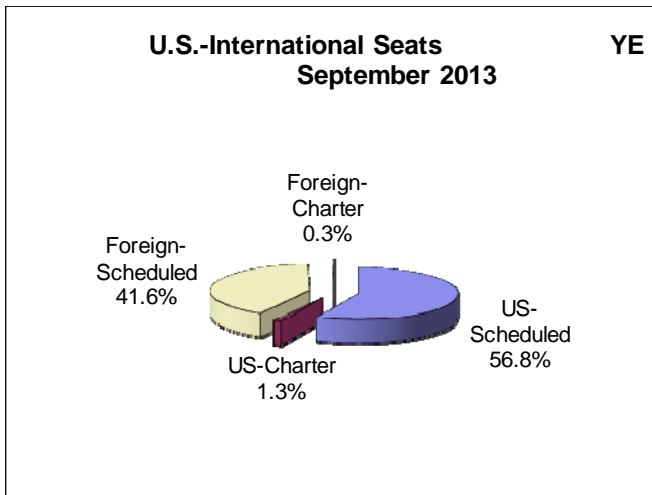
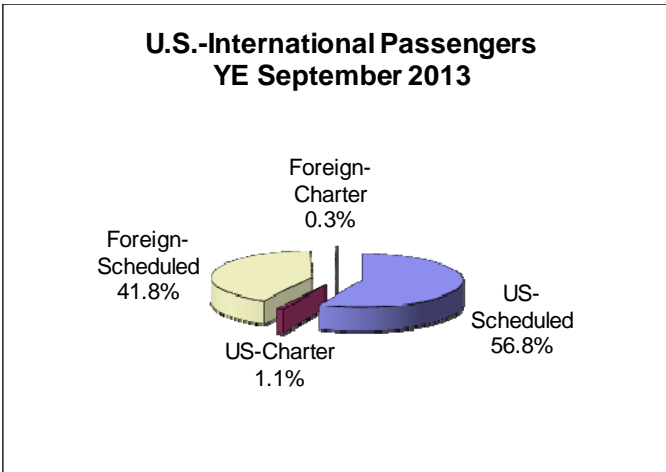
- The T-100 segment data includes all traffic arriving at U.S. airports and departing from U.S. airports on nonstop commercial international flights.
- Prior to October 1st 2002, air carriers that operated aircraft with 60 seats or less were not required to file T-100 data. Therefore prior to October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

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

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

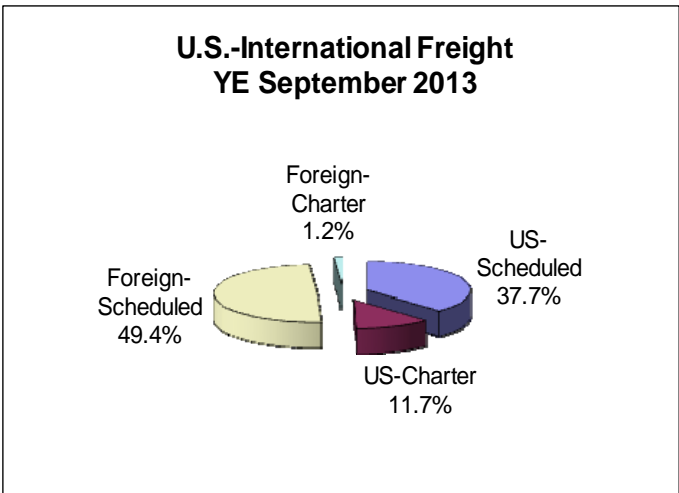
Summary for the Month of September 2013 and 12 months ended September 2013

U.S. and foreign air carriers transported 179.1 million passengers between the United States and the rest of the world for the year-ended September 2013, up 3.8% from the same 12 month period a year earlier . U.S. flag market share increased from a 58% share to a 57.9% share.



For the 12 months ended September 2013, available seats into and out of the United States increased 2.2% from the same 12 month period a year earlier to 222.9 million. During the most recent period, there were 1.51 million flights into and out of the U.S., an increase of 0.4% from the same 12 month period a year earlier . The market share of seats for U.S. flag carriers declined to 58.1% from 58.6%, and U.S. carriers performed 65.8% of all departures.

U.S. and foreign airlines carried 9.20 million freight tons to and from the United States during the 12 months ended September 2013, a 2.1% decline from the same 12 month period a year earlier U.S. flag share declined from 50.9% to 49.4%.



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of September 2013 increased 2.8% from a year ago to 14,408,817 passengers. U.S. airlines carried 55.9% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.0% of international travel.

For the 12 months ended September 2013, U.S.-world traffic was up 3.8% from the same 12 month period a year earlier to 179,117,243 passengers. U.S. airlines carried 57.9% of total passengers, compared to 58.0% the previous year. U.S. and foreign charter passengers accounted for 1.3% of international travel.

World Area Trends

Seven of the nine regions experienced passenger growth between the year-ended periods September 2013 and 2012. South America experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the 12 months ended September 2013, rising 11.1%. Passenger traffic between the U.S. and Africa contracted the most, falling 0.9% to 1,428,039 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 52.9 million passengers were transported during the 12 months ended September 2013 period. Europe is followed by Central America at 29.6 million passengers, and the Far East was third at 26.8 million passengers.

Country Trends

The top five U.S.-international country passenger gateways for the 12 months ended September 2013 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 country markets, 20 posted a positive passenger growth rate for the 12 months ended period and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in six of the top 25 country markets, was unchanged in six country markets, and decreased in 13 country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the 12 months ended September 2013 were New York, NY (JFK), Miami, FL (MIA), Los Angeles, CA (LAX), Newark, NJ (EWR), and Chicago, IL (ORD). Load factors were 70% or higher in 36 out of the top 40 domestic gateway airports. Load factors were below 60% in none of the top 40 domestic gateway airports. Passenger traffic for the 12 months ended September 2013 compared to 12 months ended September 2012 was up in 33 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the 12 months ended September 2013 were London, United Kingdom (LHR), Toronto, Canada (YYZ), Tokyo, Japan (NRT), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 28 international gateways, Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Sao Paulo, Brazil (GRU); Guadalajara, Mexico (GDL); Madrid, Spain (MAD); Montego Bay, Jamaica (MBJ); Munich, Germany (MUC); San Jose, Costa Rica (SJO); Rome, Italy (FCO); San Jose del Cabo, Mexico (SJD); Beijing, China (PEK); Dubai, United Arab Emirates (DXB); Shanghai, China (PVG); Taipei, Taiwan (TPE); Sydney, Australia (SYD); Bogota, Colombia (BOG); Zurich, Switzerland (ZRH); Dublin, Ireland (DUB); Tel Aviv, Israel (TLV); Punta Cana, Dominican Republic (PUJ); Lima, Peru (LIM); London, United Kingdom (LGW); Puerto Vallarta, Mexico (PVR); Aruba, Aruba (AUA) and Brussels, Belgium (BRU), with a load factor of 80% or more for the annual period. There were no international gateways with a load factor under 60%. Of the top

40 foreign gateways, ten reported traffic losses compared to the 12 months ended September 2012. The top U.S.-international gateway segments were 1) New York, NY (JFK)-London, United Kingdom (LHR); 2) Honolulu, HI (HNL)-Tokyo, Japan (NRT); 3) Los Angeles, CA (LAX)-London, United Kingdom (LHR); 4) New York, NY (JFK)-Paris, France (CDG); and 5) Los Angeles, CA (LAX)-Tokyo, Japan (NRT).

Departures and Seat Capacity

Departures between the U.S. and the rest of the world for the month of September 2013 increased 1.9% from September 2012. Available seats increased by 2.1% over the same period. U.S. airlines provided 56.4% of international seats and 64.4% of departures. Charter service for all airlines accounted for 1.3% of international seats and 2.9% of international departures.

For the 12 months ended September 2013, U.S.-world seats increased 2.2% from the same 12 month period a year earlier to 222.9 million. Departures increased by 0.4% to 1.51 million. U.S. airlines provided 58.1% of seats, compared to 58.6% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.1% 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 September 2013 and 2012. South America reported the largest relative increase in available seats to and from the U.S., rising 12.1% to 17.3 million, while the Caribbean-U.S. seat capacity had the largest relative decline, down 3.7% to 24.0 million seats.

Between the U.S. and Europe, 63.4 million seats were available for the 12 months ended September 2013, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 37.6 million seats, the Far East with 33 million seats, and Canada with 32.8 million seats.

Country Trends

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

Freight Traffic

Air freight between the U.S. and the rest of the world in the month of September 2013 decreased 0.7% from September 2012 to 771,706 tons. U.S. airlines carried 47.7% of total freight to and from international destinations. Charter service accounted for 12.2% of international freight traffic.

For the 12 months ended September 2013, U.S.-world airfreight decreased 2.1% over the same 12 month period a year earlier to 9.20 million tons. U.S. airlines carried 49.4% of total freight, compared to 50.9% the previous year.

World Area Trends

The Middle East experienced the greatest relative increase in nonstop freight shipments to and from the U.S. between the 12 months ended September 2013 and 2012, rising 10.8%. The

Caribbean posted the second largest increase, up 6.1%. Five 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 28 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 September 2013, this area making the Far East the largest U.S. international regional freight gateway, followed closely by Europe with 2.8 million tons of freight.

Country Trends

The top five U.S.-international country gateways for freight in the 12 months ended September 2013 were Japan, the United Kingdom, Germany, South Korea, and China. Of the top 25 country markets, nine posted positive freight growth rates for the 12 months ended September 2013 versus the 12 months ended September 2012. South Korea had the highest loss rate at 17.5%. U.S. flag share was down in seven of the 25 country markets, was unchanged in 3 country markets, and increased in the remaining 15 country markets.

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

Passengers

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	10	13,340,635	2.4%	56.0%	44.0%	13,213,593	2.3%	55.8%	44.2%	127,042	17.9%	75.3%	24.7%
2011	11	12,293,297	4.5%	57.1%	42.9%	12,163,874	4.2%	56.7%	43.3%	129,423	43.7%	91.0%	9.0%
2011	12	13,737,757	5.0%	58.5%	41.5%	13,574,812	4.8%	58.1%	41.9%	162,945	27.6%	88.2%	11.8%
2012	1	13,441,718	4.1%	58.5%	41.5%	13,224,553	4.1%	58.0%	42.0%	217,165	10.3%	88.2%	11.8%
2012	2	11,942,221	7.0%	59.3%	40.7%	11,744,203	7.0%	58.9%	41.1%	198,018	1.9%	86.5%	13.5%
2012	3	14,670,996	7.0%	59.8%	40.2%	14,426,597	6.9%	59.3%	40.7%	244,399	10.9%	84.5%	15.5%
2012	4	14,286,844	4.1%	58.2%	41.8%	14,049,154	3.8%	57.8%	42.2%	237,690	21.3%	85.4%	14.6%
2012	5	14,537,314	3.1%	57.8%	42.2%	14,345,619	2.9%	57.5%	42.5%	191,695	18.9%	77.9%	22.1%
2012	6	15,906,101	5.9%	58.5%	41.5%	15,644,840	5.6%	58.1%	41.9%	261,261	32.0%	79.6%	20.4%
2012	7	17,362,586	2.3%	59.2%	40.8%	17,037,841	2.2%	58.8%	41.2%	324,745	5.5%	78.1%	21.9%
2012	8	16,969,528	5.8%	57.8%	42.2%	16,685,779	5.7%	57.6%	42.4%	283,749	14.1%	65.8%	34.2%
2012	9	14,010,920	4.5%	55.6%	44.4%	13,845,549	4.5%	55.4%	44.6%	165,371	3.8%	67.9%	32.1%
2012	10	13,599,030	1.9%	55.9%	44.1%	13,452,893	1.8%	55.6%	44.4%	146,137	15.0%	78.3%	21.7%
2012	11	12,919,746	5.1%	56.8%	43.2%	12,784,101	5.1%	56.5%	43.5%	135,645	4.8%	87.4%	12.6%
2012	12	14,289,105	4.0%	57.8%	42.2%	14,112,091	4.0%	57.5%	42.5%	177,014	8.6%	87.5%	12.5%
2013	1	13,970,077	3.9%	57.9%	42.1%	13,772,636	4.1%	57.5%	42.5%	197,441	-9.1%	87.6%	12.4%
2013	2	12,230,963	2.4%	58.8%	41.2%	12,031,706	2.4%	58.4%	41.6%	199,257	0.6%	82.5%	17.5%
2013	3	15,447,435	5.3%	59.0%	41.0%	15,194,321	5.3%	58.7%	41.3%	253,114	3.6%	75.1%	24.9%
2013	4	14,507,038	1.5%	57.3%	42.7%	14,295,009	1.7%	56.9%	43.1%	212,029	-10.8%	82.7%	17.3%
2013	5	15,516,063	6.7%	56.9%	43.1%	15,326,047	6.8%	56.6%	43.4%	190,016	-0.9%	77.7%	22.3%
2013	6	16,487,702	3.7%	59.3%	40.7%	16,257,132	3.9%	59.1%	40.9%	230,570	-11.7%	74.9%	25.1%
2013	7	17,954,910	3.4%	59.9%	40.1%	17,673,289	3.7%	59.6%	40.4%	281,621	-13.3%	79.3%	20.7%
2013	8	17,786,357	4.8%	58.5%	41.5%	17,544,804	5.1%	58.3%	41.7%	241,553	-14.9%	67.5%	32.5%
2013	9	14,408,817	2.8%	55.9%	44.1%	14,258,322	3.0%	55.8%	44.2%	150,495	-9.0%	66.1%	33.9%
YE	201109	164,932,448	4.2%	58.9%	41.1%	162,724,334	3.9%	58.7%	41.3%	2,208,114	27.9%	78.6%	21.4%
YE	201209	172,499,917	4.6%	58.0%	42.0%	169,956,414	4.4%	57.7%	42.3%	2,543,503	15.2%	80.2%	19.8%
YE	201309	179,117,243	3.8%	57.9%	42.1%	176,702,351	4.0%	57.6%	42.4%	2,414,892	-5.1%	78.5%	21.5%

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

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

Seats

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	10	17,257,403	5.0%	56.6%	43.4%	17,050,002	4.9%	56.3%	43.7%	207,401	21.6%	81.4%	18.6%
2011	11	16,121,944	4.2%	57.4%	42.6%	15,901,146	3.7%	56.9%	43.1%	220,798	55.5%	92.9%	7.1%
2011	12	17,813,875	5.4%	58.7%	41.3%	17,541,302	5.2%	58.2%	41.8%	272,573	27.1%	90.8%	9.2%
2012	1	17,915,226	2.8%	59.2%	40.8%	17,583,362	2.6%	58.6%	41.4%	331,864	14.0%	90.5%	9.5%
2012	2	16,575,344	6.1%	59.9%	40.1%	16,287,860	6.0%	59.4%	40.6%	287,484	8.0%	88.9%	11.1%
2012	3	18,694,184	3.7%	60.2%	39.8%	18,358,900	3.5%	59.7%	40.3%	335,284	16.2%	86.2%	13.8%
2012	4	18,106,239	2.1%	58.8%	41.2%	17,770,523	1.8%	58.2%	41.8%	335,716	21.0%	87.4%	12.6%
2012	5	18,405,894	3.8%	58.6%	41.4%	18,136,684	3.7%	58.3%	41.7%	269,210	13.1%	80.1%	19.9%
2012	6	19,081,750	4.2%	59.2%	40.8%	18,712,187	3.8%	58.8%	41.2%	369,563	32.5%	82.9%	17.1%
2012	7	20,565,434	2.5%	59.3%	40.7%	20,126,060	2.4%	58.8%	41.2%	439,374	8.6%	81.5%	18.5%
2012	8	20,114,839	4.9%	58.2%	41.8%	19,719,683	4.8%	57.9%	42.1%	395,156	15.2%	73.3%	26.7%
2012	9	17,583,740	2.4%	56.3%	43.7%	17,315,570	2.3%	56.0%	44.0%	268,170	4.8%	75.1%	24.9%
2012	10	17,248,560	-0.1%	56.6%	43.4%	17,012,249	-0.2%	56.2%	43.8%	236,311	13.9%	83.6%	16.4%
2012	11	16,620,717	3.1%	57.1%	42.9%	16,405,444	3.2%	56.7%	43.3%	215,273	-2.5%	88.2%	11.8%
2012	12	18,197,876	2.2%	58.0%	42.0%	17,930,647	2.2%	57.5%	42.5%	267,229	-2.0%	88.9%	11.1%
2013	1	18,272,832	2.0%	58.0%	42.0%	17,989,729	2.3%	57.5%	42.5%	283,103	-14.7%	88.9%	11.1%
2013	2	16,384,914	-1.1%	58.8%	41.2%	16,108,147	-1.1%	58.4%	41.6%	276,767	-3.7%	84.7%	15.3%
2013	3	19,122,464	2.3%	58.9%	41.1%	18,785,552	2.3%	58.6%	41.4%	336,912	0.5%	77.4%	22.6%
2013	4	18,634,743	2.9%	57.5%	42.5%	18,335,662	3.2%	57.1%	42.9%	299,081	-10.9%	84.6%	15.4%
2013	5	19,262,484	4.7%	57.4%	42.6%	18,982,100	4.7%	57.0%	43.0%	280,384	4.2%	80.6%	19.4%
2013	6	19,496,656	2.2%	59.7%	40.3%	19,183,037	2.5%	59.4%	40.6%	313,619	-15.1%	79.5%	20.5%
2013	7	21,022,194	2.2%	59.8%	40.2%	20,644,122	2.6%	59.4%	40.6%	378,072	-14.0%	82.7%	17.3%
2013	8	20,719,494	3.0%	58.8%	41.2%	20,387,189	3.4%	58.6%	41.4%	332,305	-15.9%	73.8%	26.2%
2013	9	17,960,934	2.1%	56.4%	43.6%	17,718,633	2.3%	56.2%	43.8%	242,301	-9.6%	74.1%	25.9%
YE	201109	210,066,719	4.0%	59.4%	40.6%	206,895,976	3.8%	59.0%	41.0%	3,170,743	23.2%	81.8%	18.2%
YE	201209	218,235,872	3.9%	58.6%	41.4%	214,503,279	3.7%	58.1%	41.9%	3,732,593	17.7%	83.9%	16.1%
YE	201309	222,943,868	2.2%	58.1%	41.9%	219,482,511	2.3%	57.8%	42.2%	3,461,357	-7.3%	82.0%	18.0%

