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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.

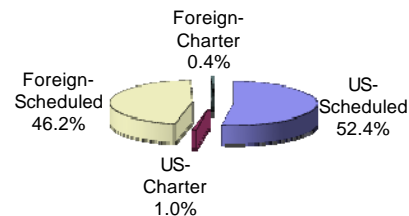
- T-100 data represents only nonstop service. The absence of U.S. nonstop service, or a low U.S. flag market share, does not necessarily correlate to the amount of service provided to that point by U.S. carriers. Many international destinations are served by U.S. carriers via connecting points. Those 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

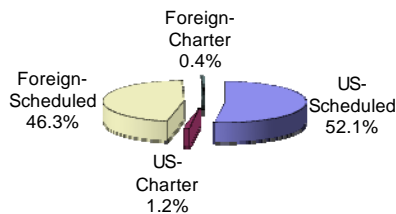
U.S. and foreign air carriers transported 179.7 million passengers between the United States and the rest of the world for the year-ended September 2013, up 4.3% from the same 12 month period a year earlier. U.S. flag market share increased from a 54.2% share to a 53.4% share.

**U.S.-International Passengers
YE September 2013**



**U.S.-International Seats
September 2013**

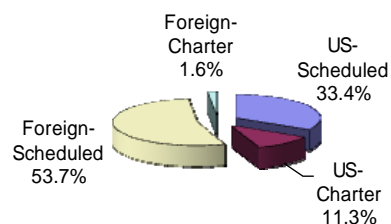
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For the 12 months ended September 2013, available seats into and out of the United States increased 2.6% from the same 12 month period a year earlier to 223.8 million. During the most recent period, there were 1.52 million flights into and out of the U.S., an increase of 0.9% from the same 12 month period a year earlier. The market share of seats for U.S. flag carriers declined to 53.4% from 54.5%, and U.S. carriers performed 60.3% 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 2.3% decline from the same 12 month period a year earlier. U.S. flag share declined from 46.6% to 44.7%.

**U.S.-International Freight
YE September 2013**



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of September 2013 increased 3.2% from a year ago to 14,435,956 passengers. U.S. airlines carried 50.9% 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 4.3% from the same 12 month period a year earlier to 179,709,607 passengers. U.S. airlines carried 53.4% of total passengers, compared to 54.2% 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. The Middle East experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the 12 months ended September 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, 19 posted a positive passenger growth rate for the 12 months ended period and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in ten of the top 25 country markets, was unchanged in two 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 34 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 31 international gateways, London, United Kingdom (LHR); Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Vancouver, Canada (YVR); Sao Paulo, Brazil (GRU); Calgary, Canada (YYC); Hong Kong, Hong Kong (HKG); Guadalajara, Mexico (GDL); Montego Bay, Jamaica (MBJ); Dubai, United Arab Emirates (DXB); Beijing, China (PEK); Munich, Germany (MUC); Madrid, Spain (MAD); Bogota, Colombia (BOG); Shanghai, China (PVG); Taipei, Taiwan (TPE); Sydney, Australia (SYD); Zurich, Switzerland (ZRH); San Jose, Costa Rica (SJO); Rome, Italy (FCO); Dublin, Ireland (DUB); Punta Cana, Dominican Republic (PUJ); Lima, Peru (LIM); Ezeiza, Argentina (EZE); Tel Aviv, Israel (TLV); Istanbul, Turkey (IST); Caracas, Venezuela (CCS) and Edmonton, Canada (YEG), with a load factor of 80% or more for the annual period. There were no international gateways with a load factor under 60%. Of the top 40 foreign gateways, seven 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 1.7% from September 2012. Available seats increased by 2.5% over the same period. U.S. airlines provided 51.1% of international seats and 58.7% 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 2.6% from the same 12 month period a year earlier to 223.8 million. Departures increased by 0.9% to 1.52 million. U.S. airlines provided 53.4% of seats, compared to 54.5% 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 11.8% to 17.3 million, while the Caribbean-U.S. seat capacity had the largest relative decline, down 2.9% to 24.2 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, Canada with 33.3 million seats, and the Far East with 33 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, seven posted negative growth rates. U.S. flag share was down in 12 of the 25 country markets, was unchanged in three country markets, and increased in the remaining ten country markets.

Freight Traffic

Air freight between the U.S. and the rest of the world in the month of September 2013 decreased 0.5% from September 2012 to 771,778 tons. U.S. airlines carried 42.4% 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 2.3% over the same 12 month period a year earlier to 9.20 million tons. U.S. airlines carried 44.7% of total freight, compared to 46.6% 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 12.1%. 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 32 thousand tons to 0.3 million tons.

Between the U.S. and the Far East, 3.4 million tons were transported for the 12 months ended 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, Germany, the United Kingdom, China, and South Korea. Of the top 25 country markets, 11 posted positive freight growth rates for the 12 months ended September 2013 versus the 12 months ended September 2012. Belgium had the highest loss rate at 42.2%. U.S. flag share was down in 12 of the 25 country markets, was unchanged in 6 country markets, and increased in the remaining 7 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	13,354,921	2.5%	52.3%	47.7%	13,227,879	2.4%	52.1%	47.9%	127,042	17.9%	68.8%	31.2%
2011	11	12,304,730	4.6%	53.2%	46.8%	12,175,265	4.3%	52.9%	47.1%	129,465	43.7%	81.2%	18.8%
2011	12	13,750,598	5.1%	54.3%	45.7%	13,587,653	4.9%	54.0%	46.0%	162,945	27.6%	77.8%	22.2%
2012	1	13,441,718	4.1%	54.4%	45.6%	13,224,553	4.1%	54.1%	45.9%	217,165	10.3%	72.4%	27.6%
2012	2	11,942,221	7.0%	55.7%	44.3%	11,744,203	7.0%	55.5%	44.5%	198,018	1.9%	68.8%	31.2%
2012	3	14,648,648	6.8%	56.2%	43.8%	14,404,249	6.7%	56.0%	44.0%	244,399	10.9%	67.3%	32.7%
2012	4	14,258,611	3.9%	54.6%	45.4%	14,020,921	3.6%	54.3%	45.7%	237,690	21.3%	71.1%	28.9%
2012	5	14,510,659	2.9%	54.3%	45.7%	14,318,964	2.7%	54.0%	46.0%	191,695	18.9%	72.0%	28.0%
2012	6	15,878,348	5.7%	54.9%	45.1%	15,617,087	5.4%	54.5%	45.5%	261,261	32.0%	76.3%	23.7%
2012	7	17,333,274	2.1%	55.1%	44.9%	17,008,529	2.1%	54.7%	45.3%	324,745	5.5%	75.4%	24.6%
2012	8	16,941,459	5.6%	53.6%	46.4%	16,657,710	5.5%	53.4%	46.6%	283,749	14.1%	62.8%	37.2%
2012	9	13,986,164	4.3%	51.5%	48.5%	13,820,793	4.3%	51.4%	48.6%	165,371	3.8%	62.7%	37.3%
2012	10	13,572,299	1.6%	52.0%	48.0%	13,426,158	1.5%	51.8%	48.2%	146,141	15.0%	72.9%	27.1%
2012	11	12,921,065	5.0%	52.8%	47.2%	12,785,412	5.0%	52.5%	47.5%	135,653	4.8%	81.2%	18.8%
2012	12	14,296,063	4.0%	53.4%	46.6%	14,119,044	3.9%	53.1%	46.9%	177,019	8.6%	78.6%	21.4%
2013	1	13,992,683	4.1%	53.5%	46.5%	13,795,242	4.3%	53.1%	46.9%	197,441	-9.1%	75.7%	24.3%
2013	2	12,253,744	2.6%	54.7%	45.3%	12,054,487	2.6%	54.5%	45.5%	199,257	0.6%	70.3%	29.7%
2013	3	15,463,510	5.6%	54.9%	45.1%	15,210,387	5.6%	54.8%	45.2%	253,123	3.6%	63.2%	36.8%
2013	4	14,534,430	1.9%	53.1%	46.9%	14,322,389	2.2%	52.8%	47.2%	212,041	-10.8%	70.8%	29.2%
2013	5	15,570,696	7.3%	52.4%	47.6%	15,380,680	7.4%	52.2%	47.8%	190,016	-0.9%	72.2%	27.8%
2013	6	16,665,195	5.0%	54.3%	45.7%	16,434,625	5.2%	54.1%	45.9%	230,570	-11.7%	70.9%	29.1%
2013	7	18,065,647	4.2%	54.9%	45.1%	17,784,026	4.6%	54.6%	45.4%	281,621	-13.3%	75.9%	24.1%
2013	8	17,938,319	5.9%	53.3%	46.7%	17,696,766	6.2%	53.1%	46.9%	241,553	-14.9%	63.4%	36.6%
2013	9	14,435,956	3.2%	50.9%	49.1%	14,285,457	3.4%	50.8%	49.2%	150,499	-9.0%	61.7%	38.3%
YE	201109	164,934,236	4.2%	55.6%	44.4%	162,726,122	3.9%	55.5%	44.5%	2,208,114	27.9%	64.0%	36.0%
YE	201209	172,351,351	4.5%	54.2%	45.8%	169,807,806	4.4%	53.9%	46.1%	2,543,545	15.2%	71.2%	28.8%
YE	201309	179,709,607	4.3%	53.4%	46.6%	177,294,673	4.4%	53.2%	46.8%	2,414,934	-5.1%	71.1%	28.9%