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

Departures

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	10	118,817	1.8%	64.2%	35.8%	115,152	2.6%	63.5%	36.5%	3,665	-17.6%	86.7%	13.3%
2011	11	114,495	2.6%	65.0%	35.0%	110,749	3.1%	64.1%	35.9%	3,746	-10.6%	90.8%	9.2%
2011	12	124,791	3.9%	65.8%	34.2%	120,608	4.5%	64.9%	35.1%	4,183	-9.8%	89.5%	10.5%
2012	1	123,729	1.2%	66.1%	33.9%	119,491	1.7%	65.3%	34.7%	4,238	-11.4%	90.3%	9.7%
2012	2	116,421	5.2%	66.8%	33.2%	112,567	6.0%	66.0%	34.0%	3,854	-12.2%	90.5%	9.5%
2012	3	131,295	2.3%	67.3%	32.7%	126,764	2.5%	66.4%	33.6%	4,531	-4.1%	90.6%	9.4%
2012	4	125,478	1.1%	66.6%	33.4%	121,026	1.3%	65.7%	34.3%	4,452	-3.0%	90.9%	9.1%
2012	5	127,318	3.8%	66.6%	33.4%	123,169	3.8%	65.8%	34.2%	4,149	5.1%	89.4%	10.6%
2012	6	129,908	3.7%	67.0%	33.0%	125,402	3.7%	66.2%	33.8%	4,506	1.8%	88.3%	11.7%
2012	7	138,197	1.4%	66.7%	33.3%	133,383	1.7%	65.9%	34.1%	4,814	-5.8%	86.5%	13.5%
2012	8	136,010	4.4%	66.1%	33.9%	131,537	4.8%	65.5%	34.5%	4,473	-7.0%	84.8%	15.2%
2012	9	119,371	1.3%	64.0%	36.0%	115,759	1.9%	63.3%	36.7%	3,612	-14.6%	86.4%	13.6%
2012	10	118,828	0.0%	64.9%	35.1%	115,167	0.0%	64.1%	35.9%	3,661	-0.1%	89.5%	10.5%
2012	11	117,124	2.3%	65.0%	35.0%	113,542	2.5%	64.2%	35.8%	3,582	-4.4%	90.2%	9.8%
2012	12	125,224	0.3%	65.4%	34.6%	121,406	0.7%	64.7%	35.3%	3,818	-8.7%	89.8%	10.2%
2013	1	126,653	2.4%	65.4%	34.6%	122,956	2.9%	64.7%	35.3%	3,697	-12.8%	89.6%	10.4%
2013	2	114,281	-1.8%	66.2%	33.8%	110,570	-1.8%	65.5%	34.5%	3,711	-3.7%	87.6%	12.4%
2013	3	132,632	1.0%	66.4%	33.6%	128,323	1.2%	65.7%	34.3%	4,309	-4.9%	86.1%	13.9%
2013	4	127,202	1.4%	65.5%	34.5%	122,947	1.6%	64.7%	35.3%	4,255	-4.4%	89.9%	10.1%
2013	5	129,987	2.1%	65.4%	34.6%	126,052	2.3%	64.8%	35.2%	3,935	-5.2%	86.6%	13.4%
2013	6	129,464	-0.3%	67.3%	32.7%	125,351	0.0%	66.7%	33.3%	4,113	-8.7%	85.5%	14.5%
2013	7	137,694	-0.4%	67.2%	32.8%	133,581	0.1%	66.6%	33.4%	4,113	-14.6%	86.4%	13.6%
2013	8	135,046	-0.7%	66.6%	33.4%	131,192	-0.3%	66.0%	34.0%	3,854	-13.8%	84.9%	15.1%
2013	9	117,055	-1.9%	64.4%	35.6%	113,657	-1.8%	63.8%	36.2%	3,398	-5.9%	84.6%	15.4%
YE	201109	1,466,107	1.6%	66.2%	33.8%	1,411,818	1.4%	65.5%	34.5%	54,289	7.7%	85.2%	14.8%
YE	201209	1,505,830	2.7%	66.0%	34.0%	1,455,607	3.1%	65.3%	34.7%	50,223	-7.5%	88.7%	11.3%
YE	201309	1,511,190	0.4%	65.8%	34.2%	1,464,744	0.6%	65.1%	34.9%	46,446	-7.5%	87.5%	12.5%

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

Freight (Tons)

Year	Month	Total	Yr/Yr Growth	US Share	Foreign Share	Scheduled Total	Yr/Yr Growth	US Share	Foreign Share	Charter Total	Yr/Yr Growth	US Share	Foreign Share
2011	10	828,941	-6.0%	50.0%	50.0%	725,094	-4.1%	45.0%	55.0%	103,847	-17.5%	84.9%	15.1%
2011	11	812,612	-3.0%	50.7%	49.3%	714,080	-0.1%	45.0%	55.0%	98,532	-20.0%	92.6%	7.4%
2011	12	806,393	-1.7%	50.0%	50.0%	706,172	1.0%	44.5%	55.5%	100,222	-17.5%	88.9%	11.1%
2012	1	686,507	-9.0%	51.5%	48.5%	600,255	-7.5%	45.8%	54.2%	86,252	-18.0%	91.1%	8.9%
2012	2	719,045	0.4%	51.4%	48.6%	635,467	1.3%	45.7%	54.3%	83,578	-5.4%	95.3%	4.7%
2012	3	867,232	-2.1%	51.3%	48.7%	765,847	-2.0%	45.6%	54.4%	101,384	-2.7%	95.1%	4.9%
2012	4	760,315	-9.3%	52.8%	47.2%	661,771	-8.7%	46.6%	53.4%	98,545	-13.1%	94.1%	5.9%
2012	5	799,506	-2.3%	52.0%	48.0%	697,980	-3.1%	46.1%	53.9%	101,525	3.6%	92.7%	7.3%
2012	6	784,950	-0.7%	51.3%	48.7%	689,458	-1.1%	45.9%	54.1%	95,492	2.5%	90.1%	9.9%
2012	7	789,405	-2.4%	50.3%	49.7%	691,737	-2.4%	45.0%	55.0%	97,668	-2.0%	87.6%	12.4%
2012	8	764,937	-2.0%	49.8%	50.2%	672,829	-2.1%	44.6%	55.4%	92,108	-0.6%	87.8%	12.2%
2012	9	777,182	-0.2%	49.4%	50.6%	689,560	0.8%	44.1%	55.9%	87,622	-7.5%	91.0%	9.0%
2012	10	777,717	-6.2%	50.3%	49.7%	689,009	-5.0%	45.0%	55.0%	88,708	-14.6%	92.0%	8.0%
2012	11	807,261	-0.7%	50.3%	49.7%	710,437	-0.5%	44.5%	55.5%	96,824	-1.7%	92.7%	7.3%
2012	12	778,911	-3.4%	50.1%	49.9%	667,794	-5.4%	43.2%	56.8%	111,118	10.9%	91.7%	8.3%
2013	1	700,826	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	-8.4%	49.2%	50.8%	689,337	-10.0%	42.6%	57.4%	104,915	3.5%	93.1%	6.9%
2013	4	782,984	3.0%	51.3%	48.7%	664,938	0.5%	43.6%	56.4%	118,046	19.8%	94.6%	5.4%
2013	5	782,684	-2.1%	48.0%	52.0%	688,086	-1.4%	42.5%	57.5%	94,598	-6.8%	88.0%	12.0%
2013	6	775,713	-1.2%	48.8%	51.2%	669,335	-2.9%	43.1%	56.9%	106,378	11.4%	85.3%	14.7%
2013	7	771,270	-2.3%	48.1%	51.9%	673,710	-2.6%	42.4%	57.6%	97,561	-0.1%	87.3%	12.7%
2013	8	782,039	2.2%	47.7%	52.3%	688,341	2.3%	41.8%	58.2%	93,698	1.7%	90.4%	9.6%
2013	9	771,706	-0.7%	47.7%	52.3%	677,491	-1.8%	41.7%	58.3%	94,215	7.5%	91.2%	8.8%
YE	201109	9,711,081	1.7%	49.1%	50.9%	8,450,963	2.2%	44.7%	55.3%	1,260,117	-2.1%	78.6%	21.4%
YE	201209	9,397,026	-3.2%	50.9%	49.1%	8,250,250	-2.4%	45.3%	54.7%	1,146,776	-9.0%	90.9%	9.1%
YE	201309	9,196,607	-2.1%	49.4%	50.6%	8,010,639	-2.9%	43.3%	56.7%	1,185,968	3.4%	90.8%	9.2%

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

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

Passengers

Region	Period	Total Passengers				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2012	9	123,051	2.9%	41.0%	59.0%	47,973	8.3%	39.8%	72,546	-0.7%	60.2%	2,532	15.6%	100.0%	-	0.0%	0.0%
	2013	9	125,737	2.2%	43.2%	56.8%	51,398	7.1%	41.9%	71,373	-1.6%	58.1%	2,966	17.1%	100.0%	-	0.0%	0.0%
	YE	201109	1,415,916	5.0%	42.9%	57.1%	581,622	-0.2%	41.8%	808,281	8.5%	58.2%	26,004	25.4%	100.0%	9	0.0%	0.0%
	YE	201209	1,441,513	1.8%	45.3%	54.7%	620,804	6.7%	44.1%	787,942	-2.5%	55.9%	32,767	26.0%	100.0%	-	-100.0%	0.0%
	YE	201309	1,428,039	-0.9%	43.8%	56.2%	591,280	-4.8%	42.4%	801,853	1.8%	57.6%	34,906	6.5%	100.0%	-	0.0%	0.0%
Australia/Oceania	2012	9	354,168	5.1%	39.3%	60.7%	139,188	6.5%	39.3%	214,980	4.2%	60.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	374,903	5.9%	41.7%	58.3%	156,468	12.4%	41.7%	218,435	1.6%	58.3%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	3,833,754	6.1%	40.1%	59.9%	1,535,561	11.8%	40.1%	2,297,454	2.6%	59.9%	290	-55.0%	39.2%	449	24.7%	60.8%
	YE	201209	3,864,874	0.8%	38.8%	61.2%	1,499,181	-2.4%	38.8%	2,363,763	2.9%	61.2%	1,930	565.5%	100.0%	-	-100.0%	0.0%
	YE	201309	4,097,293	6.0%	40.6%	59.4%	1,658,919	10.7%	40.5%	2,434,180	3.0%	59.5%	4,194	117.3%	100.0%	-	0.0%	0.0%
Canada	2012	9	1,882,924	4.9%	54.8%	45.2%	1,022,935	2.3%	54.6%	849,489	8.5%	45.4%	9,598	-12.0%	91.4%	902	-16.0%	8.6%
	2013	9	1,830,453	-2.8%	58.8%	41.2%	1,065,551	4.2%	58.6%	754,346	-11.2%	41.4%	9,880	2.9%	93.6%	676	-25.1%	6.4%
	YE	201109	22,991,060	5.1%	53.0%	47.0%	11,924,329	1.2%	52.5%	10,783,465	8.5%	47.5%	264,237	84.0%	93.3%	19,029	15.1%	6.7%
	YE	201209	23,903,148	4.0%	51.5%	48.5%	12,034,881	0.9%	51.0%	11,579,007	7.4%	49.0%	270,218	2.3%	93.4%	19,042	0.1%	6.6%
	YE	201309	24,810,935	3.8%	51.6%	48.4%	12,592,813	4.6%	51.2%	11,995,375	3.6%	48.8%	205,269	-24.0%	92.2%	17,478	-8.2%	7.8%
Central America	2012	9	1,722,394	6.7%	75.8%	24.2%	1,281,308	5.2%	75.6%	414,004	9.4%	24.4%	24,935	106.6%	92.1%	2,147	-57.9%	7.9%
	2013	9	1,830,488	6.3%	75.4%	24.6%	1,355,872	5.8%	75.4%	442,760	6.9%	24.6%	25,096	0.6%	78.8%	6,760	214.9%	21.2%
	YE	201109	26,053,595	0.5%	82.2%	17.8%	21,076,237	10.2%	82.1%	4,588,946	-29.8%	17.9%	327,052	69.9%	84.2%	61,360	-17.2%	15.8%
	YE	201209	27,607,424	6.0%	80.7%	19.3%	21,934,333	4.1%	80.7%	5,262,137	14.7%	19.3%	337,308	3.1%	82.1%	73,646	20.0%	17.9%
	YE	201309	29,591,336	7.2%	80.3%	19.7%	23,309,694	6.3%	80.2%	5,766,655	9.6%	19.8%	442,311	31.1%	85.9%	72,676	-1.3%	14.1%
Europe	2012	9	5,031,550	1.0%	45.2%	54.8%	2,269,977	-2.6%	45.5%	2,721,126	4.1%	54.5%	2,141	117.4%	5.3%	38,306	5.8%	94.7%
	2013	9	5,190,998	3.2%	46.6%	53.4%	2,416,009	6.4%	46.8%	2,744,772	0.9%	53.2%	3,404	59.0%	11.3%	26,813	-30.0%	88.7%
	YE	201109	51,847,230	5.0%	46.5%	53.5%	24,092,799	4.5%	46.7%	27,490,309	6.1%	53.3%	16,642	-44.0%	6.3%	247,480	-37.2%	93.7%
	YE	201209	52,472,748	1.2%	45.1%	54.9%	23,641,773	-1.9%	45.3%	28,540,258	3.8%	54.7%	26,977	62.1%	9.3%	263,740	6.6%	90.7%
	YE	201309	52,886,126	0.8%	45.1%	54.9%	23,798,023	0.7%	45.2%	28,807,236	0.9%	54.8%	53,263	97.4%	19.0%	227,604	-13.7%	81.0%

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

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

Please see the report's introduction for further details.

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

Passengers

Region	Period	Total Passengers				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2012	9	2,157,398	6.8%	47.6%	52.4%	1,026,122	7.2%	47.8%	1,118,377	6.8%	52.2%	1,231	-57.7%	9.5%	11,668	-11.1%	90.5%
	2013	9	2,242,560	3.9%	45.3%	54.7%	1,014,760	-1.1%	45.6%	1,210,405	8.2%	54.4%	658	-46.5%	3.8%	16,737	43.4%	96.2%
	YE	201109	23,731,343	3.5%	45.9%	54.1%	10,860,751	9.3%	46.1%	12,693,668	-1.6%	53.9%	33,456	51.3%	18.9%	143,468	106.2%	81.1%
	YE	201209	25,531,181	7.6%	45.9%	54.1%	11,700,374	7.7%	46.1%	13,653,949	7.6%	53.9%	30,715	-8.2%	17.4%	146,143	1.9%	82.6%
	YE	201309	26,788,732	4.9%	44.9%	55.1%	12,002,806	2.6%	45.2%	14,566,109	6.7%	54.8%	19,866	-35.3%	9.0%	199,951	36.8%	91.0%
Middle East	2012	9	486,857	13.6%	40.1%	59.9%	195,051	9.4%	40.1%	291,791	16.6%	59.9%	-	0.0%	0.0%	15	-75.4%	100.0%
	2013	9	543,431	11.6%	38.0%	62.0%	206,730	6.0%	38.0%	336,665	15.4%	62.0%	36	0.0%	100.0%	-	-100.0%	0.0%
	YE	201109	5,141,800	10.6%	45.1%	54.9%	2,320,407	1.9%	45.1%	2,821,131	19.1%	54.9%	129	975.0%	49.2%	133	-8.9%	50.8%
	YE	201209	5,859,580	14.0%	40.5%	59.5%	2,371,504	2.2%	40.5%	3,487,159	23.6%	59.5%	859	565.9%	93.7%	58	-56.4%	6.3%
	YE	201309	6,400,170	9.2%	39.5%	60.5%	2,522,316	6.4%	39.4%	3,873,376	11.1%	60.6%	4,413	413.7%	98.5%	65	12.1%	1.5%
South America	2012	9	1,081,273	7.2%	67.0%	33.0%	717,917	7.4%	66.8%	356,432	6.2%	33.2%	6,880	83.6%	99.4%	44	0.0%	0.6%
	2013	9	1,159,005	7.2%	65.2%	34.8%	755,182	5.2%	65.2%	403,288	13.1%	34.8%	535	-92.2%	100.0%	-	-100.0%	0.0%
	YE	201109	11,936,171	9.8%	68.1%	31.9%	8,116,205	7.4%	68.1%	3,809,615	15.7%	31.9%	10,330	-51.3%	99.8%	21	-74.4%	0.2%
	YE	201209	12,748,685	6.8%	66.9%	33.1%	8,464,052	4.3%	66.8%	4,215,180	10.6%	33.2%	69,367	571.5%	99.9%	86	309.5%	0.1%
	YE	201309	14,164,389	11.1%	65.8%	34.2%	9,303,280	9.9%	65.8%	4,837,489	14.8%	34.2%	23,615	-66.0%	100.0%	5	-94.2%	0.0%
The Carribean	2012	9	1,171,305	6.0%	88.5%	11.5%	971,200	9.7%	87.8%	135,133	-9.2%	12.2%	64,972	-8.5%	100.0%	-	0.0%	0.0%
	2013	9	1,111,242	-5.1%	88.7%	11.3%	928,752	-4.4%	88.1%	125,556	-7.1%	11.9%	56,877	-12.5%	99.9%	57	0.0%	0.1%
	YE	201109	17,981,579	1.5%	89.0%	11.0%	14,943,022	-0.9%	88.3%	1,980,532	4.5%	11.7%	1,056,531	42.8%	99.9%	1,494	53.5%	0.1%
	YE	201209	19,070,764	6.1%	89.6%	10.4%	15,820,080	5.9%	88.9%	1,980,037	0.0%	11.1%	1,269,621	20.2%	99.9%	1,026	-31.3%	0.1%
	YE	201309	18,950,223	-0.6%	90.4%	9.6%	16,029,252	1.3%	89.8%	1,811,695	-8.5%	10.2%	1,108,900	-12.7%	100.0%	376	-63.4%	0.0%

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

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

Please see the report's introduction for further details.

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

Available Seats

Region	Period	Total Seats				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Foreign Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2012	9	155,109	-2.1%	40.7%	59.3%	58,329	-1.7%	38.8%	91,857	-3.0%	61.2%	4,777	9.2%	97.0%	146	0.0%	3.0%
	2013	9	165,159	6.5%	44.0%	56.0%	60,406	3.6%	39.5%	92,471	0.7%	60.5%	12,282	157.1%	100.0%	-	-100.0%	0.0%
	YE	201109	1,886,234	6.3%	44.1%	55.9%	771,238	5.7%	42.3%	1,053,888	9.5%	57.7%	59,650	-28.3%	97.6%	1,458	0.0%	2.4%
	YE	201209	1,948,261	3.3%	46.1%	53.9%	839,103	8.8%	44.5%	1,048,287	-0.5%	55.5%	59,763	0.2%	98.2%	1,108	-24.0%	1.8%
	YE	201309	1,941,845	-0.3%	44.4%	55.6%	728,378	-13.2%	40.3%	1,080,325	3.1%	59.7%	133,142	122.8%	100.0%	-	-100.0%	0.0%
Australia/Oceania	2012	9	407,159	0.0%	40.3%	59.7%	163,932	3.8%	40.3%	243,227	-2.0%	59.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	442,136	8.6%	43.5%	56.5%	192,055	17.2%	43.5%	249,611	2.6%	56.5%	470	0.0%	100.0%	-	0.0%	0.0%
	YE	201109	4,764,129	-25.0%	40.6%	59.4%	1,928,316	11.1%	40.5%	2,830,332	-0.2%	59.5%	4,346	123.6%	79.3%	1,135	-51.5%	20.7%
	YE	201209	4,830,357	1.4%	40.0%	60.0%	1,923,267	-0.3%	39.9%	2,898,147	2.4%	60.1%	8,943	105.8%	100.0%	-	-100.0%	0.0%
	YE	201309	5,141,850	6.4%	42.1%	57.9%	2,156,047	12.1%	42.0%	2,977,697	2.7%	58.0%	8,106	-9.4%	100.0%	-	0.0%	0.0%
Canada	2012	9	2,633,608	5.0%	55.6%	44.4%	1,449,926	3.7%	55.4%	1,167,217	7.2%	44.6%	15,120	-25.7%	91.8%	1,345	-25.5%	8.2%
	2013	9	2,470,804	-6.2%	58.2%	41.8%	1,422,799	-1.9%	58.0%	1,030,745	-11.7%	42.0%	16,184	7.0%	93.8%	1,076	-20.0%	6.2%
	YE	201109	31,365,994	-15.0%	54.5%	45.5%	16,709,100	-0.8%	54.0%	14,249,928	6.0%	46.0%	380,068	59.3%	93.4%	26,898	10.1%	6.6%
	YE	201209	32,677,423	4.2%	53.1%	46.9%	16,968,671	1.6%	52.6%	15,299,498	7.4%	47.4%	384,176	1.1%	93.9%	25,078	-6.8%	6.1%
	YE	201309	32,789,084	0.3%	52.1%	47.9%	16,795,462	-1.0%	51.7%	15,676,615	2.5%	48.3%	283,506	-26.2%	89.4%	33,501	33.6%	10.6%
Central America	2012	9	2,394,930	2.1%	76.2%	23.8%	1,784,243	1.2%	76.0%	563,618	2.9%	24.0%	41,241	62.5%	87.6%	5,828	-44.5%	12.4%
	2013	9	2,546,321	6.3%	74.9%	25.1%	1,866,099	4.6%	74.8%	627,033	11.3%	25.2%	39,827	-3.4%	74.9%	13,362	129.3%	25.1%
	YE	201109	33,892,411	-52.0%	81.8%	18.2%	27,204,805	11.7%	81.8%	6,072,853	-31.4%	18.2%	528,828	59.9%	86.0%	85,925	-11.0%	14.0%
	YE	201209	35,709,259	5.4%	80.0%	20.0%	28,050,173	3.1%	80.0%	7,029,689	15.8%	20.0%	526,964	-0.4%	83.7%	102,433	19.2%	16.3%
	YE	201309	37,579,732	5.2%	79.5%	20.5%	29,250,929	4.3%	79.4%	7,580,302	7.8%	20.6%	639,339	21.3%	85.4%	109,162	6.6%	14.6%
Europe	2012	9	5,841,417	0.2%	45.3%	54.7%	2,641,491	-2.8%	45.6%	3,152,458	2.6%	54.4%	3,487	12.1%	7.3%	43,981	10.2%	92.7%
	2013	9	5,969,312	2.2%	46.7%	53.3%	2,779,047	5.2%	46.8%	3,153,149	0.0%	53.2%	7,397	112.1%	19.9%	29,719	-32.4%	80.1%
	YE	201109	64,058,382	-50.8%	47.0%	53.0%	30,040,771	7.9%	47.1%	33,691,264	7.9%	52.9%	45,654	-37.9%	14.0%	280,693	-38.9%	86.0%
	YE	201209	63,896,105	-0.3%	45.8%	54.2%	29,238,154	-2.7%	46.0%	34,305,080	1.8%	54.0%	53,436	17.0%	15.1%	299,435	6.7%	84.9%
	YE	201309	63,432,636	-0.7%	45.7%	54.3%	28,886,934	-1.2%	45.8%	34,204,407	-0.3%	54.2%	88,113	64.9%	25.8%	253,182	-15.4%	74.2%

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	2012	9	2,663,458	2.8%	46.4%	53.6%	1,234,190	4.7%	46.6%	1,413,722	1.6%	53.4%	1,417	-80.9%	9.1%	14,129	-6.4%	90.9%
	2013	9	2,831,285	6.3%	44.4%	55.6%	1,254,984	1.7%	44.6%	1,556,482	10.1%	55.4%	1,465	3.4%	7.4%	18,354	29.9%	92.6%
	YE	201109	29,458,739	-81.4%	45.3%	54.7%	13,293,313	10.9%	45.5%	15,936,210	-0.2%	54.5%	61,970	80.4%	27.0%	167,246	98.3%	73.0%
	YE	201209	31,705,652	7.6%	45.1%	54.9%	14,265,837	7.3%	45.3%	17,237,852	8.2%	54.7%	40,878	-34.0%	20.2%	161,085	-3.7%	79.8%
	YE	201309	32,981,444	4.0%	44.1%	55.9%	14,520,991	1.8%	44.4%	18,208,551	5.6%	55.6%	27,994	-31.5%	11.1%	223,908	39.0%	88.9%
Middle East	2012	9	605,942	7.4%	39.3%	60.7%	234,011	3.5%	39.0%	366,665	8.6%	61.0%	4,072	0.0%	77.3%	1,194	104.5%	22.7%
	2013	9	683,741	12.8%	38.8%	61.2%	265,517	13.5%	38.8%	418,159	14.0%	61.2%	65	-98.4%	100.0%	-	-100.0%	0.0%
	YE	201109	6,492,842	-96.0%	43.3%	56.7%	2,813,740	0.2%	43.4%	3,668,116	27.2%	56.6%	547	-68.5%	5.0%	10,439	370.4%	95.0%
	YE	201209	7,119,555	9.7%	39.3%	60.7%	2,784,868	-1.0%	39.2%	4,314,580	17.6%	60.8%	9,913	1712.2%	49.3%	10,194	-2.3%	50.7%
	YE	201309	7,767,790	9.1%	38.9%	61.1%	3,009,583	8.1%	38.8%	4,744,405	10.0%	61.2%	10,752	8.5%	77.9%	3,050	-70.1%	22.1%
South America	2012	9	1,265,601	5.9%	68.0%	32.0%	843,200	6.0%	67.6%	404,143	3.0%	32.4%	18,018	157.6%	98.7%	240	0.0%	1.3%
	2013	9	1,372,028	8.4%	66.2%	33.8%	906,431	7.5%	66.1%	464,129	14.8%	33.9%	1,468	-91.9%	100.0%	-	-100.0%	0.0%
	YE	201109	14,742,995	-91.7%	68.9%	31.1%	10,136,093	4.6%	68.9%	4,582,063	8.2%	31.1%	24,763	-18.0%	99.7%	76	-73.1%	0.3%
	YE	201209	15,446,000	4.8%	68.3%	31.7%	10,408,865	2.7%	68.0%	4,898,981	6.9%	32.0%	137,414	454.9%	99.5%	740	873.7%	0.5%
	YE	201309	17,318,998	12.1%	66.7%	33.3%	11,503,732	10.5%	66.6%	5,762,064	17.6%	33.4%	53,186	-61.3%	100.0%	16	-97.8%	0.0%
The Carribean	2012	9	1,616,516	2.9%	86.8%	13.2%	1,289,347	4.7%	85.8%	213,994	-2.7%	14.2%	113,175	-5.0%	100.0%	-	0.0%	0.0%
	2013	9	1,480,148	-8.4%	88.2%	11.8%	1,204,608	-6.6%	87.3%	174,908	-18.3%	12.7%	100,486	-11.2%	99.9%	146	0.0%	0.1%
	YE	201109	23,404,993	-88.4%	88.6%	11.4%	19,245,728	-5.1%	87.8%	2,668,218	-0.6%	12.2%	1,488,143	34.3%	99.8%	2,904	18.7%	0.2%
	YE	201209	24,903,260	6.4%	88.7%	11.3%	20,184,492	4.9%	87.8%	2,807,735	5.2%	12.2%	1,909,234	28.3%	99.9%	1,799	-38.1%	0.1%
	YE	201309	23,990,489	-3.7%	89.7%	10.3%	19,933,755	-1.2%	89.0%	2,462,334	-12.3%	11.0%	1,593,529	-16.5%	99.9%	871	-51.6%	0.1%

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

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

Region		Period		Total Departures				Scheduled Service						Nonscheduled Service					
				Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
								Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa		2012	9	600	-2.6%	46.7%	53.3%	250	-3.5%	44.1%	317	-4.5%	55.9%	30	20.0%	90.9%	3	0.0%	9.1%
		2013	9	627	4.5%	47.8%	52.2%	271	8.4%	45.3%	327	3.2%	54.7%	29	-3.3%	100.0%	-	-100.0%	0.0%
		YE	201109	7,480	7.3%	49.6%	50.4%	3,376	8.4%	47.3%	3,763	7.4%	52.7%	332	-2.1%	97.4%	9	-25.0%	2.6%
		YE	201209	7,614	1.8%	51.4%	48.6%	3,563	5.5%	49.1%	3,689	-2.0%	50.9%	348	4.8%	96.1%	14	55.6%	3.9%
		YE	201309	7,337	-3.6%	48.1%	51.9%	3,160	-11.3%	45.4%	3,804	3.1%	54.6%	372	6.9%	99.7%	1	-92.9%	0.3%
Australia/Oceania		2012	9	1,716	-4.6%	41.3%	58.7%	639	-1.7%	38.8%	1,007	-6.6%	61.2%	70	-1.4%	100.0%	-	0.0%	0.0%
		2013	9	1,875	9.3%	43.1%	56.9%	742	16.1%	41.0%	1,067	6.0%	59.0%	66	-5.7%	100.0%	-	0.0%	0.0%
		YE	201109	21,731	-20.5%	40.1%	59.9%	7,902	12.0%	37.8%	12,990	5.0%	62.2%	812	-10.1%	96.8%	27	0.0%	3.2%
		YE	201209	21,762	0.1%	38.7%	61.3%	7,554	-4.4%	36.2%	13,327	2.6%	63.8%	878	8.1%	99.7%	3	-88.9%	0.3%
		YE	201309	22,239	2.2%	41.7%	58.3%	8,365	10.7%	39.2%	12,969	-2.7%	60.8%	900	2.5%	99.4%	5	66.7%	0.6%
Canada		2012	9	35,202	2.7%	63.4%	36.6%	21,972	2.3%	63.2%	12,781	5.4%	36.8%	355	-36.0%	79.1%	94	-27.1%	20.9%
		2013	9	31,649	-10.1%	66.3%	33.7%	20,626	-6.1%	66.1%	10,559	-17.4%	33.9%	365	2.8%	78.7%	99	5.3%	21.3%
		YE	201109	414,258	-5.6%	62.8%	37.2%	253,347	-1.0%	62.5%	152,135	1.9%	37.5%	6,792	67.2%	77.4%	1,984	-13.7%	22.6%
		YE	201209	421,297	1.7%	61.9%	38.1%	255,109	0.7%	61.6%	158,737	4.3%	38.4%	5,882	-13.4%	78.9%	1,569	-20.9%	21.1%
		YE	201309	413,031	-2.0%	62.0%	38.0%	250,927	-1.6%	61.7%	155,652	-1.9%	38.3%	4,967	-15.6%	77.0%	1,485	-5.4%	23.0%
Central America		2012	9	20,929	1.7%	76.9%	23.1%	15,396	1.9%	76.2%	4,797	4.6%	23.8%	696	-14.0%	94.6%	40	-51.8%	5.4%
		2013	9	21,667	3.5%	76.0%	24.0%	15,875	3.1%	75.8%	5,074	5.8%	24.2%	602	-13.5%	83.8%	116	190.0%	16.2%
		YE	201109	281,616	-61.0%	81.4%	18.6%	217,794	9.5%	80.8%	51,691	-28.9%	19.2%	11,417	10.5%	94.1%	714	-8.2%	5.9%
		YE	201209	297,813	5.8%	80.5%	19.5%	230,613	5.9%	80.1%	57,330	10.9%	19.9%	9,134	-20.0%	92.5%	736	3.1%	7.5%
		YE	201309	311,246	4.5%	79.7%	20.3%	239,504	3.9%	79.4%	62,195	8.5%	20.6%	8,676	-5.0%	90.9%	871	18.3%	9.1%
Europe		2012	9	24,396	-1.9%	52.1%	47.9%	12,406	-3.8%	51.9%	11,513	0.6%	48.1%	298	-16.3%	62.5%	179	-2.7%	37.5%
		2013	9	24,595	0.8%	52.2%	47.8%	12,521	0.9%	51.9%	11,620	0.9%	48.1%	326	9.4%	71.8%	128	-28.5%	28.2%
		YE	201109	276,519	-71.7%	53.3%	46.7%	142,928	9.1%	52.8%	127,688	7.4%	47.2%	4,479	2.9%	75.9%	1,424	-34.9%	24.1%
		YE	201209	271,980	-1.6%	52.5%	47.5%	138,624	-3.0%	52.0%	127,945	0.2%	48.0%	4,083	-8.8%	75.5%	1,328	-6.7%	24.5%
		YE	201309	265,879	-2.2%	51.9%	48.1%	134,212	-3.2%	51.4%	126,703	-1.0%	48.6%	3,806	-6.8%	76.7%	1,158	-12.8%	23.3%

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Region		Period		Total Departures				Scheduled Service						Nonscheduled Service					
				Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
								Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East		2012	9	12,690	-0.2%	48.3%	51.7%	5,813	2.9%	47.4%	6,446	-1.8%	52.6%	314	-8.5%	72.9%	117	-25.9%	27.1%
		2013	9	13,211	4.1%	46.3%	53.7%	5,743	-1.2%	45.1%	6,985	8.4%	54.9%	368	17.2%	76.2%	115	-1.7%	23.8%
		YE	201109	147,006	-86.8%	46.8%	53.2%	65,521	11.2%	46.4%	75,797	1.9%	53.6%	3,325	-5.2%	58.5%	2,363	33.1%	41.5%
		YE	201209	150,885	2.6%	47.5%	52.5%	68,465	4.5%	46.8%	77,883	2.8%	53.2%	3,268	-1.7%	72.0%	1,269	-46.3%	28.0%
		YE	201309	153,422	1.7%	46.8%	53.2%	67,292	-1.7%	45.6%	80,176	2.9%	54.4%	4,489	37.4%	75.4%	1,465	15.4%	24.6%
Middle East		2012	9	2,188	12.4%	42.6%	57.4%	877	8.3%	41.3%	1,248	13.6%	58.7%	56	80.6%	88.9%	7	16.7%	11.1%
		2013	9	2,354	7.6%	42.0%	58.0%	945	7.8%	41.0%	1,361	9.1%	59.0%	43	-23.2%	89.6%	5	-28.6%	10.4%
		YE	201109	22,642	-98.0%	46.3%	53.7%	10,265	1.0%	45.9%	12,076	23.7%	54.1%	228	6.0%	75.7%	73	356.3%	24.3%
		YE	201209	25,068	10.7%	42.3%	57.7%	10,169	-0.9%	41.4%	14,408	19.3%	58.6%	433	89.9%	88.2%	58	-20.5%	11.8%
		YE	201309	27,118	8.2%	42.5%	57.5%	10,892	7.1%	41.3%	15,506	7.6%	58.7%	638	47.3%	88.6%	82	41.4%	11.4%
South America		2012	9	8,027	5.4%	66.9%	33.1%	4,918	4.9%	65.1%	2,642	5.0%	34.9%	455	31.9%	97.4%	12	-81.0%	2.6%
		2013	9	8,169	1.8%	65.9%	34.1%	5,056	2.8%	64.6%	2,770	4.8%	35.4%	326	-28.4%	95.0%	17	41.7%	5.0%
		YE	201109	95,378	-92.2%	67.2%	32.8%	58,780	2.5%	65.9%	30,349	6.2%	34.1%	5,356	1.5%	85.7%	893	-34.7%	14.3%
		YE	201209	97,885	2.6%	68.4%	31.6%	60,788	3.4%	66.4%	30,804	1.5%	33.6%	6,139	14.6%	97.6%	154	-82.8%	2.4%
		YE	201309	104,396	6.7%	67.1%	32.9%	65,250	7.3%	65.7%	34,108	10.7%	34.3%	4,841	-21.1%	96.1%	197	27.9%	3.9%
The Carribean		2012	9	13,623	1.8%	87.4%	12.6%	11,059	4.2%	86.8%	1,678	-1.1%	13.2%	846	-17.3%	95.5%	40	-18.4%	4.5%
		2013	9	12,908	-5.2%	88.7%	11.3%	10,696	-3.3%	88.3%	1,419	-15.4%	11.7%	750	-11.3%	94.6%	43	7.5%	5.4%
		YE	201109	199,477	-86.2%	89.4%	10.6%	164,820	-8.1%	88.9%	20,596	-3.4%	11.1%	13,511	9.0%	96.1%	550	-6.1%	3.9%
		YE	201209	211,526	6.0%	89.5%	10.5%	175,011	6.2%	89.0%	21,588	4.8%	11.0%	14,394	6.5%	96.4%	533	-3.1%	3.6%
		YE	201309	206,522	-2.4%	90.3%	9.7%	174,548	-0.3%	90.0%	19,481	-9.8%	10.0%	11,970	-16.8%	95.8%	523	-1.9%	4.2%

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

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

Please see the report's introduction for further details.

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

Freight (Tons)

Region	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Africa	2012	9	2,989	20.0%	47.3%	52.7%	898	-14.6%	37.0%	1,530	47.0%	63.0%	515	29.7%	91.9%	46	0.0%	8.1%
	2013	9	3,128	4.7%	48.9%	51.1%	978	8.9%	38.0%	1,598	4.4%	62.0%	552	7.3%	100.0%	-	-100.0%	0.0%
	YE	201109	31,421	10.0%	54.8%	45.2%	11,815	4.7%	45.5%	14,136	0.9%	54.5%	5,415	116.0%	99.0%	55	-92.8%	1.0%
	YE	201209	36,150	15.1%	48.8%	51.2%	10,830	-8.3%	37.2%	18,265	29.2%	62.8%	6,828	26.1%	96.8%	228	314.0%	3.2%
	YE	201309	36,350	0.6%	49.1%	50.9%	10,303	-4.9%	35.8%	18,442	1.0%	64.2%	7,550	10.6%	99.3%	54	-76.2%	0.7%
Australia/Oceania	2012	9	15,206	9.7%	60.2%	39.8%	6,134	8.4%	50.3%	6,058	3.4%	49.7%	3,013	28.5%	100.0%	-	0.0%	0.0%
	2013	9	15,334	0.8%	56.9%	43.1%	6,242	1.8%	48.6%	6,614	9.2%	51.4%	2,477	-17.8%	100.0%	-	0.0%	0.0%
	YE	201109	169,192	-14.0%	57.8%	42.2%	69,954	9.9%	50.0%	69,928	-4.6%	50.0%	27,878	-7.4%	95.1%	1,433	44.0%	4.9%
	YE	201209	177,750	5.1%	57.4%	42.6%	69,522	-0.6%	48.0%	75,420	7.9%	52.0%	32,570	16.8%	99.3%	239	-83.3%	0.7%
	YE	201309	181,828	2.3%	58.5%	41.5%	71,263	2.5%	48.5%	75,524	0.1%	51.5%	35,016	7.5%	99.9%	25	-89.4%	0.1%
Canada	2012	9	26,913	-8.9%	75.2%	24.8%	19,998	-0.4%	78.7%	5,415	-6.5%	21.3%	229	-88.4%	15.3%	1,271	-25.3%	84.7%
	2013	9	26,026	-3.3%	78.8%	21.2%	19,334	-3.3%	81.2%	4,468	-17.5%	18.8%	1,165	409.2%	52.4%	1,058	-16.7%	47.6%
	YE	201109	350,416	-36.5%	71.3%	28.7%	230,102	4.9%	74.7%	77,880	-17.0%	25.3%	19,727	30.1%	46.5%	22,707	-17.0%	53.5%
	YE	201209	323,925	-7.6%	77.4%	22.6%	237,236	3.1%	80.7%	56,819	-27.0%	19.3%	13,327	-32.4%	44.6%	16,544	-27.1%	55.4%
	YE	201309	329,140	1.6%	77.3%	22.7%	238,982	0.7%	80.3%	58,621	3.2%	19.7%	15,479	16.1%	49.1%	16,058	-2.9%	50.9%
Central America	2012	9	57,366	-0.7%	68.1%	31.9%	32,641	9.3%	64.1%	18,289	4.2%	35.9%	6,419	-36.8%	99.7%	17	-92.2%	0.3%
	2013	9	53,127	-7.4%	69.4%	30.6%	32,064	-1.8%	68.0%	15,119	-17.3%	32.0%	4,822	-24.9%	81.1%	1,121	6517.3%	18.9%
	YE	201109	688,391	-42.7%	69.6%	30.4%	346,655	-1.6%	62.6%	207,372	36.3%	37.4%	132,539	-8.8%	98.6%	1,825	511.4%	1.4%
	YE	201209	683,786	-0.7%	71.6%	28.4%	390,263	12.6%	66.9%	193,436	-6.7%	33.1%	99,051	-25.3%	99.0%	1,037	-43.2%	1.0%
	YE	201309	642,743	-6.0%	71.7%	28.3%	401,663	2.9%	69.1%	179,748	-7.1%	30.9%	59,147	-40.3%	96.4%	2,186	110.8%	3.6%
Europe	2012	9	237,478	-4.5%	45.9%	54.1%	92,324	-4.9%	42.0%	127,708	-4.4%	58.0%	16,725	3.3%	95.9%	721	-61.0%	4.1%
	2013	9	236,655	-0.3%	45.1%	54.9%	89,694	-2.8%	40.9%	129,521	1.4%	59.1%	16,928	1.2%	97.1%	511	-29.1%	2.9%
	YE	201109	3,101,161	-24.6%	45.9%	54.1%	1,208,276	7.7%	42.3%	1,651,028	7.0%	57.7%	215,871	10.5%	89.3%	25,986	-49.9%	10.7%
	YE	201209	2,925,839	-5.7%	45.7%	54.3%	1,116,804	-7.6%	41.5%	1,577,007	-4.5%	58.5%	219,173	1.5%	94.5%	12,855	-50.5%	5.5%
	YE	201309	2,802,861	-4.2%	45.2%	54.8%	1,060,726	-5.0%	41.0%	1,524,886	-3.3%	59.0%	204,960	-6.5%	94.3%	12,288	-4.4%	5.7%

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

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Please see the report's introduction for further details.