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	17,275,073	5.1%	52.6%	47.4%	17,067,672	5.0%	52.3%	47.7%	207,401	21.6%	75.8%	24.2%
2011	11	16,138,346	4.3%	53.4%	46.6%	15,917,452	3.8%	52.9%	47.1%	220,894	55.6%	84.7%	15.3%
2011	12	17,831,545	5.5%	54.4%	45.6%	17,558,972	5.3%	54.0%	46.0%	272,573	27.1%	81.9%	18.1%
2012	1	17,915,226	2.8%	55.0%	45.0%	17,583,362	2.6%	54.6%	45.4%	331,864	14.0%	78.0%	22.0%
2012	2	16,575,344	6.1%	56.2%	43.8%	16,287,860	6.0%	55.8%	44.2%	287,484	8.0%	75.2%	24.8%
2012	3	18,664,781	3.5%	56.4%	43.6%	18,329,497	3.3%	56.1%	43.9%	335,284	16.2%	72.6%	27.4%
2012	4	18,072,380	1.9%	54.8%	45.2%	17,736,664	1.6%	54.5%	45.5%	335,716	21.0%	75.0%	25.0%
2012	5	18,372,927	3.6%	54.8%	45.2%	18,103,717	3.5%	54.5%	45.5%	269,210	13.1%	75.1%	24.9%
2012	6	19,051,159	4.0%	55.3%	44.7%	18,681,596	3.6%	54.8%	45.2%	369,563	32.5%	79.4%	20.6%
2012	7	20,531,576	2.4%	55.0%	45.0%	20,092,202	2.2%	54.5%	45.5%	439,374	8.6%	78.8%	21.2%
2012	8	20,083,357	4.8%	53.8%	46.2%	19,688,201	4.6%	53.4%	46.6%	395,156	15.2%	70.4%	29.6%
2012	9	17,555,245	2.2%	52.0%	48.0%	17,287,075	2.2%	51.7%	48.3%	268,170	4.8%	71.0%	29.0%
2012	10	17,215,609	-0.3%	52.3%	47.7%	16,979,282	-0.5%	52.0%	48.0%	236,327	13.9%	79.2%	20.8%
2012	11	16,622,115	3.0%	52.7%	47.3%	16,406,794	3.1%	52.3%	47.7%	215,321	-2.5%	83.1%	16.9%
2012	12	18,213,492	2.1%	53.4%	46.6%	17,946,231	2.2%	53.0%	47.0%	267,261	-1.9%	81.8%	18.2%
2013	1	18,308,362	2.2%	53.4%	46.6%	18,025,259	2.5%	53.0%	47.0%	283,103	-14.7%	79.5%	20.5%
2013	2	16,427,022	-0.9%	54.4%	45.6%	16,150,255	-0.8%	54.1%	45.9%	276,767	-3.7%	74.7%	25.3%
2013	3	19,151,777	2.6%	54.5%	45.5%	18,814,833	2.6%	54.3%	45.7%	336,944	0.5%	67.1%	32.9%
2013	4	18,680,986	3.4%	53.0%	47.0%	18,381,859	3.6%	52.7%	47.3%	299,127	-10.9%	74.1%	25.9%
2013	5	19,340,094	5.3%	52.7%	47.3%	19,059,710	5.3%	52.3%	47.7%	280,384	4.2%	75.9%	24.1%
2013	6	19,723,238	3.5%	54.4%	45.6%	19,409,619	3.9%	54.1%	45.9%	313,619	-15.1%	75.6%	24.4%
2013	7	21,176,130	3.1%	54.5%	45.5%	20,798,058	3.5%	54.0%	46.0%	378,072	-14.0%	79.8%	20.2%
2013	8	20,921,128	4.2%	53.4%	46.6%	20,588,823	4.6%	53.2%	46.8%	332,305	-15.9%	70.4%	29.6%
2013	9	17,998,806	2.5%	51.1%	48.9%	17,756,477	2.7%	50.9%	49.1%	242,329	-9.6%	70.5%	29.5%
YE	201109	210,068,551	4.0%	55.9%	44.1%	206,897,808	3.8%	55.7%	44.3%	3,170,743	23.2%	68.1%	31.9%
YE	201209	218,066,959	3.8%	54.5%	45.5%	214,334,270	3.6%	54.1%	45.9%	3,732,689	17.7%	76.3%	23.7%
YE	201309	223,778,759	2.6%	53.4%	46.6%	220,317,200	2.8%	53.0%	47.0%	3,461,559	-7.3%	75.7%	24.3%

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

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

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	118,879	1.9%	59.3%	40.7%	115,214	2.6%	58.7%	41.3%	3,665	-17.6%	78.3%	21.7%
2011	11	114,559	2.7%	60.2%	39.8%	110,807	3.2%	59.5%	40.5%	3,752	-10.4%	80.8%	19.2%
2011	12	124,853	4.0%	61.0%	39.0%	120,670	4.5%	60.4%	39.6%	4,183	-9.8%	80.7%	19.3%
2012	1	123,729	1.2%	61.4%	38.6%	119,491	1.7%	60.7%	39.3%	4,238	-11.4%	79.7%	20.3%
2012	2	116,625	5.4%	62.2%	37.8%	112,771	6.1%	61.6%	38.4%	3,854	-12.2%	79.6%	20.4%
2012	3	131,196	2.2%	62.6%	37.4%	126,665	2.5%	62.0%	38.0%	4,531	-4.1%	79.0%	21.0%
2012	4	125,561	1.2%	61.6%	38.4%	121,109	1.4%	60.9%	39.1%	4,452	-3.0%	80.4%	19.6%
2012	5	127,207	3.7%	61.6%	38.4%	123,058	3.7%	60.9%	39.1%	4,149	5.1%	81.5%	18.5%
2012	6	129,882	3.6%	62.0%	38.0%	125,376	3.7%	61.3%	38.7%	4,506	1.8%	81.7%	18.3%
2012	7	138,083	1.3%	61.5%	38.5%	133,269	1.6%	60.8%	39.2%	4,814	-5.8%	80.2%	19.8%
2012	8	135,904	4.3%	60.7%	39.3%	131,431	4.7%	60.1%	39.9%	4,473	-7.0%	77.7%	22.3%
2012	9	119,275	1.2%	58.7%	41.3%	115,663	1.8%	58.0%	42.0%	3,612	-14.6%	78.5%	21.5%
2012	10	118,764	-0.1%	59.5%	40.5%	115,102	-0.1%	58.8%	41.2%	3,662	-0.1%	80.6%	19.4%
2012	11	117,175	2.3%	59.5%	40.5%	113,590	2.5%	58.8%	41.2%	3,585	-4.5%	80.9%	19.1%
2012	12	125,349	0.4%	60.1%	39.9%	121,529	0.7%	59.4%	40.6%	3,820	-8.7%	81.6%	18.4%
2013	1	126,850	2.5%	60.1%	39.9%	123,153	3.1%	59.5%	40.5%	3,697	-12.8%	79.9%	20.1%
2013	2	114,483	-1.8%	61.2%	38.8%	110,772	-1.8%	60.6%	39.4%	3,711	-3.7%	78.5%	21.5%
2013	3	132,923	1.3%	61.3%	38.7%	128,612	1.5%	60.8%	39.2%	4,311	-4.9%	76.2%	23.8%
2013	4	127,860	1.8%	60.3%	39.7%	123,599	2.1%	59.6%	40.4%	4,261	-4.3%	80.2%	19.8%
2013	5	130,910	2.9%	59.8%	40.2%	126,975	3.2%	59.3%	40.7%	3,935	-5.2%	78.1%	21.9%
2013	6	131,036	0.9%	61.4%	38.6%	126,923	1.2%	60.8%	39.2%	4,113	-8.7%	78.0%	22.0%
2013	7	139,498	1.0%	61.1%	38.9%	135,385	1.6%	60.5%	39.5%	4,113	-14.6%	80.2%	19.8%
2013	8	137,539	1.2%	60.1%	39.9%	133,685	1.7%	59.6%	40.4%	3,854	-13.8%	77.3%	22.7%
2013	9	117,253	-1.7%	58.7%	41.3%	113,853	-1.6%	58.2%	41.8%	3,400	-5.9%	76.1%	23.9%
YE	201109	1,466,115	1.6%	61.7%	38.3%	1,411,826	1.4%	61.2%	38.8%	54,289	7.7%	75.1%	24.9%
YE	201209	1,505,753	2.7%	61.1%	38.9%	1,455,524	3.1%	60.4%	39.6%	50,229	-7.5%	79.9%	20.1%
YE	201309	1,519,640	0.9%	60.3%	39.7%	1,473,178	1.2%	59.7%	40.3%	46,462	-7.5%	79.0%	21.0%