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

Freight (Tons)

Region	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	
Far East	2012	9	289,521	1.3%	40.0%	60.0%	90,632	0.0%	34.9%	169,377	3.8%	65.1%	25,072	6.5%	85.0%	4,441	-48.9%	15.0%
	2013	9	285,589	-1.4%	37.0%	63.0%	73,189	-19.2%	29.3%	176,409	4.2%	70.7%	32,616	30.1%	90.6%	3,375	-24.0%	9.4%
	YE	201109	3,648,675	363.6%	39.0%	61.0%	1,173,975	3.2%	36.2%	2,071,781	-6.6%	63.8%	248,997	-7.6%	61.8%	153,922	18.7%	38.2%
	YE	201209	3,453,787	-5.3%	40.3%	59.7%	1,124,543	-4.2%	35.9%	2,004,047	-3.3%	64.1%	266,559	7.1%	82.0%	58,637	-61.9%	18.0%
	YE	201309	3,390,158	-1.8%	39.3%	60.7%	941,373	-16.3%	32.0%	2,003,286	0.0%	68.0%	391,671	46.9%	87.9%	53,827	-8.2%	12.1%
Middle East	2012	9	24,183	20.9%	57.4%	42.6%	11,933	26.3%	53.6%	10,311	20.4%	46.4%	1,939	1.4%	100.0%	-	-100.0%	0.0%
	2013	9	26,791	10.8%	61.0%	39.0%	14,451	21.1%	58.3%	10,356	0.4%	41.7%	1,883	-2.9%	94.9%	101	0.0%	5.1%
	YE	201109	235,557	-70.8%	57.0%	43.0%	125,107	24.3%	55.5%	100,449	-2.1%	44.5%	9,157	78.5%	91.6%	843	263.3%	8.4%
	YE	201209	263,177	11.7%	56.9%	43.1%	128,440	2.7%	53.2%	113,185	12.7%	46.8%	21,380	133.5%	99.2%	173	-79.5%	0.8%
	YE	201309	291,672	10.8%	56.8%	43.2%	145,020	12.9%	53.8%	124,723	10.2%	46.2%	20,597	-3.7%	93.9%	1,332	668.9%	6.1%
South America	2012	9	112,773	3.8%	57.8%	42.2%	39,882	-7.4%	46.2%	46,454	14.0%	53.8%	25,344	21.5%	95.9%	1,094	-72.7%	4.1%
	2013	9	114,002	1.1%	53.9%	46.1%	36,207	-9.2%	41.6%	50,731	9.2%	58.4%	25,225	-0.5%	93.2%	1,840	68.2%	6.8%
	YE	201109	1,343,648	43.0%	60.3%	39.7%	498,150	-1.3%	51.2%	475,471	5.2%	48.8%	311,717	16.0%	84.2%	58,310	-35.1%	15.8%
	YE	201209	1,401,163	4.3%	65.7%	34.3%	544,732	9.4%	53.7%	469,553	-1.2%	46.3%	376,163	20.7%	97.2%	10,715	-81.6%	2.8%
	YE	201309	1,382,387	-1.3%	58.7%	41.3%	478,995	-12.1%	46.5%	552,072	17.6%	53.5%	332,357	-11.6%	94.6%	18,963	77.0%	5.4%
The Carribean	2012	9	10,754	-9.1%	91.6%	8.4%	9,384	-10.7%	94.1%	593	41.1%	5.9%	465	11.6%	59.8%	313	-35.3%	40.2%
	2013	9	11,054	2.8%	93.7%	6.3%	10,089	7.5%	96.0%	424	-28.5%	4.0%	270	-42.0%	49.9%	271	-13.4%	50.1%
	YE	201109	142,619	-85.1%	93.0%	7.0%	113,952	18.2%	95.9%	4,933	-34.4%	4.1%	18,688	-61.5%	78.7%	5,046	-20.1%	21.3%
	YE	201209	131,447	-7.8%	92.6%	7.4%	114,693	0.6%	95.5%	5,456	10.6%	4.5%	6,978	-62.7%	61.8%	4,321	-14.4%	38.2%
	YE	201309	139,467	6.1%	92.7%	7.3%	118,930	3.7%	95.1%	6,081	11.5%	4.9%	10,371	48.6%	71.7%	4,086	-5.4%	28.3%

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

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Please see the report's introduction for further details.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2012	9	1,882,924	4.9%	54.8%	45.2%	1,022,935	2.3%	54.6%	849,489	8.5%	45.4%	9,598	-12.0%	91.4%	902	-16.0%	8.6%
	2013	9	1,830,444	-2.8%	58.8%	41.2%	1,065,551	4.2%	58.6%	754,346	-11.2%	41.4%	9,871	2.8%	93.6%	676	-25.1%	6.4%
	YE	201109	22,991,053	5.1%	53.0%	47.0%	11,924,329	1.2%	52.5%	10,783,465	8.5%	47.5%	264,230	84.0%	93.3%	19,029	15.1%	6.7%
	YE	201209	23,903,146	4.0%	51.5%	48.5%	12,034,881	0.9%	51.0%	11,579,007	7.4%	49.0%	270,216	2.3%	93.4%	19,042	0.1%	6.6%
	YE	201309	24,810,846	3.8%	51.6%	48.4%	12,592,813	4.6%	51.2%	11,995,375	3.6%	48.8%	205,180	-24.1%	92.2%	17,478	-8.2%	7.8%
Mexico	2012	9	1,152,951	3.8%	84.5%	15.5%	959,401	4.3%	84.5%	176,299	-2.1%	15.5%	15,104	162.9%	87.6%	2,147	-57.9%	12.4%
	2013	9	1,258,279	9.1%	83.8%	16.2%	1,037,371	8.1%	84.0%	197,135	11.8%	16.0%	17,070	13.0%	71.8%	6,703	212.2%	28.2%
	YE	201109	18,056,672	-1.3%	87.9%	12.1%	15,620,787	13.3%	88.0%	2,132,126	-50.6%	12.0%	242,473	103.7%	79.8%	61,286	-17.3%	20.2%
	YE	201209	18,941,620	4.9%	87.0%	13.0%	16,245,851	4.0%	87.2%	2,395,101	12.3%	12.8%	227,165	-6.3%	75.6%	73,503	19.9%	24.4%
	YE	201309	20,450,294	8.0%	87.0%	13.0%	17,471,710	7.5%	87.1%	2,584,853	7.9%	12.9%	321,112	41.4%	81.6%	72,619	-1.2%	18.4%
United Kingdom	2012	9	1,621,861	3.9%	39.0%	61.0%	632,664	-2.3%	39.9%	953,683	8.4%	60.1%	53	-87.4%	0.1%	35,461	4.8%	99.9%
	2013	9	1,613,893	-0.5%	39.8%	60.2%	640,402	1.2%	40.3%	947,819	-0.6%	59.7%	1,307	2366.0%	5.1%	24,365	-31.3%	94.9%
	YE	201109	16,571,797	5.5%	41.2%	58.8%	6,831,158	4.6%	41.8%	9,503,699	7.9%	58.2%	1,990	-51.5%	0.8%	234,950	-37.0%	99.2%
	YE	201209	17,137,522	3.4%	38.9%	61.1%	6,662,593	-2.5%	39.5%	10,220,711	7.5%	60.5%	3,158	58.7%	1.2%	251,060	6.9%	98.8%
	YE	201309	17,069,517	-0.4%	38.8%	61.2%	6,620,139	-0.6%	39.3%	10,231,179	0.1%	60.7%	2,779	-12.0%	1.3%	215,420	-14.2%	98.7%
Japan	2012	9	1,023,039	11.8%	65.3%	34.7%	666,958	10.3%	66.0%	343,622	15.9%	34.0%	1,052	-52.2%	8.4%	11,407	2.0%	91.6%
	2013	9	1,004,528	-1.8%	62.2%	37.8%	624,399	-6.4%	62.8%	369,277	7.5%	37.2%	20	-98.1%	0.2%	10,832	-5.0%	99.8%
	YE	201109	10,274,908	-4.1%	66.9%	33.1%	6,863,000	2.1%	67.7%	3,280,874	-16.5%	32.3%	11,507	-8.5%	8.8%	119,527	123.4%	91.2%
	YE	201209	11,210,621	9.1%	65.6%	34.4%	7,335,262	6.9%	66.4%	3,719,651	13.4%	33.6%	23,364	103.0%	15.0%	132,344	10.7%	85.0%
	YE	201309	11,773,090	5.0%	63.6%	36.4%	7,477,477	1.9%	64.4%	4,134,808	11.2%	35.6%	15,073	-35.5%	9.4%	145,732	10.1%	90.6%
Germany	2012	9	929,391	2.4%	45.5%	54.5%	422,631	8.5%	45.5%	506,749	-2.1%	54.5%	2	-99.3%	18.2%	9	-90.2%	81.8%
	2013	9	992,052	6.7%	45.7%	54.3%	452,445	7.1%	45.6%	538,807	6.3%	54.4%	793	39550.0%	99.1%	7	-22.2%	0.9%
	YE	201109	9,598,168	1.4%	42.2%	57.8%	4,048,658	2.7%	42.2%	5,547,214	0.6%	57.8%	1,984	-71.4%	86.4%	312	-55.6%	13.6%
	YE	201209	9,823,012	2.3%	43.4%	56.6%	4,260,957	5.2%	43.4%	5,559,273	0.2%	56.6%	2,649	33.5%	95.2%	133	-57.4%	4.8%
	YE	201309	10,093,145	2.8%	43.6%	56.4%	4,397,871	3.2%	43.6%	5,691,948	2.4%	56.4%	3,316	25.2%	99.7%	10	-92.5%	0.3%

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

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Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201309 data.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
France	2012	9	600,215	-2.7%	42.6%	57.4%	255,611	-0.3%	42.6%	344,590	-4.4%	57.4%	14	-75.0%	100.0%	-	-100.0%	0.0%
	2013	9	640,628	6.7%	47.7%	52.3%	305,828	19.6%	47.7%	334,761	-2.9%	52.3%	39	178.6%	100.0%	-	0.0%	0.0%
	YE	201109	6,247,751	5.3%	42.0%	58.0%	2,622,361	6.2%	42.0%	3,623,686	4.6%	58.0%	1,657	8.0%	97.2%	47	-97.7%	2.8%
	YE	201209	6,308,070	1.0%	43.5%	56.5%	2,744,799	4.7%	43.5%	3,560,921	-1.7%	56.5%	2,296	38.6%	97.7%	54	14.9%	2.3%
	YE	201309	6,356,127	0.8%	45.5%	54.5%	2,892,568	5.4%	45.5%	3,461,395	-2.8%	54.5%	2,133	-7.1%	98.6%	31	-42.6%	1.4%
Dominican Republic	2012	9	331,625	10.8%	99.3%	0.7%	324,626	9.5%	99.3%	2,311	28.2%	0.7%	4,688	348.6%	100.0%	-	0.0%	0.0%
	2013	9	322,554	-2.7%	99.4%	0.6%	314,475	-3.1%	99.4%	1,842	-20.3%	0.6%	6,237	33.0%	100.0%	-	0.0%	0.0%
	YE	201109	4,535,652	-1.7%	99.6%	0.4%	4,404,459	-1.3%	99.5%	20,127	-47.7%	0.5%	111,066	1.8%	100.0%	-	-100.0%	0.0%
	YE	201209	4,982,651	9.9%	99.5%	0.5%	4,755,889	8.0%	99.5%	22,503	11.8%	0.5%	204,259	83.9%	100.0%	-	0.0%	0.0%
	YE	201309	5,160,847	3.6%	99.4%	0.6%	4,920,737	3.5%	99.4%	28,741	27.7%	0.6%	211,369	3.5%	100.0%	-	0.0%	0.0%
Brazil	2012	9	364,150	8.2%	67.0%	33.0%	244,061	11.8%	67.0%	120,041	1.5%	33.0%	4	300.0%	8.3%	44	0.0%	91.7%
	2013	9	389,116	6.9%	66.1%	33.9%	256,936	5.3%	66.1%	131,785	9.8%	33.9%	395	9775.0%	100.0%	-	-100.0%	0.0%
	YE	201109	3,880,810	16.1%	67.4%	32.6%	2,612,294	16.4%	67.4%	1,265,583	15.6%	32.6%	2,931	4.1%	99.9%	2	0.0%	0.1%
	YE	201209	4,287,351	10.5%	66.9%	33.1%	2,858,376	9.4%	66.8%	1,419,692	12.2%	33.2%	9,235	215.1%	99.5%	48	2300.0%	0.5%
	YE	201309	4,845,790	13.0%	67.5%	32.5%	3,267,472	14.3%	67.5%	1,576,804	11.1%	32.5%	1,509	-83.7%	99.7%	5	-89.6%	0.3%
South Korea	2012	9	365,945	11.5%	13.8%	86.2%	50,536	26.2%	13.8%	315,145	10.2%	86.2%	3	0.0%	1.1%	261	-86.5%	98.9%
	2013	9	382,252	4.5%	18.5%	81.5%	70,897	40.3%	18.6%	310,493	-1.5%	81.4%	-	-100.0%	0.0%	862	230.3%	100.0%
	YE	201109	4,133,263	11.2%	12.1%	87.9%	497,519	93.1%	12.1%	3,608,780	4.8%	87.9%	4,126	1092.5%	15.3%	22,838	42.0%	84.7%
	YE	201209	4,441,065	7.4%	13.1%	86.9%	580,031	16.6%	13.1%	3,847,067	6.6%	86.9%	173	-95.8%	1.2%	13,794	-39.6%	98.8%
	YE	201309	4,703,165	5.9%	16.0%	84.0%	753,328	29.9%	16.0%	3,945,097	2.5%	84.0%	-	-100.0%	0.0%	4,740	-65.6%	100.0%
Netherlands	2012	9	432,068	0.3%	64.3%	35.7%	277,728	1.1%	64.3%	154,336	-1.2%	35.7%	-	0.0%	0.0%	4	0.0%	100.0%
	2013	9	455,026	5.3%	66.5%	33.5%	302,778	9.0%	66.5%	152,248	-1.4%	33.5%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201109	4,490,080	4.4%	62.8%	37.2%	2,821,756	2.9%	62.8%	1,668,198	7.4%	37.2%	126	-63.8%	100.0%	-	-100.0%	0.0%
	YE	201209	4,500,016	0.2%	63.2%	36.8%	2,842,043	0.7%	63.2%	1,657,829	-0.6%	36.8%	140	11.1%	97.2%	4	0.0%	2.8%
	YE	201309	4,669,020	3.8%	66.0%	34.0%	3,080,711	8.4%	66.0%	1,587,861	-4.2%	34.0%	349	149.3%	77.9%	99	2375.0%	22.1%

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

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Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
China	2012	9	322,974	4.0%	66.0%	34.0%	213,117	4.8%	66.0%	109,703	2.7%	34.0%	154	-52.0%	100.0%	-	0.0%	0.0%
	2013	9	389,685	20.7%	59.3%	40.7%	230,577	8.2%	60.0%	153,470	39.9%	40.0%	595	286.4%	10.6%	5,043	0.0%	89.4%
	YE	201109	3,136,253	26.2%	65.3%	34.7%	2,045,016	30.4%	65.3%	1,086,478	18.6%	34.7%	3,658	144.7%	76.9%	1,101	0.0%	23.1%
	YE	201209	3,722,545	18.7%	65.6%	34.4%	2,435,647	19.1%	65.5%	1,281,003	17.9%	34.5%	5,895	61.2%	100.0%	-	-100.0%	0.0%
	YE	201309	4,268,061	14.7%	60.5%	39.5%	2,580,257	5.9%	61.2%	1,634,381	27.6%	38.8%	3,944	-33.1%	7.4%	49,479	0.0%	92.6%
Jamaica	2012	9	185,984	-0.7%	78.7%	21.3%	146,117	15.1%	78.6%	39,676	-18.6%	21.4%	191	-98.3%	100.0%	-	0.0%	0.0%
	2013	9	175,820	-5.5%	83.1%	16.9%	144,985	-0.8%	83.0%	29,639	-25.3%	17.0%	1,196	526.2%	100.0%	-	0.0%	0.0%
	YE	201109	3,049,492	4.6%	79.9%	20.1%	2,264,101	1.9%	78.7%	612,664	-6.5%	21.3%	172,727	361.4%	100.0%	-	0.0%	0.0%
	YE	201209	3,138,506	2.9%	79.3%	20.7%	2,404,203	6.2%	78.7%	650,430	6.2%	21.3%	83,873	-51.4%	100.0%	-	0.0%	0.0%
	YE	201309	3,051,341	-2.8%	83.8%	16.2%	2,525,797	5.1%	83.6%	494,332	-24.0%	16.4%	31,212	-62.8%	100.0%	-	0.0%	0.0%
Colombia	2012	9	197,689	15.4%	55.9%	44.1%	110,348	28.3%	55.9%	87,218	2.2%	44.1%	123	0.0%	100.0%	-	0.0%	0.0%
	2013	9	209,504	6.0%	54.9%	45.1%	114,951	4.2%	54.9%	94,430	8.3%	45.1%	123	0.0%	100.0%	-	0.0%	0.0%
	YE	201109	2,278,936	3.1%	56.1%	43.9%	1,277,400	2.7%	56.1%	1,000,981	3.7%	43.9%	555	-46.8%	100.0%	-	0.0%	0.0%
	YE	201209	2,394,905	5.1%	54.3%	45.7%	1,300,050	1.8%	54.3%	1,093,969	9.3%	45.7%	886	59.6%	100.0%	-	0.0%	0.0%
	YE	201309	2,695,954	12.6%	56.6%	43.4%	1,523,496	17.2%	56.5%	1,171,277	7.1%	43.5%	1,181	33.3%	100.0%	-	0.0%	0.0%
Australia	2012	9	236,173	13.3%	53.6%	46.4%	126,685	11.3%	53.6%	109,488	15.6%	46.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	246,062	4.2%	55.4%	44.6%	136,415	7.7%	55.4%	109,647	0.1%	44.6%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	2,366,928	8.8%	56.2%	43.8%	1,330,452	13.3%	56.2%	1,035,998	3.5%	43.8%	29	1350.0%	6.1%	449	0.0%	93.9%
	YE	201209	2,445,721	3.3%	54.3%	45.7%	1,327,963	-0.2%	54.3%	1,117,469	7.9%	45.7%	289	896.6%	100.0%	-	-100.0%	0.0%
	YE	201309	2,654,454	8.5%	54.9%	45.1%	1,457,207	9.7%	54.9%	1,197,088	7.1%	45.1%	159	-45.0%	100.0%	-	0.0%	0.0%
Spain	2012	9	271,206	-3.9%	58.3%	41.7%	158,149	-6.1%	58.3%	113,020	-0.7%	41.7%	37	208.3%	100.0%	-	0.0%	0.0%
	2013	9	251,026	-7.4%	61.5%	38.5%	154,326	-2.4%	61.5%	96,688	-14.5%	38.5%	12	-67.6%	100.0%	-	0.0%	0.0%
	YE	201109	2,931,025	12.2%	56.8%	43.2%	1,660,991	15.5%	56.8%	1,265,010	7.9%	43.2%	4,914	178.4%	97.8%	110	5400.0%	2.2%
	YE	201209	2,861,655	-2.4%	55.9%	44.1%	1,598,708	-3.7%	55.9%	1,262,765	-0.2%	44.1%	180	-96.3%	98.9%	2	-98.2%	1.1%
	YE	201309	2,616,299	-8.6%	61.1%	38.9%	1,587,136	-0.7%	60.9%	1,017,479	-19.4%	39.1%	11,684	6391.1%	100.0%	-	-100.0%	0.0%