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	829,633	-6.0%	45.8%	54.2%	725,787	-4.0%	40.6%	59.4%	103,847	-17.5%	82.1%	17.9%
2011	11	813,280	-3.0%	46.6%	53.4%	714,747	0.0%	40.6%	59.4%	98,532	-20.0%	89.5%	10.5%
2011	12	806,987	-1.6%	46.1%	53.9%	706,765	1.1%	40.5%	59.5%	100,222	-17.5%	86.1%	13.9%
2012	1	686,507	-9.0%	47.2%	52.8%	600,255	-7.5%	41.3%	58.7%	86,252	-18.0%	88.5%	11.5%
2012	2	732,985	2.4%	46.5%	53.5%	649,407	3.5%	40.6%	59.4%	83,578	-5.4%	92.4%	7.6%
2012	3	865,557	-2.3%	47.3%	52.7%	764,173	-2.2%	41.4%	58.6%	101,384	-2.7%	91.7%	8.3%
2012	4	772,543	-7.9%	47.8%	52.2%	673,998	-7.0%	41.4%	58.6%	98,545	-13.1%	91.7%	8.3%
2012	5	797,656	-2.5%	48.1%	51.9%	696,130	-3.4%	41.8%	58.2%	101,525	3.6%	91.0%	9.0%
2012	6	787,622	-0.4%	47.0%	53.0%	692,130	-0.7%	41.3%	58.7%	95,492	2.5%	88.5%	11.5%
2012	7	787,615	-2.6%	46.3%	53.7%	689,947	-2.7%	40.7%	59.3%	97,668	-2.0%	86.3%	13.7%
2012	8	763,302	-2.2%	45.9%	54.1%	671,194	-2.4%	40.4%	59.6%	92,108	-0.6%	85.8%	14.2%
2012	9	775,673	-0.4%	45.1%	54.9%	688,050	0.6%	39.7%	60.3%	87,622	-7.5%	88.2%	11.8%
2012	10	776,488	-6.4%	45.9%	54.1%	687,780	-5.2%	40.3%	59.7%	88,708	-14.6%	89.4%	10.6%
2012	11	807,843	-0.7%	46.2%	53.8%	711,018	-0.5%	40.3%	59.7%	96,824	-1.7%	89.2%	10.8%
2012	12	779,406	-3.4%	45.1%	54.9%	668,288	-5.4%	37.8%	62.2%	111,118	10.9%	88.9%	11.1%
2013	1	700,826	2.1%	46.6%	53.4%	608,922	1.4%	40.0%	60.0%	91,905	6.6%	89.8%	10.2%
2013	2	671,572	-8.4%	46.1%	53.9%	583,569	-10.1%	39.6%	60.4%	88,004	5.3%	88.8%	11.2%
2013	3	797,732	-7.8%	44.7%	55.3%	692,818	-9.3%	37.9%	62.1%	104,915	3.5%	90.2%	9.8%
2013	4	782,985	1.4%	47.0%	53.0%	664,939	-1.3%	38.9%	61.1%	118,046	19.8%	92.2%	7.8%
2013	5	782,684	-1.9%	43.4%	56.6%	688,086	-1.2%	37.7%	62.3%	94,598	-6.8%	84.7%	15.3%
2013	6	778,989	-1.1%	43.9%	56.1%	672,611	-2.8%	37.8%	62.2%	106,378	11.4%	82.1%	17.9%
2013	7	771,284	-2.1%	43.2%	56.8%	673,723	-2.4%	37.2%	62.8%	97,561	-0.1%	84.2%	15.8%
2013	8	782,087	2.5%	42.7%	57.3%	688,389	2.6%	36.7%	63.3%	93,698	1.7%	87.1%	12.9%
2013	9	771,778	-0.5%	42.4%	57.6%	677,563	-1.5%	36.1%	63.9%	94,215	7.5%	87.9%	12.1%
YE	201109	9,711,081	1.7%	44.8%	55.2%	8,450,963	2.2%	40.1%	59.9%	1,260,117	-2.1%	76.5%	23.5%
YE	201209	9,419,360	-3.0%	46.6%	53.4%	8,272,584	-2.1%	40.9%	59.1%	1,146,777	-9.0%	88.4%	11.6%
YE	201309	9,203,674	-2.3%	44.7%	55.3%	8,017,706	-3.1%	38.3%	61.7%	1,185,968	3.4%	87.9%	12.1%