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Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

Country 2/	Period		Total Traffic				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
United Arab Emirates	2012	9	175,937	20.0%	34.2%	65.8%	60,161	12.1%	34.2%	115,776	24.5%	65.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	204,509	16.2%	32.8%	67.2%	67,122	11.6%	32.8%	137,387	18.7%	67.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	1,877,808	17.7%	34.8%	65.2%	653,523	4.0%	34.8%	1,224,281	26.6%	65.2%	4	0.0%	100.0%	-	0.0%	0.0%
	YE	201209	2,229,072	18.7%	33.9%	66.1%	755,596	15.6%	33.9%	1,473,475	20.4%	66.1%	1	-75.0%	100.0%	-	0.0%	0.0%
	YE	201309	2,529,713	13.5%	32.9%	67.1%	831,693	10.1%	32.9%	1,697,960	15.2%	67.1%	60	5900.0%	100.0%	-	0.0%	0.0%
The Bahamas	2012	9	135,151	6.2%	78.3%	21.7%	105,129	15.8%	78.2%	29,362	-8.4%	21.8%	660	-84.9%	100.0%	-	0.0%	0.0%
	2013	9	121,558	-10.1%	74.6%	25.4%	90,442	-14.0%	74.6%	30,851	5.1%	25.4%	265	-59.8%	100.0%	-	0.0%	0.0%
	YE	201109	2,428,906	-6.4%	80.6%	19.4%	1,913,716	-10.9%	80.2%	471,920	18.9%	19.8%	43,104	-17.4%	99.6%	166	0.0%	0.4%
	YE	201209	2,659,911	9.5%	82.7%	17.3%	2,137,482	11.7%	82.2%	461,291	-2.3%	17.8%	60,972	41.5%	99.7%	166	0.0%	0.3%
	YE	201309	2,509,070	-5.7%	81.1%	18.9%	2,020,783	-5.5%	81.0%	473,476	2.6%	19.0%	14,811	-75.7%	100.0%	-	-100.0%	0.0%
Italy	2012	9	284,701	0.3%	63.3%	36.7%	180,264	-1.4%	63.3%	104,431	3.5%	36.7%	-	-100.0%	0.0%	6	0.0%	100.0%
	2013	9	283,769	-0.3%	65.6%	34.4%	186,266	3.3%	65.6%	97,492	-6.6%	34.4%	11	0.0%	100.0%	-	-100.0%	0.0%
	YE	201109	2,701,184	-0.4%	65.2%	34.8%	1,760,965	-2.3%	65.2%	940,000	3.3%	34.8%	219	-34.0%	100.0%	-	0.0%	0.0%
	YE	201209	2,590,581	-4.1%	66.7%	33.3%	1,728,831	-1.8%	66.7%	861,631	-8.3%	33.3%	113	-48.4%	95.0%	6	0.0%	5.0%
	YE	201309	2,508,648	-3.2%	66.1%	33.9%	1,658,766	-4.1%	66.1%	849,670	-1.4%	33.9%	208	84.1%	98.1%	4	-33.3%	1.9%
Hong Kong	2012	9	190,254	2.0%	28.2%	71.8%	53,722	-7.3%	28.2%	136,532	6.4%	71.8%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	191,579	0.7%	25.3%	74.7%	48,527	-9.7%	25.3%	143,052	4.8%	74.7%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	2,328,191	4.9%	33.1%	66.9%	764,709	8.8%	32.9%	1,557,435	2.7%	67.1%	6,045	46400.0%	100.0%	2	0.0%	0.0%
	YE	201209	2,456,933	5.5%	29.7%	70.3%	728,367	-4.8%	29.7%	1,728,034	11.0%	70.3%	532	-91.2%	100.0%	-	-100.0%	0.0%
	YE	201309	2,376,512	-3.3%	26.8%	73.2%	637,536	-12.5%	26.8%	1,738,470	0.6%	73.2%	506	-4.9%	100.0%	-	0.0%	0.0%
Panama	2012	9	166,916	29.5%	30.0%	70.0%	50,126	-3.9%	30.0%	116,790	52.6%	70.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	189,388	13.5%	24.4%	75.6%	46,244	-7.7%	24.4%	143,087	22.5%	75.6%	-	0.0%	0.0%	57	0.0%	100.0%
	YE	201109	1,650,027	9.0%	42.7%	57.3%	703,350	0.2%	42.7%	945,285	19.7%	57.3%	1,392	-94.0%	100.0%	-	0.0%	0.0%
	YE	201209	1,965,214	19.1%	36.0%	64.0%	707,651	0.6%	36.0%	1,257,013	33.0%	64.0%	550	-60.5%	100.0%	-	0.0%	0.0%
	YE	201309	2,308,092	17.4%	30.2%	69.8%	695,279	-1.7%	30.1%	1,610,814	28.1%	69.9%	1,942	253.1%	97.1%	57	0.0%	2.9%

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Costa Rica	2012	9	119,087	10.4%	87.3%	12.7%	103,981	12.2%	87.3%	15,106	-0.2%	12.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	107,152	-10.0%	97.5%	2.5%	104,395	0.4%	97.5%	2,662	-82.4%	2.5%	95	0.0%	100.0%	-	0.0%	0.0%
	YE	201109	2,140,373	1.1%	93.2%	6.8%	1,992,223	0.7%	93.2%	145,970	5.5%	6.8%	2,180	73.8%	100.0%	-	0.0%	0.0%
	YE	201209	2,311,789	8.0%	92.4%	7.6%	2,131,432	7.0%	92.4%	175,432	20.2%	7.6%	4,925	125.9%	100.0%	-	0.0%	0.0%
	YE	201309	2,285,284	-1.1%	94.4%	5.6%	2,151,908	1.0%	94.4%	128,128	-27.0%	5.6%	5,248	6.6%	100.0%	-	0.0%	0.0%
Switzerland	2012	9	188,217	7.2%	36.8%	63.2%	69,216	-9.5%	36.8%	118,993	20.1%	63.2%	4	-92.7%	50.0%	4	-69.2%	50.0%
	2013	9	174,061	-7.5%	39.1%	60.9%	67,968	-1.8%	39.1%	106,062	-10.9%	60.9%	31	675.0%	100.0%	-	-100.0%	0.0%
	YE	201109	1,946,193	9.2%	40.2%	59.8%	782,804	3.6%	40.2%	1,162,934	13.3%	59.8%	424	35.0%	93.2%	31	-60.3%	6.8%
	YE	201209	1,995,789	2.5%	37.8%	62.2%	753,913	-3.7%	37.8%	1,241,629	6.8%	62.2%	227	-46.5%	91.9%	20	-35.5%	8.1%
	YE	201309	2,084,709	4.5%	35.5%	64.5%	739,639	-1.9%	35.5%	1,344,747	8.3%	64.5%	319	40.5%	98.8%	4	-80.0%	1.2%
Ireland	2012	9	186,978	2.5%	47.7%	52.3%	87,563	-0.9%	47.2%	97,843	4.0%	52.8%	1,572	4266.7%	100.0%	-	0.0%	0.0%
	2013	9	209,993	12.3%	48.0%	52.0%	100,852	15.2%	48.0%	109,139	11.5%	52.0%	2	-99.9%	100.0%	-	0.0%	0.0%
	YE	201109	1,797,239	3.0%	49.6%	50.4%	887,587	9.6%	49.5%	906,622	-2.6%	50.5%	3,027	-37.5%	99.9%	3	-98.9%	0.1%
	YE	201209	1,772,934	-1.4%	45.5%	54.5%	801,817	-9.7%	45.3%	966,274	6.6%	54.7%	4,834	59.7%	99.8%	9	200.0%	0.2%
	YE	201309	2,020,051	13.9%	45.9%	54.1%	924,249	15.3%	45.8%	1,092,849	13.1%	54.2%	2,928	-39.4%	99.2%	25	177.8%	0.8%
Taiwan	2012	9	127,810	-1.0%	0.0%	100.0%	-	0.0%	0.0%	127,810	-1.0%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	144,493	13.1%	3.2%	96.8%	4,610	0.0%	3.2%	139,883	9.4%	96.8%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	1,733,081	-9.8%	0.4%	99.6%	-	-100.0%	0.0%	1,726,650	-9.8%	100.0%	6,431	-4.5%	100.0%	-	0.0%	0.0%
	YE	201209	1,762,813	1.7%	0.0%	100.0%	306	0.0%	0.0%	1,762,493	2.1%	100.0%	14	-99.8%	100.0%	-	0.0%	0.0%
	YE	201309	1,828,556	3.7%	0.8%	99.2%	13,896	4441.2%	0.8%	1,814,646	3.0%	99.2%	14	0.0%	100.0%	-	0.0%	0.0%
Peru	2012	9	111,666	2.2%	41.5%	58.5%	46,313	-5.7%	41.5%	65,353	8.7%	58.5%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	133,880	19.9%	41.5%	58.5%	55,548	19.9%	41.5%	78,332	19.9%	58.5%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	1,338,144	8.9%	47.3%	52.7%	632,860	-7.9%	47.3%	705,093	30.5%	52.7%	191	-50.6%	100.0%	-	-100.0%	0.0%
	YE	201209	1,414,663	5.7%	44.7%	55.3%	632,072	-0.1%	44.7%	782,546	11.0%	55.3%	9	-95.3%	20.0%	36	0.0%	80.0%
	YE	201309	1,587,666	12.2%	42.9%	57.1%	680,336	7.6%	42.9%	907,322	15.9%	57.1%	8	-11.1%	100.0%	-	-100.0%	0.0%

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

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Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2012	9	2,633,608	5.0%	55.6%	44.4%	1,449,926	3.7%	55.4%	1,167,217	7.2%	44.6%	15,120	-25.7%	91.8%	1,345	-25.5%	8.2%
	2013	9	2,470,781	-6.2%	58.2%	41.8%	1,422,799	-1.9%	58.0%	1,030,745	-11.7%	42.0%	16,161	6.9%	93.8%	1,076	-20.0%	6.2%
	YE	201109	31,365,973	2.6%	54.5%	45.5%	16,709,100	-0.8%	54.0%	14,249,928	6.0%	46.0%	380,047	59.4%	93.4%	26,898	10.1%	6.6%
	YE	201209	32,677,412	4.2%	53.1%	46.9%	16,968,671	1.6%	52.6%	15,299,498	7.4%	47.4%	384,165	1.1%	93.9%	25,078	-6.8%	6.1%
	YE	201309	32,788,878	0.3%	52.1%	47.9%	16,795,462	-1.0%	51.7%	15,676,615	2.5%	48.3%	283,300	-26.3%	89.4%	33,501	33.6%	10.6%
Mexico	2012	9	1,592,464	-0.1%	83.0%	17.0%	1,302,421	-0.3%	83.1%	264,384	-0.5%	16.9%	19,831	79.9%	77.3%	5,828	-44.5%	22.7%
	2013	9	1,727,125	8.5%	81.8%	18.2%	1,390,280	6.7%	82.2%	301,863	14.2%	17.8%	21,766	9.8%	62.2%	13,216	126.8%	37.8%
	YE	201109	23,253,551	-1.6%	87.6%	12.4%	20,020,175	15.5%	87.7%	2,805,829	-53.3%	12.3%	341,851	73.8%	80.0%	85,696	-11.3%	20.0%
	YE	201209	24,103,334	3.7%	86.4%	13.6%	20,521,483	2.5%	86.6%	3,185,325	13.5%	13.4%	294,322	-13.9%	74.2%	102,204	19.3%	25.8%
	YE	201309	25,809,827	7.1%	85.7%	14.3%	21,737,712	5.9%	85.9%	3,569,073	12.0%	14.1%	394,026	33.9%	78.3%	109,016	6.7%	21.7%
United Kingdom	2012	9	1,899,176	2.7%	40.0%	60.0%	759,693	-2.7%	40.9%	1,099,900	6.7%	59.1%	190	-78.3%	0.5%	39,393	9.5%	99.5%
	2013	9	1,857,124	-2.2%	40.8%	59.2%	755,233	-0.6%	41.3%	1,073,677	-2.4%	58.7%	2,523	1227.9%	8.9%	25,691	-34.8%	91.1%
	YE	201109	20,699,820	8.8%	42.1%	57.9%	8,715,396	10.2%	42.7%	11,717,739	9.7%	57.3%	6,186	-44.0%	2.3%	260,499	-39.1%	97.7%
	YE	201209	21,347,839	3.1%	40.3%	59.7%	8,600,398	-1.3%	40.8%	12,458,297	6.3%	59.2%	9,125	47.5%	3.2%	280,019	7.5%	96.8%
	YE	201309	20,845,945	-2.4%	40.2%	59.8%	8,364,173	-2.7%	40.6%	12,236,665	-1.8%	59.4%	8,465	-7.2%	3.5%	236,642	-15.5%	96.5%
Japan	2012	9	1,236,564	9.8%	65.7%	34.3%	811,374	9.2%	66.4%	410,150	11.8%	33.6%	1,172	-74.4%	7.8%	13,868	15.0%	92.2%
	2013	9	1,262,933	2.1%	62.1%	37.9%	784,401	-3.3%	62.7%	466,417	13.7%	37.3%	31	-97.4%	0.3%	12,084	-12.9%	99.7%
	YE	201109	12,973,479	-2.9%	66.1%	33.9%	8,554,199	3.7%	66.8%	4,259,502	-15.4%	33.2%	20,390	12.9%	12.8%	139,388	119.7%	87.2%
	YE	201209	13,941,733	7.5%	65.5%	34.5%	9,096,122	6.3%	66.1%	4,671,000	9.7%	33.9%	29,199	43.2%	16.7%	145,412	4.3%	83.3%
	YE	201309	14,724,863	5.6%	63.2%	36.8%	9,279,381	2.0%	63.8%	5,266,091	12.7%	36.2%	20,490	-29.8%	11.4%	158,901	9.3%	88.6%
Germany	2012	9	1,092,138	3.2%	45.1%	54.9%	492,748	11.2%	45.1%	599,081	-2.5%	54.9%	293	-28.4%	94.8%	16	-88.7%	5.2%
	2013	9	1,140,622	4.4%	45.3%	54.7%	515,376	4.6%	45.2%	623,797	4.1%	54.8%	1,433	389.1%	98.9%	16	0.0%	1.1%
	YE	201109	11,671,653	3.6%	42.3%	57.7%	4,931,515	4.7%	42.3%	6,733,881	3.0%	57.7%	5,447	-65.9%	87.1%	810	-30.1%	12.9%
	YE	201209	11,898,792	1.9%	44.0%	56.0%	5,233,077	6.1%	44.0%	6,657,994	-1.1%	56.0%	7,098	30.3%	91.9%	623	-23.1%	8.1%
	YE	201309	12,049,999	1.3%	44.3%	55.7%	5,324,534	1.7%	44.2%	6,717,453	0.9%	55.8%	7,980	12.4%	99.6%	32	-94.9%	0.4%

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Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
France	2012	9	687,251	-4.8%	43.4%	56.6%	298,184	-5.0%	43.4%	388,714	-4.6%	56.6%	61	-65.9%	17.3%	292	82.5%	82.7%
	2013	9	732,782	6.6%	48.1%	51.9%	352,303	18.1%	48.1%	380,309	-2.2%	51.9%	170	178.7%	100.0%	-	-100.0%	0.0%
	YE	201109	7,681,106	7.9%	44.4%	55.6%	3,405,640	9.5%	44.4%	4,269,804	6.6%	55.6%	3,692	0.2%	65.2%	1,970	-19.7%	34.8%
	YE	201209	7,481,941	-2.6%	45.5%	54.5%	3,398,794	-0.2%	45.5%	4,077,736	-4.5%	54.5%	3,821	3.5%	70.6%	1,590	-19.3%	29.4%
	YE	201309	7,451,518	-0.4%	46.8%	53.2%	3,480,671	2.4%	46.7%	3,966,562	-2.7%	53.3%	3,963	3.7%	92.5%	322	-79.7%	7.5%
Dominican Republic	2012	9	411,078	2.0%	98.9%	1.1%	400,024	0.5%	98.9%	4,628	68.2%	1.1%	6,426	189.1%	100.0%	-	0.0%	0.0%
	2013	9	432,777	5.3%	99.5%	0.5%	421,610	5.4%	99.5%	2,170	-53.1%	0.5%	8,997	40.0%	100.0%	-	0.0%	0.0%
	YE	201109	5,616,828	-5.9%	99.4%	0.6%	5,427,306	-5.6%	99.4%	33,442	-52.4%	0.6%	156,080	7.4%	100.0%	-	-100.0%	0.0%
	YE	201209	6,156,071	9.6%	99.3%	0.7%	5,835,687	7.5%	99.3%	40,164	20.1%	0.7%	280,060	79.4%	99.9%	160	0.0%	0.1%
	YE	201309	6,371,869	3.5%	99.1%	0.9%	6,043,249	3.6%	99.0%	58,885	46.6%	1.0%	269,735	-3.7%	100.0%	-	-100.0%	0.0%
Brazil	2012	9	416,291	7.1%	68.0%	32.0%	282,861	10.9%	68.0%	133,177	-0.2%	32.0%	13	8.3%	5.1%	240	0.0%	94.9%
	2013	9	470,889	13.1%	68.0%	32.0%	319,371	12.9%	67.9%	150,809	13.2%	32.1%	709	5353.8%	100.0%	-	-100.0%	0.0%
	YE	201109	4,636,875	13.0%	69.0%	31.0%	3,192,964	14.4%	68.9%	1,439,399	10.1%	31.1%	4,496	39.0%	99.6%	16	0.0%	0.4%
	YE	201209	5,147,598	11.0%	68.4%	31.6%	3,508,661	9.9%	68.3%	1,624,876	12.9%	31.7%	13,789	206.7%	98.1%	272	1600.0%	1.9%
	YE	201309	6,034,214	17.2%	68.1%	31.9%	4,107,893	17.1%	68.1%	1,923,062	18.4%	31.9%	3,243	-76.5%	99.5%	16	-94.1%	0.5%
South Korea	2012	9	476,037	5.2%	13.4%	86.6%	63,949	23.6%	13.4%	411,827	3.6%	86.6%	-	0.0%	0.0%	261	-91.4%	100.0%
	2013	9	509,132	7.0%	18.1%	81.9%	92,152	44.1%	18.1%	416,110	1.0%	81.9%	-	0.0%	0.0%	870	233.3%	100.0%
	YE	201109	5,230,912	13.9%	11.6%	88.4%	603,913	102.8%	11.6%	4,595,366	7.5%	88.4%	5,429	1183.5%	17.2%	26,204	25.4%	82.8%
	YE	201209	5,692,203	8.8%	12.3%	87.7%	697,515	15.5%	12.3%	4,978,854	8.3%	87.7%	193	-96.4%	1.2%	15,641	-40.3%	98.8%
	YE	201309	5,974,270	5.0%	15.1%	84.9%	904,754	29.7%	15.2%	5,063,631	1.7%	84.8%	278	44.0%	4.7%	5,607	-64.2%	95.3%
Netherlands	2012	9	490,351	2.6%	65.5%	34.5%	321,218	4.7%	65.5%	169,101	-1.0%	34.5%	-	-100.0%	0.0%	32	0.0%	100.0%
	2013	9	513,283	4.7%	67.3%	32.7%	345,494	7.6%	67.3%	167,789	-0.8%	32.7%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201109	5,428,665	5.8%	63.9%	36.1%	3,469,462	5.3%	63.9%	1,957,949	7.3%	36.1%	1,254	13.0%	100.0%	-	-100.0%	0.0%
	YE	201209	5,344,423	-1.6%	64.7%	35.3%	3,456,968	-0.4%	64.7%	1,886,012	-3.7%	35.3%	1,411	12.5%	97.8%	32	0.0%	2.2%
	YE	201309	5,504,050	3.0%	67.2%	32.8%	3,699,003	7.0%	67.2%	1,803,354	-4.4%	32.8%	1,493	5.8%	88.2%	200	525.0%	11.8%