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%	38.1%	61.9%	44,396	8.5%	36.8%	76,123	-0.5%	63.2%	2,512	15.2%	99.2%	20	122.2%	0.8%
	2013	9	125,737	2.2%	39.6%	60.4%	46,839	5.5%	38.2%	75,932	-0.3%	61.8%	2,955	17.6%	99.6%	11	-45.0%	0.4%
	YE	201109	1,415,916	5.0%	41.0%	59.0%	554,543	-4.8%	39.9%	835,360	12.2%	60.1%	25,972	25.6%	99.8%	41	-24.1%	0.2%
	YE	201209	1,441,513	1.8%	42.6%	57.4%	581,547	4.9%	41.3%	827,199	-1.0%	58.7%	32,717	26.0%	99.8%	50	22.0%	0.2%
	YE	201309	1,428,039	-0.9%	40.7%	59.3%	546,314	-6.1%	39.2%	846,819	2.4%	60.8%	34,860	6.6%	99.9%	46	-8.0%	0.1%
Australia/Oceania	2012	9	354,168	5.1%	23.9%	76.1%	84,774	3.3%	23.9%	269,394	5.7%	76.1%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	374,903	5.9%	26.7%	73.3%	99,966	17.9%	26.7%	274,937	2.1%	73.3%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	3,833,754	6.1%	25.9%	74.1%	993,243	8.1%	25.9%	2,839,772	5.4%	74.1%	267	-58.5%	36.1%	472	31.1%	63.9%
	YE	201209	3,864,874	0.8%	24.5%	75.5%	943,427	-5.0%	24.4%	2,919,517	2.8%	75.6%	1,912	616.1%	99.1%	18	-96.2%	0.9%
	YE	201309	4,097,293	6.0%	25.8%	74.2%	1,052,747	11.6%	25.7%	3,040,352	4.1%	74.3%	4,161	117.6%	99.2%	33	83.3%	0.8%
Canada	2012	9	1,882,924	4.9%	49.9%	50.1%	937,987	1.1%	50.1%	934,437	9.3%	49.9%	1,252	-74.2%	11.9%	9,248	29.8%	88.1%
	2013	9	1,831,135	-2.8%	54.2%	45.8%	988,115	5.3%	54.3%	832,464	-10.9%	45.7%	3,522	181.3%	33.4%	7,034	-23.9%	66.6%
	YE	201109	22,991,060	5.1%	49.0%	51.0%	11,198,681	0.2%	49.3%	11,509,113	9.2%	50.7%	61,807	77.9%	21.8%	221,459	76.6%	78.2%
	YE	201209	23,903,148	4.0%	46.7%	53.3%	11,107,615	-0.8%	47.0%	12,506,273	8.7%	53.0%	60,495	-2.1%	20.9%	228,765	3.3%	79.1%
	YE	201309	25,156,716	5.2%	46.3%	53.7%	11,623,939	4.6%	46.6%	13,310,018	6.4%	53.4%	36,007	-40.5%	16.2%	186,752	-18.4%	83.8%
Central America	2012	9	1,722,394	6.7%	68.6%	31.4%	1,156,551	2.8%	68.2%	538,761	14.2%	31.8%	24,935	106.6%	92.1%	2,147	-57.9%	7.9%
	2013	9	1,830,488	6.3%	66.9%	33.1%	1,199,446	3.7%	66.7%	599,186	11.2%	33.3%	25,096	0.6%	78.8%	6,760	214.9%	21.2%
	YE	201109	26,053,595	0.5%	78.1%	21.9%	20,125,149	8.8%	78.4%	5,540,034	-22.7%	21.6%	211,552	10.1%	54.5%	176,860	137.2%	45.5%
	YE	201209	27,607,424	6.0%	75.0%	25.0%	20,376,055	1.2%	74.9%	6,820,415	23.1%	25.1%	337,256	59.4%	82.1%	73,698	-58.3%	17.9%
	YE	201309	29,591,336	7.2%	73.3%	26.7%	21,244,185	4.3%	73.1%	7,832,164	14.8%	26.9%	442,231	31.1%	85.9%	72,756	-1.3%	14.1%
Europe	2012	9	5,006,794	0.5%	42.9%	57.1%	2,148,095	-2.9%	43.3%	2,818,252	3.2%	56.7%	2,008	363.7%	5.0%	38,439	4.6%	95.0%
	2013	9	5,191,002	3.7%	43.1%	56.9%	2,233,165	4.0%	43.3%	2,927,616	3.9%	56.7%	3,198	59.3%	10.6%	27,023	-29.7%	89.4%
	YE	201109	51,849,018	5.0%	44.6%	55.4%	23,112,185	3.9%	44.8%	28,472,711	6.5%	55.2%	12,629	-51.5%	4.8%	251,493	-36.8%	95.2%
	YE	201209	52,286,536	0.8%	42.8%	57.2%	22,355,933	-3.3%	43.0%	29,639,844	4.1%	57.0%	12,179	-3.6%	4.2%	278,580	10.8%	95.8%
	YE	201309	52,873,393	1.1%	42.2%	57.8%	22,278,977	-0.3%	42.4%	30,313,523	2.3%	57.6%	42,461	248.6%	15.1%	238,432	-14.4%	84.9%

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

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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%	46.1%	53.9%	993,286	6.3%	46.3%	1,151,213	7.5%	53.7%	1,231	-57.4%	9.5%	11,668	-11.2%	90.5%
	2013	9	2,254,300	4.5%	43.2%	56.8%	972,518	-2.1%	43.5%	1,264,387	9.8%	56.5%	640	-48.0%	3.7%	16,755	43.6%	96.3%
	YE	201109	23,731,343	3.5%	45.1%	54.9%	10,662,239	8.4%	45.3%	12,892,180	-0.8%	54.7%	33,315	58.6%	18.8%	143,609	103.1%	81.2%
	YE	201209	25,531,181	7.6%	44.5%	55.5%	11,341,342	6.4%	44.7%	14,012,981	8.7%	55.3%	30,612	-8.1%	17.3%	146,246	1.8%	82.7%
	YE	201309	26,826,954	5.1%	43.2%	56.8%	11,582,145	2.1%	43.5%	15,024,992	7.2%	56.5%	19,817	-35.3%	9.0%	200,000	36.8%	91.0%
Middle East	2012	9	486,857	13.6%	24.3%	75.7%	118,461	11.3%	24.3%	368,381	14.4%	75.7%	-	0.0%	0.0%	15	-75.4%	100.0%
	2013	9	543,431	11.6%	19.4%	80.6%	105,277	-11.1%	19.4%	438,118	18.9%	80.6%	-	0.0%	0.0%	36	140.0%	100.0%
	YE	201109	5,141,800	10.6%	28.0%	72.0%	1,441,902	0.3%	28.0%	3,699,636	15.3%	72.0%	115	0.0%	43.9%	147	-7.0%	56.1%
	YE	201209	5,859,580	14.0%	23.4%	76.6%	1,370,200	-5.0%	23.4%	4,488,463	21.3%	76.6%	846	635.7%	92.3%	71	-51.7%	7.7%
	YE	201309	6,508,903	11.1%	21.5%	78.5%	1,392,134	1.6%	21.4%	5,112,291	13.9%	78.6%	4,245	401.8%	94.8%	233	228.2%	5.2%
South America	2012	9	1,081,273	7.2%	61.8%	38.2%	661,077	8.8%	61.5%	413,272	4.1%	38.5%	6,864	83.6%	99.1%	60	650.0%	0.9%
	2013	9	1,160,634	7.3%	59.8%	40.2%	693,154	4.9%	59.7%	466,945	13.0%	40.3%	533	-92.2%	99.6%	2	-96.7%	0.4%
	YE	201109	11,936,171	9.8%	62.6%	37.4%	7,464,220	6.9%	62.6%	4,461,600	15.4%	37.4%	10,268	-50.5%	99.2%	83	-84.6%	0.8%
	YE	201209	12,786,331	7.1%	62.2%	37.8%	7,888,144	5.7%	62.0%	4,828,734	8.2%	38.0%	65,120	534.2%	93.8%	4,333	5120.5%	6.2%
	YE	201309	14,171,062	10.8%	61.2%	38.8%	8,648,222	9.6%	61.1%	5,499,220	13.9%	38.9%	23,552	-63.8%	99.7%	68	-98.4%	0.3%
The Carribean	2012	9	1,171,305	6.0%	87.0%	13.0%	954,335	10.2%	86.3%	151,998	-9.4%	13.7%	64,949	-8.5%	100.0%	23	666.7%	0.0%
	2013	9	1,124,326	-4.0%	86.7%	13.3%	917,822	-3.8%	86.0%	149,570	-1.6%	14.0%	56,877	-12.4%	99.9%	57	147.8%	0.1%
	YE	201109	17,981,579	1.5%	88.0%	12.0%	14,764,541	-1.2%	87.2%	2,159,013	6.0%	12.8%	1,056,192	62.5%	99.8%	1,833	-98.0%	0.2%
	YE	201209	19,070,764	6.1%	88.5%	11.5%	15,606,453	5.7%	87.7%	2,193,664	1.6%	12.3%	1,269,296	20.2%	99.9%	1,351	-26.3%	0.1%
	YE	201309	19,055,911	-0.1%	89.1%	10.9%	15,866,969	1.7%	88.4%	2,079,662	-5.2%	11.6%	1,108,656	-12.7%	99.9%	624	-53.8%	0.1%