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
China	2012	9	368,954	-2.2%	66.2%	33.8%	244,039	-1.3%	66.2%	124,760	-3.7%	33.8%	155	-54.0%	100.0%	-	0.0%	0.0%
	2013	9	462,842	25.4%	58.7%	41.3%	270,396	10.8%	59.3%	185,730	48.9%	40.7%	1,316	749.0%	19.6%	5,400	0.0%	80.4%
	YE	201109	3,714,999	26.4%	65.6%	34.4%	2,430,425	31.9%	65.5%	1,277,787	16.7%	34.5%	5,147	118.5%	75.8%	1,640	0.0%	24.2%
	YE	201209	4,380,363	17.9%	65.9%	34.1%	2,881,952	18.6%	65.9%	1,492,141	16.8%	34.1%	6,270	21.8%	100.0%	-	-100.0%	0.0%
	YE	201309	4,916,723	12.2%	60.3%	39.7%	2,960,708	2.7%	61.0%	1,890,923	26.7%	39.0%	5,692	-9.2%	8.7%	59,400	0.0%	91.3%
Jamaica	2012	9	253,756	0.9%	73.4%	26.6%	185,234	21.1%	73.3%	67,606	-12.3%	26.7%	916	-95.7%	100.0%	-	0.0%	0.0%
	2013	9	213,285	-15.9%	80.5%	19.5%	170,015	-8.2%	80.3%	41,580	-38.5%	19.7%	1,690	84.5%	100.0%	-	0.0%	0.0%
	YE	201109	3,771,017	-1.3%	77.6%	22.4%	2,702,277	-5.5%	76.2%	843,953	-7.2%	23.8%	224,787	346.9%	100.0%	-	0.0%	0.0%
	YE	201209	3,966,659	5.2%	76.9%	23.1%	2,928,729	8.4%	76.2%	915,142	8.4%	23.8%	122,788	-45.4%	100.0%	-	0.0%	0.0%
	YE	201309	3,694,425	-6.9%	82.3%	17.7%	3,000,411	2.4%	82.1%	652,772	-28.7%	17.9%	41,242	-66.4%	100.0%	-	0.0%	0.0%
The Bahamas	2012	9	217,672	8.6%	75.7%	24.3%	163,056	13.2%	75.5%	52,820	7.8%	24.5%	1,796	-76.2%	100.0%	-	0.0%	0.0%
	2013	9	184,835	-15.1%	72.0%	28.0%	132,843	-18.5%	72.0%	51,670	-2.2%	28.0%	322	-82.1%	100.0%	-	0.0%	0.0%
	YE	201109	3,259,866	-15.5%	80.9%	19.1%	2,569,139	-18.2%	80.5%	622,072	-1.3%	19.5%	68,399	-20.1%	99.6%	256	0.0%	0.4%
	YE	201209	3,754,344	15.2%	81.6%	18.4%	2,902,816	13.0%	80.8%	691,666	11.2%	19.2%	159,618	133.4%	99.8%	244	-4.7%	0.2%
	YE	201309	3,392,118	-9.6%	79.4%	20.6%	2,659,207	-8.4%	79.2%	699,914	1.2%	20.8%	32,997	-79.3%	100.0%	-	-100.0%	0.0%
Australia	2012	9	263,700	11.5%	54.2%	45.8%	142,919	8.8%	54.2%	120,781	14.8%	45.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	284,406	7.9%	56.6%	43.4%	160,959	12.6%	56.6%	123,447	2.2%	43.4%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	2,819,755	5.7%	56.3%	43.7%	1,587,496	11.6%	56.3%	1,231,052	-1.0%	43.7%	72	300.0%	6.0%	1,135	-38.0%	94.0%
	YE	201209	3,014,061	6.9%	55.2%	44.8%	1,660,827	4.6%	55.1%	1,351,737	9.8%	44.9%	1,497	1979.2%	100.0%	-	-100.0%	0.0%
	YE	201309	3,308,528	9.8%	55.7%	44.3%	1,842,956	11.0%	55.7%	1,464,604	8.3%	44.3%	968	-35.3%	100.0%	-	0.0%	0.0%
Colombia	2012	9	233,776	14.8%	57.9%	42.1%	134,979	26.8%	57.8%	98,484	1.3%	42.2%	313	0.0%	100.0%	-	0.0%	0.0%
	2013	9	254,049	8.7%	56.6%	43.4%	143,587	6.4%	56.6%	110,150	11.8%	43.4%	312	-0.3%	100.0%	-	0.0%	0.0%
	YE	201109	2,936,122	-3.4%	57.1%	42.9%	1,673,564	-0.4%	57.0%	1,260,896	-7.0%	43.0%	1,662	-29.5%	100.0%	-	0.0%	0.0%
	YE	201209	2,880,080	-1.9%	56.0%	44.0%	1,608,415	-3.9%	55.9%	1,267,634	0.5%	44.1%	4,031	142.5%	100.0%	-	0.0%	0.0%
	YE	201309	3,199,010	11.1%	58.6%	41.4%	1,871,593	16.4%	58.6%	1,323,968	4.4%	41.4%	3,449	-14.4%	100.0%	-	0.0%	0.0%

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Spain	2012	9	328,959	-7.1%	53.9%	46.1%	177,309	-10.8%	53.9%	151,564	-2.6%	46.1%	86	115.0%	100.0%	-	0.0%	0.0%
	2013	9	293,412	-10.8%	58.8%	41.2%	172,556	-2.7%	58.8%	120,806	-20.3%	41.2%	50	-41.9%	100.0%	-	0.0%	0.0%
	YE	201109	3,677,248	16.3%	55.6%	44.4%	2,032,513	17.8%	55.4%	1,633,751	14.0%	44.6%	10,330	159.6%	94.0%	654	5350.0%	6.0%
	YE	201209	3,530,650	-4.0%	54.4%	45.6%	1,919,557	-5.6%	54.4%	1,610,027	-1.5%	45.6%	632	-93.9%	59.3%	434	-33.6%	40.7%
	YE	201309	3,155,053	-10.6%	59.3%	40.7%	1,854,003	-3.4%	59.1%	1,284,992	-20.2%	40.9%	16,058	2440.8%	100.0%	-	-100.0%	0.0%
United Arab Emirates	2012	9	219,321	6.0%	32.5%	67.5%	71,348	2.2%	32.5%	147,973	8.0%	67.5%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	267,443	21.9%	37.0%	63.0%	98,963	38.7%	37.0%	168,480	13.9%	63.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	2,408,399	28.4%	32.5%	67.5%	782,354	4.4%	32.5%	1,626,031	44.3%	67.5%	14	0.0%	100.0%	-	0.0%	0.0%
	YE	201209	2,656,881	10.3%	33.0%	67.0%	876,552	12.0%	33.0%	1,780,314	9.5%	67.0%	15	7.1%	100.0%	-	0.0%	0.0%
	YE	201309	3,016,267	13.5%	33.3%	66.7%	1,001,693	14.3%	33.2%	2,013,166	13.1%	66.8%	1,408	9286.7%	100.0%	-	0.0%	0.0%
Panama	2012	9	212,150	10.3%	32.4%	67.6%	68,694	-6.6%	32.4%	143,456	21.0%	67.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	262,279	23.6%	27.4%	72.6%	71,989	4.8%	27.5%	190,144	32.5%	72.5%	-	0.0%	0.0%	146	0.0%	100.0%
	YE	201109	2,243,469	12.8%	41.3%	58.7%	923,775	0.3%	41.2%	1,317,224	26.4%	58.8%	2,470	-90.7%	100.0%	-	0.0%	0.0%
	YE	201209	2,751,399	22.6%	34.3%	65.7%	943,097	2.1%	34.3%	1,807,468	37.2%	65.7%	834	-66.2%	100.0%	-	0.0%	0.0%
	YE	201309	2,994,669	8.8%	30.2%	69.8%	901,775	-4.4%	30.2%	2,088,917	15.6%	69.8%	3,831	359.4%	96.3%	146	0.0%	3.7%
Italy	2012	9	318,766	-1.4%	62.2%	37.8%	198,383	-3.4%	62.2%	120,367	1.9%	37.8%	-	-100.0%	0.0%	16	0.0%	100.0%
	2013	9	321,170	0.8%	65.4%	34.6%	210,145	5.9%	65.4%	111,002	-7.8%	34.6%	23	0.0%	100.0%	-	-100.0%	0.0%
	YE	201109	3,336,599	-4.0%	63.1%	36.9%	2,106,105	-2.6%	63.1%	1,230,050	-6.3%	36.9%	444	-30.4%	100.0%	-	0.0%	0.0%
	YE	201209	3,098,505	-7.1%	65.4%	34.6%	2,024,900	-3.9%	65.4%	1,073,305	-12.7%	34.6%	284	-36.0%	94.7%	16	0.0%	5.3%
	YE	201309	2,924,542	-5.6%	64.7%	35.3%	1,889,118	-6.7%	64.6%	1,033,650	-3.7%	35.4%	1,726	507.7%	97.3%	48	200.0%	2.7%
Hong Kong	2012	9	233,105	-7.9%	27.0%	73.0%	63,006	-13.7%	27.0%	170,099	-4.6%	73.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	226,307	-2.9%	25.2%	74.8%	57,082	-9.4%	25.2%	169,225	-0.5%	74.8%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	2,722,856	5.4%	33.6%	66.4%	894,319	11.0%	33.1%	1,808,123	1.7%	66.9%	20,400	#####	99.9%	14	0.0%	0.1%
	YE	201209	3,094,892	13.7%	28.2%	71.8%	871,716	-2.5%	28.2%	2,220,714	22.8%	71.8%	2,462	-87.9%	100.0%	-	-100.0%	0.0%
	YE	201309	2,844,216	-8.1%	25.5%	74.5%	724,021	-16.9%	25.5%	2,119,576	-4.6%	74.5%	619	-74.9%	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 201309 data.

Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Costa Rica	2012	9	167,634	15.3%	89.5%	10.5%	150,012	19.1%	89.5%	17,622	-7.6%	10.5%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	140,230	-16.3%	97.1%	2.9%	135,890	-9.4%	97.1%	4,032	-77.1%	2.9%	308	0.0%	100.0%	-	0.0%	0.0%
	YE	201109	2,623,206	0.8%	93.1%	6.9%	2,437,442	0.3%	93.1%	181,686	6.1%	6.9%	4,078	135.2%	100.0%	-	0.0%	0.0%
	YE	201209	2,834,208	8.0%	92.4%	7.6%	2,607,601	7.0%	92.3%	216,648	19.2%	7.7%	9,959	144.2%	100.0%	-	0.0%	0.0%
	YE	201309	2,776,659	-2.0%	94.3%	5.7%	2,611,268	0.1%	94.3%	157,478	-27.3%	5.7%	7,913	-20.5%	100.0%	-	0.0%	0.0%
Switzerland	2012	9	218,906	7.5%	39.6%	60.4%	86,706	-5.8%	39.6%	132,160	18.6%	60.4%	26	-85.0%	65.0%	14	-65.0%	35.0%
	2013	9	200,679	-8.3%	40.6%	59.4%	81,280	-6.3%	40.5%	119,239	-9.8%	59.5%	160	515.4%	100.0%	-	-100.0%	0.0%
	YE	201109	2,386,852	12.4%	43.3%	56.7%	1,031,757	8.8%	43.3%	1,352,210	15.2%	56.7%	1,625	10.8%	56.3%	1,260	40.6%	43.7%
	YE	201209	2,446,467	2.5%	41.0%	59.0%	1,000,879	-3.0%	40.9%	1,443,797	6.8%	59.1%	1,030	-36.6%	57.5%	761	-39.6%	42.5%
	YE	201309	2,509,563	2.6%	38.4%	61.6%	962,597	-3.8%	38.4%	1,545,544	7.0%	61.6%	1,390	35.0%	97.7%	32	-95.8%	2.3%
Ireland	2012	9	204,902	-0.1%	47.0%	53.0%	94,061	-2.9%	46.4%	108,563	0.7%	53.6%	2,278	339.8%	100.0%	-	0.0%	0.0%
	2013	9	233,756	14.1%	47.1%	52.9%	109,873	16.8%	47.1%	123,591	13.8%	52.9%	292	-87.2%	100.0%	-	0.0%	0.0%
	YE	201109	2,217,938	4.1%	46.9%	53.1%	1,029,348	10.7%	46.6%	1,178,460	-0.9%	53.4%	10,118	-5.7%	99.9%	12	-96.4%	0.1%
	YE	201209	2,131,067	-3.9%	43.5%	56.5%	916,556	-11.0%	43.2%	1,204,609	2.2%	56.8%	9,878	-2.4%	99.8%	24	100.0%	0.2%
	YE	201309	2,375,012	11.4%	44.7%	55.3%	1,055,877	15.2%	44.6%	1,313,728	9.1%	55.4%	5,339	-46.0%	98.7%	68	183.3%	1.3%
Taiwan	2012	9	164,274	-2.6%	0.0%	100.0%	-	0.0%	0.0%	164,274	-2.5%	100.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	193,952	18.1%	3.9%	96.1%	7,644	0.0%	3.9%	186,308	13.4%	96.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	2,131,704	-8.1%	0.3%	99.7%	-	-100.0%	0.0%	2,124,256	-8.0%	100.0%	7,448	-27.2%	100.0%	-	0.0%	0.0%
	YE	201209	2,139,315	0.4%	0.0%	100.0%	374	0.0%	0.0%	2,138,773	0.7%	100.0%	168	-97.7%	100.0%	-	0.0%	0.0%
	YE	201309	2,193,623	2.5%	1.0%	99.0%	21,168	5559.9%	1.0%	2,172,408	1.6%	99.0%	47	-72.0%	100.0%	-	0.0%	0.0%
El Salvador	2012	9	142,472	-0.4%	31.8%	68.2%	40,724	-3.1%	29.5%	97,182	-1.1%	70.5%	4,566	66.2%	100.0%	-	0.0%	0.0%
	2013	9	154,355	8.3%	33.0%	67.0%	46,192	13.4%	30.9%	103,360	6.4%	69.1%	4,803	5.2%	100.0%	-	0.0%	0.0%
	YE	201109	1,950,628	8.6%	39.7%	60.3%	734,906	5.6%	38.5%	1,175,614	9.3%	61.5%	40,108	59.3%	100.0%	-	0.0%	0.0%
	YE	201209	1,923,547	-1.4%	34.7%	65.3%	620,943	-15.5%	33.1%	1,255,450	6.8%	66.9%	47,154	17.6%	100.0%	-	0.0%	0.0%
	YE	201309	1,969,816	2.4%	35.9%	64.1%	657,480	5.9%	34.2%	1,262,654	0.6%	65.8%	49,682	5.4%	100.0%	-	0.0%	0.0%

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

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

Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201309 data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Japan	2012	9	70,356	4.8%	54.0%	46.0%	36,601	1.7%	53.5%	31,838	17.8%	46.5%	1,403	-52.6%	73.2%	515	-55.9%	26.8%
	2013	9	68,421	-2.8%	50.4%	49.6%	29,305	-19.9%	46.4%	33,917	6.5%	53.6%	5,199	270.5%	100.0%	-	-100.0%	0.0%
	YE	201109	833,830	3.9%	56.7%	43.3%	431,494	4.4%	55.2%	350,694	4.8%	44.8%	41,099	-17.9%	79.6%	10,543	142.1%	20.4%
	YE	201209	831,754	-0.2%	56.5%	43.5%	448,068	3.8%	55.5%	358,926	2.3%	44.5%	21,815	-46.9%	88.1%	2,945	-72.1%	11.9%
	YE	201309	829,255	-0.3%	52.7%	47.3%	383,968	-14.3%	49.6%	390,355	8.8%	50.4%	53,257	144.1%	97.0%	1,675	-43.1%	3.0%
Germany	2012	9	60,761	-2.8%	56.5%	43.5%	29,624	-1.9%	52.9%	26,378	-12.2%	47.1%	4,723	128.1%	99.3%	35	-78.0%	0.7%
	2013	9	65,121	7.2%	54.9%	45.1%	29,429	-0.7%	50.1%	29,300	11.1%	49.9%	6,339	34.2%	99.2%	52	47.9%	0.8%
	YE	201109	822,519	10.2%	54.2%	45.8%	379,742	20.6%	50.3%	374,577	5.6%	49.7%	66,064	-8.1%	96.9%	2,136	-55.2%	3.1%
	YE	201209	739,581	-10.1%	52.8%	47.2%	337,221	-11.2%	49.2%	348,468	-7.0%	50.8%	52,934	-19.9%	98.2%	959	-55.1%	1.8%
	YE	201309	747,743	1.1%	53.8%	46.2%	334,245	-0.9%	49.2%	344,994	-1.0%	50.8%	67,808	28.1%	99.0%	696	-27.4%	1.0%
United Kingdom	2012	9	61,288	-3.8%	43.9%	56.1%	25,605	-8.0%	42.9%	34,088	-0.1%	57.1%	1,288	-6.8%	80.8%	306	-21.5%	19.2%
	2013	9	60,906	-0.6%	43.5%	56.5%	24,644	-3.8%	41.9%	34,161	0.2%	58.1%	1,878	45.8%	89.4%	222	-27.5%	10.6%
	YE	201109	802,888	1.1%	45.3%	54.7%	343,718	1.2%	44.2%	433,918	2.2%	55.8%	20,122	-1.4%	79.7%	5,131	-48.8%	20.3%
	YE	201209	772,899	-3.7%	43.5%	56.5%	317,862	-7.5%	42.3%	433,531	-0.1%	57.7%	17,996	-10.6%	83.7%	3,510	-31.6%	16.3%
	YE	201309	740,480	-4.2%	43.5%	56.5%	302,564	-4.8%	42.2%	414,870	-4.3%	57.8%	19,450	8.1%	84.4%	3,596	2.4%	15.6%
China	2012	9	56,512	4.4%	46.8%	53.2%	22,522	-6.2%	43.0%	29,796	11.6%	57.0%	3,903	14.5%	93.1%	291	0.0%	6.9%
	2013	9	57,395	1.6%	45.9%	54.1%	19,161	-14.9%	38.1%	31,074	4.3%	61.9%	7,160	83.5%	100.0%	-	-100.0%	0.0%
	YE	201109	648,549	-0.9%	55.3%	44.7%	310,457	5.6%	51.7%	289,700	-9.1%	48.3%	48,391	15.5%	100.0%	-	-100.0%	0.0%
	YE	201209	662,442	2.1%	50.6%	49.4%	293,204	-5.6%	47.3%	327,069	12.9%	52.7%	41,877	-13.5%	99.3%	291	0.0%	0.7%
	YE	201309	657,843	-0.7%	48.4%	51.6%	242,059	-17.4%	41.7%	338,827	3.6%	58.3%	76,412	82.5%	99.3%	546	87.5%	0.7%
South Korea	2012	9	57,136	-6.5%	35.4%	64.6%	12,987	18.4%	28.0%	33,345	-1.5%	72.0%	7,246	-17.2%	67.1%	3,559	-52.5%	32.9%
	2013	9	52,130	-8.8%	29.5%	70.5%	8,429	-35.1%	20.2%	33,360	0.0%	79.8%	6,966	-3.9%	67.4%	3,375	-5.2%	32.6%
	YE	201109	823,351	-10.4%	31.0%	69.0%	156,666	-1.9%	26.8%	427,386	-13.0%	73.2%	98,387	-31.6%	41.1%	140,912	13.2%	58.9%
	YE	201209	696,392	-15.4%	34.2%	65.8%	152,946	-2.4%	27.5%	404,183	-5.4%	72.5%	84,934	-13.7%	61.0%	54,327	-61.4%	39.0%
	YE	201309	650,212	-6.6%	33.7%	66.3%	109,974	-28.1%	22.4%	380,028	-6.0%	77.6%	109,076	28.4%	68.1%	51,135	-5.9%	31.9%

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

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Freight (Tons)

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			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Hong Kong	2012	9	53,917	6.6%	47.6%	52.4%	13,223	-7.5%	31.9%	28,266	1.5%	68.1%	12,429	47.7%	100.0%	-	0.0%	0.0%
	2013	9	55,104	2.2%	42.8%	57.2%	10,444	-21.0%	24.9%	31,513	11.5%	75.1%	13,146	5.8%	100.0%	-	0.0%	0.0%
	YE	201109	633,570	11.3%	42.1%	57.9%	207,038	3.6%	36.1%	366,988	7.7%	63.9%	59,543	108.7%	100.0%	-	0.0%	0.0%
	YE	201209	608,061	-4.0%	46.4%	53.6%	164,715	-20.4%	33.6%	325,890	-11.2%	66.4%	117,456	97.3%	100.0%	-	0.0%	0.0%
	YE	201309	631,041	3.8%	45.2%	54.8%	135,091	-18.0%	28.1%	345,887	6.1%	71.9%	150,063	27.8%	100.0%	-	0.0%	0.0%
Taiwan	2012	9	47,864	-2.7%	9.8%	90.2%	4,690	4.3%	9.8%	43,174	-3.4%	90.2%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	49,097	2.6%	10.9%	89.1%	5,355	14.2%	10.9%	43,741	1.3%	89.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	654,955	-13.0%	9.0%	91.0%	57,412	-2.9%	8.8%	596,091	-14.0%	91.2%	1,452	185.5%	100.0%	-	0.0%	0.0%
	YE	201209	610,321	-6.8%	9.4%	90.6%	57,549	0.2%	9.4%	552,772	-7.3%	90.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201309	579,326	-5.1%	11.1%	88.9%	64,126	11.4%	11.1%	515,141	-6.8%	88.9%	60	0.0%	100.0%	-	0.0%	0.0%
Colombia	2012	9	30,810	-7.6%	56.4%	43.6%	12,077	-13.5%	47.3%	13,437	8.0%	52.7%	5,297	29.6%	100.0%	-	-100.0%	0.0%
	2013	9	34,960	13.5%	48.3%	51.7%	12,158	0.7%	40.2%	18,063	34.4%	59.8%	4,740	-10.5%	100.0%	-	0.0%	0.0%
	YE	201109	418,693	-4.1%	57.0%	43.0%	155,296	1.5%	51.0%	149,448	-11.5%	49.0%	83,276	29.2%	73.1%	30,673	-38.8%	26.9%
	YE	201209	422,253	0.9%	64.8%	35.2%	151,556	-2.4%	50.9%	146,375	-2.1%	49.1%	121,994	46.5%	98.1%	2,328	-92.4%	1.9%
	YE	201309	423,848	0.4%	56.5%	43.5%	166,060	9.6%	47.4%	184,273	25.9%	52.6%	73,504	-39.7%	100.0%	11	-99.5%	0.0%
Mexico	2012	9	32,325	-9.6%	74.6%	25.4%	20,948	2.9%	71.8%	8,222	-15.6%	28.2%	3,154	-44.4%	100.0%	-	-100.0%	0.0%
	2013	9	33,665	4.1%	70.6%	29.4%	20,822	-0.6%	70.3%	8,789	6.9%	29.7%	2,934	-7.0%	72.4%	1,121	0.0%	27.6%
	YE	201109	425,437	6.6%	71.7%	28.3%	225,527	9.4%	65.2%	120,230	12.2%	34.8%	79,655	-7.3%	100.0%	25	-59.8%	0.0%
	YE	201209	413,667	-2.8%	73.7%	26.3%	254,644	12.9%	70.2%	108,341	-9.9%	29.8%	50,277	-36.9%	99.2%	405	1516.1%	0.8%
	YE	201309	407,343	-1.5%	72.6%	27.4%	259,581	1.9%	70.3%	109,675	1.2%	29.7%	36,137	-28.1%	94.9%	1,950	381.5%	5.1%
France	2012	9	30,252	-7.7%	56.4%	43.6%	17,067	-5.8%	56.4%	13,179	-9.8%	43.6%	2	-91.4%	43.2%	3	-82.8%	56.8%
	2013	9	28,228	-6.7%	52.6%	47.4%	14,695	-13.9%	52.4%	13,370	1.4%	47.6%	163	7122.0%	100.0%	-	-100.0%	0.0%
	YE	201109	383,855	6.6%	57.1%	42.9%	217,946	4.8%	57.1%	163,941	8.4%	42.9%	1,186	273.9%	60.3%	782	42.1%	39.7%
	YE	201209	369,738	-3.7%	59.1%	40.9%	217,915	0.0%	59.1%	150,566	-8.2%	40.9%	640	-46.0%	50.9%	617	-21.2%	49.1%
	YE	201309	331,344	-10.4%	56.2%	43.8%	184,250	-15.4%	56.0%	144,964	-3.7%	44.0%	1,816	183.5%	85.3%	314	-49.1%	14.7%

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 201309 data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2012	9	26,913	-8.8%	75.2%	24.8%	19,998	-0.4%	78.7%	5,415	-6.5%	21.3%	229	-88.4%	15.3%	1,271	-24.7%	84.7%
	2013	9	26,026	-3.3%	78.8%	21.2%	19,334	-3.3%	81.2%	4,468	-17.5%	18.8%	1,165	409.2%	52.4%	1,058	-16.7%	47.6%
	YE	201109	350,402	-1.5%	71.3%	28.7%	230,102	4.9%	74.7%	77,880	-17.0%	25.3%	19,727	30.4%	46.5%	22,693	-17.0%	53.5%
	YE	201209	323,907	-7.6%	77.4%	22.6%	237,236	3.1%	80.7%	56,819	-27.0%	19.3%	13,327	-32.4%	44.6%	16,526	-27.2%	55.4%
	YE	201309	329,074	1.6%	77.3%	22.7%	238,982	0.7%	80.3%	58,621	3.2%	19.7%	15,479	16.1%	49.2%	15,992	-3.2%	50.8%
Netherlands	2012	9	27,572	-7.6%	42.0%	58.0%	7,954	-0.8%	33.2%	15,998	-6.5%	66.8%	3,620	-23.0%	100.0%	-	0.0%	0.0%
	2013	9	26,372	-4.4%	40.9%	59.1%	8,369	5.2%	34.9%	15,598	-2.5%	65.1%	2,404	-33.6%	100.0%	-	0.0%	0.0%
	YE	201109	339,578	11.8%	40.5%	59.5%	100,316	1.6%	33.2%	201,977	12.3%	66.8%	37,285	128.1%	100.0%	-	-100.0%	0.0%
	YE	201209	326,536	-3.8%	44.8%	55.2%	94,115	-6.2%	34.3%	180,245	-10.8%	65.7%	52,177	39.9%	100.0%	-	0.0%	0.0%
	YE	201309	313,510	-4.0%	40.9%	59.1%	94,889	0.8%	33.9%	185,248	2.8%	66.1%	33,373	-36.0%	100.0%	-	0.0%	0.0%
Brazil	2012	9	24,307	-7.1%	70.6%	29.4%	9,876	-24.5%	59.8%	6,628	-11.9%	40.2%	7,289	32.3%	93.4%	514	782.4%	6.6%
	2013	9	24,112	-0.8%	60.8%	39.2%	9,857	-0.2%	53.2%	8,656	30.6%	46.8%	4,811	-34.0%	85.9%	787	53.2%	14.1%
	YE	201109	326,223	-2.1%	75.0%	25.0%	156,115	-4.0%	66.2%	79,808	7.4%	33.8%	88,639	-0.7%	98.2%	1,662	-75.6%	1.8%
	YE	201209	324,194	-0.6%	73.3%	26.7%	150,804	-3.4%	64.3%	83,884	5.1%	35.7%	86,969	-1.9%	97.2%	2,538	52.7%	2.8%
	YE	201309	285,343	-12.0%	64.7%	35.3%	118,308	-21.5%	56.3%	91,896	9.6%	43.7%	66,293	-23.8%	88.2%	8,846	248.6%	11.8%
Peru	2012	9	19,999	13.5%	43.6%	56.4%	3,722	4.0%	25.8%	10,696	41.7%	74.2%	5,005	-16.1%	89.7%	576	9.2%	10.3%
	2013	9	19,307	-3.5%	46.0%	54.0%	3,583	-3.7%	27.6%	9,382	-12.3%	72.4%	5,290	5.7%	83.4%	1,052	82.5%	16.6%
	YE	201109	159,724	7.2%	46.5%	53.5%	28,310	-9.7%	28.6%	70,761	7.4%	71.4%	46,030	31.6%	75.9%	14,622	-13.2%	24.1%
	YE	201209	169,460	6.1%	55.3%	44.7%	43,238	52.7%	37.5%	71,921	1.6%	62.5%	50,415	9.5%	92.8%	3,886	-73.4%	7.2%
	YE	201309	180,779	6.7%	49.5%	50.5%	37,019	-14.4%	30.9%	82,740	15.0%	69.1%	52,430	4.0%	85.9%	8,590	121.0%	14.1%
Luxembourg	2012	9	12,820	-3.3%	23.7%	76.3%	-	0.0%	0.0%	9,597	-0.6%	100.0%	3,040	1.6%	94.3%	183	-70.0%	5.7%
	2013	9	15,340	19.7%	29.3%	70.7%	801	0.0%	6.9%	10,838	12.9%	93.1%	3,701	21.7%	100.0%	-	-100.0%	0.0%
	YE	201109	175,499	20.2%	24.3%	75.7%	76	2099.0%	0.1%	123,949	11.5%	99.9%	42,547	24.0%	82.7%	8,928	1746.4%	17.3%
	YE	201209	158,866	-9.5%	26.9%	73.1%	-	-100.0%	0.0%	115,322	-7.0%	100.0%	42,794	0.6%	98.3%	749	-91.6%	1.7%
	YE	201309	171,648	8.0%	27.5%	72.5%	3,429	0.0%	2.7%	122,954	6.6%	97.3%	43,719	2.2%	96.6%	1,547	106.4%	3.4%

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 201309 data.

Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period	Total Freight				Scheduled Service						Nonscheduled Service						
		Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag			
						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Chile	2012	9	10,210	18.0%	40.7%	59.3%	2,205	3.7%	26.7%	6,052	34.8%	73.3%	1,953	-4.2%	100.0%	-	0.0%	0.0%
	2013	9	7,530	-26.2%	46.9%	53.1%	1,243	-43.6%	23.7%	4,002	-33.9%	76.3%	2,285	17.0%	100.0%	-	0.0%	0.0%
	YE	201109	132,651	26.0%	52.1%	47.9%	34,980	25.4%	35.8%	62,649	22.3%	64.2%	34,191	43.2%	97.6%	831	-63.1%	2.4%
	YE	201209	162,550	22.5%	56.9%	43.1%	44,341	26.8%	38.8%	69,939	11.6%	61.2%	48,226	41.1%	99.9%	44	-94.7%	0.1%
	YE	201309	154,309	-5.1%	53.5%	46.5%	23,260	-47.5%	24.7%	70,729	1.1%	75.3%	59,317	23.0%	98.3%	1,002	2177.4%	1.7%
Ecuador	2012	9	9,754	16.4%	54.6%	45.4%	3,606	18.4%	44.9%	4,426	-1.9%	55.1%	1,722	109.2%	100.0%	-	0.0%	0.0%
	2013	9	12,448	27.6%	45.6%	54.4%	2,796	-22.5%	29.2%	6,772	53.0%	70.8%	2,880	67.3%	100.0%	-	0.0%	0.0%
	YE	201109	107,465	6.0%	46.9%	53.1%	38,864	-13.6%	40.6%	56,808	35.0%	59.4%	11,572	-6.3%	98.1%	221	-88.5%	1.9%
	YE	201209	112,716	4.9%	57.2%	42.8%	45,059	15.9%	48.4%	48,058	-15.4%	51.6%	19,396	67.6%	99.0%	201	-8.7%	1.0%
	YE	201309	140,808	24.9%	50.0%	50.0%	38,608	-14.3%	35.4%	70,347	46.4%	64.6%	31,853	64.2%	100.0%	-	-100.0%	0.0%
Australia	2012	9	10,644	17.0%	72.6%	27.4%	5,613	2.7%	65.8%	2,919	28.9%	34.2%	2,112	54.5%	100.0%	-	0.0%	0.0%
	2013	9	10,585	-0.6%	71.1%	28.9%	5,780	3.0%	65.4%	3,058	4.8%	34.6%	1,747	-17.3%	100.0%	-	0.0%	0.0%
	YE	201109	118,495	0.2%	71.5%	28.5%	67,340	10.6%	67.5%	32,352	-15.7%	32.5%	17,370	-3.7%	92.4%	1,433	44.5%	7.6%
	YE	201209	125,212	5.7%	70.8%	29.2%	66,670	-1.0%	64.6%	36,482	12.8%	35.4%	21,972	26.5%	99.6%	88	-93.9%	0.4%
	YE	201309	126,065	0.7%	71.6%	28.4%	65,423	-1.9%	64.7%	35,765	-2.0%	35.3%	24,852	13.1%	99.9%	25	-71.0%	0.1%
United Arab Emirate	2012	9	9,267	22.8%	34.8%	65.2%	3,223	8.9%	34.8%	6,042	32.5%	65.2%	2	-91.8%	100.0%	-	0.0%	0.0%
	2013	9	8,962	-3.3%	45.2%	54.8%	3,959	22.9%	44.9%	4,859	-19.6%	55.1%	92	4994.6%	63.5%	53	0.0%	36.5%
	YE	201109	88,842	-2.1%	36.6%	63.4%	31,724	12.5%	36.0%	56,277	-6.8%	64.0%	750	-65.9%	89.1%	92	0.0%	10.9%
	YE	201209	94,642	6.5%	38.0%	62.0%	35,976	13.4%	38.0%	58,655	4.2%	62.0%	11	-98.5%	100.0%	-	-100.0%	0.0%
	YE	201309	108,392	14.5%	40.1%	59.9%	43,313	20.4%	40.1%	64,778	10.4%	59.9%	168	1417.9%	55.8%	133	0.0%	44.2%
Belgium	2012	9	9,856	-26.3%	48.0%	52.0%	3,088	-11.3%	37.6%	5,122	-8.9%	62.4%	1,646	-56.0%	100.0%	-	-100.0%	0.0%
	2013	9	6,781	-31.2%	46.1%	53.9%	2,967	-3.9%	44.9%	3,642	-28.9%	55.1%	158	-90.4%	92.5%	13	0.0%	7.5%
	YE	201109	176,464	-8.6%	46.7%	53.3%	46,651	5.2%	34.8%	87,486	0.3%	65.2%	35,688	-9.1%	84.3%	6,640	-70.1%	15.7%
	YE	201209	174,523	-1.1%	45.4%	54.6%	42,414	-9.1%	31.8%	91,058	4.1%	68.2%	36,896	3.4%	89.9%	4,156	-37.4%	10.1%
	YE	201309	100,850	-42.2%	48.2%	51.8%	34,629	-18.4%	41.8%	48,211	-47.1%	58.2%	13,944	-62.2%	77.4%	4,065	-2.2%	22.6%

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

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Table 5 : Top 25 Foreign Country Gateways 1/

Freight (Tons)

Country 2/	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Argentina	2012	9	7,714	35.3%	65.5%	34.5%	3,568	15.7%	57.3%	2,660	39.0%	42.7%	1,487	111.2%	100.0%	-	0.0%	0.0%
	2013	9	5,589	-27.5%	69.0%	31.0%	2,864	-19.7%	62.3%	1,731	-34.9%	37.7%	994	-33.1%	100.0%	-	0.0%	0.0%
	YE	201109	76,931	3.9%	66.7%	33.3%	41,670	-5.6%	62.2%	25,367	4.2%	37.8%	9,627	126.7%	97.3%	268	-80.0%	2.7%
	YE	201209	82,958	7.8%	71.5%	28.5%	45,619	9.5%	65.9%	23,623	-6.9%	34.1%	13,654	41.8%	99.6%	61	-77.2%	0.4%
	YE	201309	88,345	6.5%	70.3%	29.7%	45,911	0.6%	63.6%	26,232	11.0%	36.4%	16,202	18.7%	100.0%	-	-100.0%	0.0%
Switzerland	2012	9	7,489	8.5%	21.8%	78.2%	1,631	-4.7%	21.8%	5,856	12.9%	78.2%	2	0.0%	100.0%	-	0.0%	0.0%
	2013	9	6,427	-14.2%	18.4%	81.6%	1,185	-27.4%	18.4%	5,242	-10.5%	81.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201109	87,472	10.8%	26.2%	73.8%	22,890	5.2%	26.2%	64,570	12.9%	73.8%	11	0.0%	100.0%	-	0.0%	0.0%
	YE	201209	85,946	-1.7%	23.1%	76.9%	19,891	-13.1%	23.1%	66,052	2.3%	76.9%	2	-80.3%	100.0%	-	0.0%	0.0%
	YE	201309	85,612	-0.4%	20.3%	79.7%	17,376	-12.6%	20.3%	68,077	3.1%	79.7%	3	23.5%	1.8%	156	0.0%	98.2%
Italy	2012	9	6,909	13.2%	54.6%	45.4%	3,442	-2.3%	52.3%	3,136	29.6%	47.7%	331	106.8%	100.0%	-	0.0%	0.0%
	2013	9	7,498	8.5%	58.6%	41.4%	4,220	22.6%	57.6%	3,102	-1.1%	42.4%	176	-46.9%	100.0%	-	0.0%	0.0%
	YE	201109	71,257	3.2%	62.7%	37.3%	43,152	2.2%	62.0%	26,477	7.8%	38.0%	1,519	-29.4%	93.3%	109	-13.1%	6.7%
	YE	201209	71,298	0.1%	59.0%	41.0%	38,999	-9.6%	57.2%	29,160	10.1%	42.8%	3,069	102.0%	97.8%	69	-36.2%	2.2%
	YE	201309	84,494	18.5%	60.7%	39.3%	48,764	25.0%	59.6%	33,121	13.6%	40.4%	2,547	-17.0%	97.6%	62	-10.6%	2.4%
Venezuela	2012	9	7,417	19.5%	80.8%	19.2%	3,922	24.3%	73.4%	1,423	-7.6%	26.6%	2,070	67.1%	99.9%	3	-98.9%	0.1%
	2013	9	8,204	10.6%	82.0%	18.0%	3,051	-22.2%	67.4%	1,473	3.5%	32.6%	3,680	77.8%	100.0%	-	-100.0%	0.0%
	YE	201109	87,306	2.7%	65.8%	34.2%	29,593	-0.5%	57.4%	21,984	30.5%	42.6%	27,822	-2.4%	77.9%	7,906	-20.4%	22.1%
	YE	201209	94,003	7.7%	78.9%	21.1%	46,721	57.9%	71.9%	18,296	-16.8%	28.1%	27,489	-1.2%	94.8%	1,496	-81.1%	5.2%
	YE	201309	79,630	-15.3%	78.6%	21.4%	38,506	-17.6%	69.7%	16,725	-8.6%	30.3%	24,121	-12.3%	98.9%	277	-81.5%	1.1%
Qatar	2012	9	6,070	57.2%	100.0%	0.0%	6,070	57.2%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	8,630	42.2%	100.0%	0.0%	8,630	42.2%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	58,364	74.7%	99.9%	0.1%	58,320	74.6%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	44	0.0%	100.0%
	YE	201209	61,686	5.7%	100.0%	0.0%	61,686	5.8%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201309	74,011	20.0%	99.8%	0.2%	73,847	19.7%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	163	0.0%	100.0%

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

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

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2/ Ranked in descending order according to YE 201309 data.