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

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

Please see the report's introduction for further details.

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

Available Seats

Region	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Foreign Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2012	9	155,109	-2.1%	37.0%	63.0%	52,641	-1.0%	35.1%	97,545	-3.3%	64.9%	4,725	8.7%	96.0%	198	661.5%	4.0%
	2013	9	165,159	6.5%	40.6%	59.4%	54,718	3.9%	35.8%	98,159	0.6%	64.2%	12,270	159.7%	99.9%	12	-93.9%	0.1%
	YE	201109	1,886,234	6.3%	41.1%	58.9%	715,780	-1.9%	39.2%	1,109,346	15.3%	60.8%	59,575	-28.3%	97.5%	1,533	1210.3%	2.5%
	YE	201209	1,948,261	3.3%	42.3%	57.7%	765,159	6.9%	40.5%	1,122,231	1.2%	59.5%	59,646	0.1%	98.0%	1,225	-20.1%	2.0%
	YE	201309	1,941,845	-0.3%	40.6%	59.4%	656,093	-14.3%	36.3%	1,152,610	2.7%	63.7%	133,055	123.1%	99.9%	87	-92.9%	0.1%
Australia/Oceania	2012	9	407,159	0.0%	24.8%	75.2%	101,122	-1.3%	24.8%	306,037	0.8%	75.2%	-	-100.0%	0.0%	-	0.0%	0.0%
	2013	9	442,136	8.6%	28.8%	71.2%	126,835	25.4%	28.7%	314,831	2.9%	71.3%	470	0.0%	100.0%	-	0.0%	0.0%
	YE	201109	4,764,129	-25.0%	27.2%	72.8%	1,293,702	7.8%	27.2%	3,464,946	2.8%	72.8%	4,294	120.9%	78.3%	1,187	-49.3%	21.7%
	YE	201209	4,830,357	1.4%	25.3%	74.7%	1,215,115	-6.1%	25.2%	3,606,299	4.1%	74.8%	8,878	106.8%	99.3%	65	-94.5%	0.7%
	YE	201309	5,141,850	6.4%	27.1%	72.9%	1,385,803	14.0%	27.0%	3,747,941	3.9%	73.0%	8,059	-9.2%	99.4%	47	-27.7%	0.6%
Canada	2012	9	2,633,608	5.0%	50.0%	50.0%	1,312,504	2.2%	50.2%	1,304,639	8.5%	49.8%	4,860	-55.4%	29.5%	11,605	3.1%	70.5%
	2013	9	2,471,892	-6.1%	52.9%	47.1%	1,300,564	-0.9%	53.0%	1,154,068	-11.5%	47.0%	8,154	67.8%	47.2%	9,106	-21.5%	52.8%
	YE	201109	31,365,994	-15.0%	49.5%	50.5%	15,398,095	-1.4%	49.7%	15,560,933	6.0%	50.3%	119,518	27.1%	29.4%	287,448	70.1%	70.6%
	YE	201209	32,677,423	4.2%	47.6%	52.4%	15,424,434	0.2%	47.8%	16,843,735	8.2%	52.2%	133,128	11.4%	32.5%	276,126	-3.9%	67.5%
	YE	201309	33,266,191	1.8%	45.9%	54.1%	15,176,933	-1.6%	46.1%	17,772,205	5.5%	53.9%	86,921	-34.7%	27.4%	230,132	-16.7%	72.6%
Central America	2012	9	2,394,930	2.1%	69.0%	31.0%	1,610,491	-0.9%	68.6%	737,370	7.5%	31.4%	41,241	62.5%	87.6%	5,828	-44.5%	12.4%
	2013	9	2,546,321	6.3%	66.6%	33.4%	1,656,139	2.8%	66.4%	836,993	13.5%	33.6%	39,827	-3.4%	74.9%	13,362	129.3%	25.1%
	YE	201109	33,892,411	-52.0%	77.7%	22.3%	25,959,543	10.6%	78.0%	7,318,115	-24.9%	22.0%	368,230	11.6%	59.9%	246,523	152.9%	40.1%
	YE	201209	35,709,259	5.4%	74.2%	25.8%	25,959,139	0.0%	74.0%	9,120,723	24.6%	26.0%	526,753	43.0%	83.7%	102,644	-58.4%	16.3%
	YE	201309	37,579,732	5.2%	72.5%	27.5%	26,602,949	2.5%	72.2%	10,228,282	12.1%	27.8%	639,121	21.3%	85.4%	109,380	6.6%	14.6%
Europe	2012	9	5,812,922	-0.3%	42.7%	57.3%	2,476,501	-3.7%	43.0%	3,288,953	2.2%	57.0%	3,009	56.4%	6.3%	44,459	8.2%	93.7%
	2013	9	5,969,340	2.7%	42.6%	57.4%	2,534,200	2.3%	42.7%	3,397,996	3.3%	57.3%	6,638	120.6%	17.9%	30,506	-31.4%	82.1%
	YE	201109	64,060,214	-50.8%	45.1%	54.9%	28,835,856	7.3%	45.2%	34,898,011	8.3%	54.8%	34,061	-46.9%	10.4%	292,286	-37.6%	89.6%
	YE	201209	63,676,463	-0.6%	43.4%	56.6%	27,590,742	-4.3%	43.6%	35,732,754	2.4%	56.4%	30,409	-10.7%	8.6%	322,558	10.4%	91.4%
	YE	201309	63,420,543	-0.4%	42.6%	57.4%	26,922,689	-2.4%	42.7%	36,156,419	1.2%	57.3%	70,355	131.4%	20.6%	271,080	-16.0%	79.4%