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

Gateway City	Apt.	YE Sept. 2013			YE Sept. 2012			Yr/Yr Growth	YE Sept. 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	25,535,828	43.9%	56.1%	24,494,172	44.5%	55.5%	4.3%	81.9%
Miami, FL	MIA	19,239,779	66.1%	33.9%	18,379,496	66.7%	33.3%	4.7%	80.2%
Los Angeles, CA	LAX	17,236,406	28.4%	71.6%	16,745,087	27.9%	72.1%	2.9%	83.6%
Newark, NJ	EWR	11,065,006	75.8%	24.2%	11,308,809	74.4%	25.6%	-2.2%	81.6%
Chicago, IL	ORD	10,417,331	59.9%	40.1%	10,252,212	59.4%	40.6%	1.6%	81.4%
Atlanta, GA	ATL	9,822,906	87.1%	12.9%	9,399,842	87.6%	12.4%	4.5%	84.6%
San Francisco, CA	SFO	9,381,441	40.2%	59.8%	9,064,443	40.8%	59.2%	3.5%	84.2%
Houston, TX	IAH	8,565,608	79.6%	20.4%	8,513,972	81.4%	18.6%	0.6%	78.3%
Washington, DC	IAD	6,697,661	51.3%	48.7%	6,478,142	52.5%	47.5%	3.4%	77.9%
Dallas/Fort Worth, TX	DFW	6,334,059	82.8%	17.2%	5,613,143	84.3%	15.7%	12.8%	78.7%
Honolulu, HI	HNL	4,629,978	49.4%	50.6%	4,202,916	46.4%	53.6%	10.2%	77.6%
Boston, MA	BOS	4,015,540	30.2%	69.8%	4,019,495	32.5%	67.5%	-0.1%	77.6%
Philadelphia, PA	PHL	3,878,636	89.6%	10.4%	3,824,679	87.6%	12.4%	1.4%	79.1%
Orlando, FL	MCO	3,724,938	17.4%	82.6%	3,581,958	17.3%	82.7%	4.0%	81.6%
Fort Lauderdale, FL	FLL	3,566,604	57.8%	42.2%	3,384,077	56.2%	43.8%	5.4%	80.4%
Seattle, WA	SEA	3,304,517	59.9%	40.1%	2,963,926	58.5%	41.5%	11.5%	80.0%
Detroit, MI	DTW	3,268,001	89.6%	10.4%	3,187,501	89.3%	10.7%	2.5%	82.4%
Charlotte, NC	CLT	3,052,393	93.5%	6.5%	2,972,426	93.4%	6.6%	2.7%	83.7%
Las Vegas, NV	LAS	2,877,254	11.6%	88.4%	2,742,986	12.4%	87.6%	4.9%	83.1%
Guam, TT	GUM	2,738,213	71.9%	28.1%	2,750,588	71.6%	28.4%	-0.4%	75.6%
Minneapolis, MN	MSP	2,244,150	92.9%	7.1%	2,158,789	95.3%	4.7%	4.0%	82.4%
Phoenix, AZ	PHX	2,216,413	67.4%	32.6%	2,229,518	70.2%	29.8%	-0.6%	79.7%
Denver, CO	DEN	1,868,730	67.7%	32.3%	1,684,319	66.4%	33.6%	10.9%	81.0%
New York, NY	LGA	1,615,889	32.9%	67.1%	1,320,460	27.7%	72.3%	22.4%	63.6%
San Juan, PR	SJU	937,790	75.7%	24.3%	1,094,617	77.8%	22.2%	-14.3%	64.5%
Saipan, TT	SPN	726,852	52.5%	47.5%	677,306	56.6%	43.4%	7.3%	78.2%
San Diego, CA	SAN	652,196	45.2%	54.8%	578,298	40.4%	59.6%	12.8%	81.5%
Baltimore, MD	BWI	648,195	71.7%	28.3%	511,823	64.2%	35.8%	26.6%	76.9%
Chicago, IL	MDW	503,168	100.0%	0.0%	361,992	100.0%	0.0%	39.0%	70.4%
Tampa, FL	TPA	491,658	1.4%	98.6%	434,091	1.3%	98.7%	13.3%	82.3%
San Antonio, TX	SAT	472,115	70.1%	29.9%	364,531	55.7%	44.3%	29.5%	70.0%
Portland, OR	PDX	442,395	74.5%	25.5%	441,483	68.8%	31.2%	0.2%	78.3%
Santa Ana, CA	SNA	398,243	78.1%	21.9%	164,092	29.8%	70.2%	142.7%	73.4%
Washington, DC	DCA	353,212	54.2%	45.8%	315,976	33.9%	66.1%	11.8%	62.0%
Salt Lake City, UT	SLC	327,612	100.0%	0.0%	365,033	100.0%	0.0%	-10.3%	82.3%
Kahului, HI	OGG	327,496	0.0%	100.0%	304,489	0.0%	100.0%	7.6%	84.3%
Fort Myers, FL	RSW	300,923	26.0%	74.0%	245,233	31.9%	68.1%	22.7%	84.7%
San Jose, CA	SJC	286,283	91.1%	8.9%	179,802	99.9%	0.1%	59.2%	84.9%
Palm Springs, CA	PSP	239,913	0.0%	100.0%	225,543	0.1%	99.9%	6.4%	81.1%
Cleveland, OH	CLE	199,171	79.9%	20.1%	201,491	80.3%	19.7%	-1.2%	66.6%

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 Sept. 2013			YE Sept. 2012			Yr/Yr Growth	YE Sept. 2013 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	13,944,328	38.7%	61.3%	13,934,635	38.3%	61.7%	0.1%	81.3%
Toronto, Canada	YYZ	9,366,845	36.5%	63.5%	9,028,060	37.0%	63.0%	3.8%	73.8%
Tokyo, Japan	NRT	8,155,082	62.9%	37.1%	7,912,736	66.5%	33.5%	3.1%	82.3%
Frankfurt, Germany	FRA	6,496,389	36.2%	63.8%	6,385,297	37.4%	62.6%	1.7%	83.5%
Paris, France	CDG	6,106,764	43.3%	56.7%	6,053,532	41.2%	58.8%	0.9%	85.6%
Cancun, Mexico	CUN	5,668,031	98.1%	1.9%	5,177,089	98.8%	1.2%	9.5%	84.6%
Mexico City, Mexico	MEX	5,688,733	64.3%	35.7%	5,145,999	65.2%	34.8%	10.5%	74.7%
Amsterdam, Netherlands	AMS	4,668,572	66.0%	34.0%	4,499,872	63.2%	36.8%	3.7%	84.8%
Seoul, South Korea	ICN	4,638,427	16.2%	83.8%	4,398,121	13.1%	86.9%	5.5%	79.0%
Vancouver, Canada	YVR	4,343,354	50.0%	50.0%	4,319,895	49.9%	50.1%	0.5%	80.7%
Montreal, Canada	YUL	3,242,562	55.3%	44.7%	3,050,041	53.8%	46.2%	6.3%	74.5%
Sao Paulo, Brazil	GRU	3,009,560	65.3%	34.7%	2,646,579	65.2%	34.8%	13.7%	81.1%
Calgary, Canada	YYC	2,847,439	50.0%	50.0%	2,642,177	49.3%	50.7%	7.8%	80.0%
Hong Kong, Hong Kong	HKG	2,376,006	26.8%	73.2%	2,456,401	29.7%	70.3%	-3.3%	83.6%
Panama City, Panama	PTY	2,306,093	30.1%	69.9%	1,964,664	36.0%	64.0%	17.4%	77.1%
Guadalajara, Mexico	GDL	2,299,077	87.7%	12.3%	2,283,014	84.2%	15.8%	0.7%	83.3%
Montego Bay, Jamaica	MBJ	2,164,302	91.2%	8.8%	2,115,439	89.2%	10.8%	2.3%	83.3%
San Jose del Cabo, Mexico	SJD	2,085,437	100.0%	0.0%	1,749,808	100.0%	0.0%	19.2%	79.1%
Nassau, The Bahamas	NAS	2,055,278	80.2%	19.8%	2,161,144	81.8%	18.2%	-4.9%	76.1%
Beijing, China	PEK	2,000,716	60.3%	39.7%	1,794,269	62.7%	37.3%	11.5%	85.7%
Dubai, United Arab Emirates	DXB	2,038,303	16.7%	83.3%	1,803,017	18.3%	81.7%	13.0%	84.8%
Munich, Germany	MUC	1,975,105	35.7%	64.3%	2,020,404	36.6%	63.4%	-2.2%	85.5%
Santo Domingo, Dominican Rep.	SDQ	1,924,146	99.6%	0.4%	2,008,261	99.9%	0.1%	-4.2%	79.2%
Madrid, Spain	MAD	1,909,143	46.7%	53.3%	2,109,464	41.7%	58.3%	-9.5%	81.7%
Bogota, Colombia	BOG	1,902,749	58.1%	41.9%	1,698,931	56.6%	43.4%	12.0%	84.0%
Shanghai, China	PVG	1,863,094	71.0%	29.0%	1,709,535	73.9%	26.1%	9.0%	88.5%
Punta Cana, Dominican Republ	PUJ	1,677,761	98.7%	1.3%	1,443,592	98.6%	1.4%	16.2%	85.4%
Taipei, Taiwan	TPE	1,828,542	0.8%	99.2%	1,762,799	0.0%	100.0%	3.7%	83.4%
Sydney, Australia	SYD	1,776,888	63.6%	36.4%	1,701,029	64.5%	35.5%	4.5%	80.4%
Zurich, Switzerland	ZRH	1,765,308	31.3%	68.7%	1,670,121	33.6%	66.4%	5.7%	84.4%
San Jose, Costa Rica	SJO	1,736,131	92.6%	7.4%	1,766,617	90.1%	9.9%	-1.7%	83.2%
Rome, Italy	FCO	1,697,157	57.3%	42.7%	1,747,959	58.4%	41.6%	-2.9%	86.5%
Dublin, Ireland	DUB	1,683,152	43.3%	56.7%	1,472,772	43.2%	56.8%	14.3%	85.9%
Lima, Peru	LIM	1,587,658	42.9%	57.1%	1,412,926	44.7%	55.3%	12.4%	83.6%
San Salvador, El Salvador	SAL	1,497,269	30.5%	69.5%	1,423,158	29.2%	70.8%	5.2%	78.0%
Ezeiza, Argentina	EZE	1,424,554	80.6%	19.4%	1,230,063	89.9%	10.1%	15.8%	80.9%
Tel Aviv, Israel	TLV	1,398,777	53.5%	46.5%	1,407,924	54.0%	46.0%	-0.6%	87.2%
Manchester, United Kingdom	MAN	1,184,363	58.8%	41.2%	1,122,910	58.1%	41.9%	5.5%	86.0%
London, United Kingdom	LGW	1,195,619	6.2%	93.8%	1,278,618	17.1%	82.9%	-6.5%	81.3%
Edmonton, Canada	YEG	1,226,561	65.5%	34.5%	1,139,183	65.5%	34.5%	7.7%	83.8%

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

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

US Airport	Foreign Airport	Passenger Data					Seat Data					YE Sept. 2013 LF
		US Market Share	Foreign Market Share	YE Sept. 2013	YE Sept. 2012	Yr/Yr Growth	US Market Share	Foreign Market Share	YE Sept. 2013	YE Sept. 2012	Yr/Yr Growth	
JFK	LHR	32.9%	67.1%	2,933,125	2,858,432	2.6%	35.5%	64.5%	3,734,090	3,697,928	1.0%	78.5%
HNL	NRT	41.6%	58.4%	1,498,141	1,498,175	0.0%	46.1%	53.9%	1,812,311	1,787,805	1.4%	82.7%
LAX	LHR	21.7%	78.3%	1,422,482	1,476,717	-3.7%	20.8%	79.2%	1,648,700	1,723,019	-4.3%	86.3%
JFK	CDG	32.8%	67.2%	1,352,681	1,330,406	1.7%	33.2%	66.8%	1,529,358	1,492,562	2.5%	88.4%
LAX	NRT	40.2%	59.8%	1,221,735	1,235,145	-1.1%	38.0%	62.0%	1,456,913	1,513,078	-3.7%	83.9%
ORD	LHR	68.2%	31.8%	1,138,363	1,166,630	-2.4%	67.5%	32.5%	1,410,618	1,460,871	-3.4%	80.7%
EWR	LHR	42.9%	57.1%	1,125,410	1,162,953	-3.2%	42.8%	57.2%	1,504,639	1,570,164	-4.2%	74.8%
LGA	YYZ	19.5%	80.5%	1,061,045	875,808	21.2%	27.2%	72.8%	1,678,397	1,357,226	23.7%	63.2%
LAX	SYD	55.3%	44.7%	1,057,462	1,034,192	2.3%	56.5%	43.5%	1,305,725	1,278,770	2.1%	81.0%
GUM	NRT	85.2%	14.8%	985,456	1,006,974	-2.1%	85.9%	14.1%	1,239,858	1,255,224	-1.2%	79.5%
LAX	ICN	0.0%	100.0%	1,001,036	925,360	8.2%	0.0%	100.0%	1,258,598	1,191,648	5.6%	79.5%
MIA	LHR	26.5%	73.5%	975,247	1,007,651	-3.2%	30.6%	69.4%	1,110,868	1,189,109	-6.6%	87.8%
SFO	LHR	32.3%	67.7%	947,227	945,362	0.2%	29.9%	70.1%	1,086,339	1,101,762	-1.4%	87.2%
MIA	GRU	54.6%	45.4%	946,955	755,365	25.4%	62.7%	37.3%	1,170,435	879,403	33.1%	80.9%
IAD	LHR	44.5%	55.5%	908,690	937,277	-3.1%	44.3%	55.7%	1,208,230	1,261,005	-4.2%	75.2%
BOS	LHR	18.9%	81.1%	886,179	984,892	-10.0%	38.0%	62.0%	1,074,725	1,297,148	-17.1%	82.5%
SFO	HKG	27.2%	72.8%	872,190	877,148	-0.6%	26.6%	73.4%	1,048,254	1,028,010	2.0%	83.2%
LAX	TPE	0.0%	100.0%	869,837	872,123	-0.3%	0.0%	100.0%	1,038,351	1,055,404	-1.6%	83.8%
MIA	CCS	95.6%	4.4%	866,264	814,191	6.4%	95.4%	4.6%	1,059,368	1,022,744	3.6%	81.8%
JFK	STI	100.0%	0.0%	772,072	771,739	0.0%	100.0%	0.0%	991,363	952,764	4.1%	77.9%
MIA	EZE	63.7%	36.3%	760,164	597,701	27.2%	77.7%	22.3%	945,199	697,454	35.5%	80.4%
LAX	MEX	47.3%	52.7%	750,760	757,532	-0.9%	52.9%	47.1%	905,015	886,765	2.1%	83.0%
LAX	YVR	44.8%	55.2%	744,769	759,525	-1.9%	48.2%	51.8%	891,652	927,937	-3.9%	83.5%
JFK	FRA	16.3%	83.7%	735,461	771,123	-4.6%	14.6%	85.4%	900,882	978,259	-7.9%	81.6%
SFO	ICN	31.1%	68.9%	731,651	702,794	4.1%	30.0%	70.0%	882,273	882,920	-0.1%	82.9%
MIA	BOG	56.2%	43.8%	718,508	638,155	12.6%	53.5%	46.5%	861,418	759,079	13.5%	83.4%
MIA	MEX	63.4%	36.6%	709,058	682,702	3.9%	59.2%	40.8%	971,532	944,218	2.9%	73.0%
JFK	SDQ	100.0%	0.0%	700,650	734,558	-4.6%	100.0%	0.0%	896,189	881,983	1.6%	78.2%
LAX	GDL	85.9%	14.1%	691,399	687,142	0.6%	77.5%	22.5%	784,070	793,258	-1.2%	88.2%
ORD	YYZ	75.6%	24.4%	686,368	735,508	-6.7%	69.9%	30.1%	881,941	994,183	-11.3%	77.8%
MIA	PTY	35.7%	64.3%	668,316	621,922	7.5%	39.9%	60.1%	881,011	875,583	0.6%	75.9%
JFK	GRU	57.9%	42.1%	667,998	575,668	16.0%	52.9%	47.1%	826,692	668,274	23.7%	80.8%
MIA	LIM	37.1%	62.9%	665,651	624,652	6.6%	40.4%	59.6%	788,444	718,424	9.7%	84.4%
JFK	TLV	37.4%	62.6%	662,472	651,293	1.7%	37.3%	62.7%	752,854	745,431	1.0%	88.0%
ATL	CUN	100.0%	0.0%	646,267	641,974	0.7%	100.0%	0.0%	736,269	714,000	3.1%	87.8%
SFO	FRA	52.8%	47.2%	645,777	609,923	5.9%	54.0%	46.0%	733,365	698,822	4.9%	88.1%
MCO	LGW	0.0%	100.0%	642,538	639,925	0.4%	0.0%	100.0%	777,667	787,477	-1.2%	82.6%
DTW	AMS	99.9%	0.1%	630,192	607,584	3.7%	100.0%	0.0%	734,680	714,022	2.9%	85.8%
DFW	LHR	67.3%	32.7%	628,977	609,205	3.2%	67.5%	32.5%	721,121	705,445	2.2%	87.2%
JFK	MAD	36.7%	63.3%	627,838	676,822	-7.2%	31.9%	68.1%	758,798	827,624	-8.3%	82.7%
ORD	FRA	48.0%	52.0%	620,211	597,623	3.8%	54.0%	46.0%	741,850	723,113	2.6%	83.6%
ORD	NRT	51.7%	48.3%	613,983	647,140	-5.1%	54.4%	45.6%	765,184	805,271	-5.0%	80.2%
DFW	CUN	99.1%	0.9%	602,758	501,252	20.3%	100.0%	0.0%	699,890	583,859	19.9%	86.1%
JFK	AMS	33.5%	66.5%	609,765	559,897	8.9%	25.9%	74.1%	697,182	626,357	11.3%	87.5%
JFK	NRT	39.4%	60.6%	606,125	589,510	2.8%	53.8%	46.2%	768,139	729,397	5.3%	78.9%
MCO	YYZ	7.5%	92.5%	573,529	496,966	15.4%	9.3%	90.7%	658,825	569,765	15.6%	87.1%
IAH	MEX	72.9%	27.1%	604,439	598,661	1.0%	74.5%	25.5%	841,995	858,893	-2.0%	71.8%
IAD	FRA	52.1%	47.9%	595,808	642,904	-7.3%	61.4%	38.6%	733,396	826,303	-11.2%	81.2%
ATL	CDG	33.6%	66.4%	594,926	533,191	11.6%	41.6%	58.4%	673,467	603,038	11.7%	88.3%
SFO	NRT	73.1%	26.9%	590,621	600,099	-1.6%	73.2%	26.8%	698,842	708,129	-1.3%	84.5%

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.