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**

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%	45.0%	55.0%	1,197,771	4.0%	45.2%	1,450,141	2.3%	54.8%	1,417	-80.8%	9.1%	14,129	-6.8%	90.9%
	2013	9	2,846,179	6.9%	42.4%	57.6%	1,205,087	0.6%	42.6%	1,621,273	11.8%	57.4%	1,446	2.0%	7.3%	18,373	30.0%	92.7%
	YE	201109	29,458,739	-81.4%	44.5%	55.5%	13,049,029	10.1%	44.6%	16,180,494	0.5%	55.4%	61,620	86.2%	26.9%	167,596	95.8%	73.1%
	YE	201209	31,705,652	7.6%	43.9%	56.1%	13,872,357	6.3%	44.0%	17,631,332	9.0%	56.0%	40,493	-34.3%	20.0%	161,470	-3.7%	80.0%
	YE	201309	33,028,481	4.2%	42.6%	57.4%	14,049,693	1.3%	42.9%	18,726,886	6.2%	57.1%	27,877	-31.2%	11.1%	224,025	38.7%	88.9%
Middle East	2012	9	605,942	7.4%	23.6%	76.4%	138,839	5.8%	23.1%	461,837	6.8%	76.9%	4,072	0.0%	77.3%	1,194	104.5%	22.7%
	2013	9	683,741	12.8%	18.3%	81.7%	125,317	-9.7%	18.3%	558,359	20.9%	81.7%	-	-100.0%	0.0%	65	-94.6%	100.0%
	YE	201109	6,492,842	-96.0%	26.7%	73.3%	1,733,785	0.5%	26.7%	4,748,071	19.6%	73.3%	470	-72.0%	4.3%	10,516	362.2%	95.7%
	YE	201209	7,119,555	9.7%	22.8%	77.2%	1,611,796	-7.0%	22.7%	5,487,652	15.6%	77.3%	9,862	1998.3%	49.0%	10,245	-2.6%	51.0%
	YE	201309	7,900,262	11.0%	20.5%	79.5%	1,611,479	0.0%	20.4%	6,274,981	14.3%	79.6%	9,052	-8.2%	65.6%	4,750	-53.6%	34.4%
South America	2012	9	1,265,601	5.9%	62.6%	37.4%	774,765	7.6%	62.1%	472,578	1.0%	37.9%	17,949	158.6%	98.3%	309	472.2%	1.7%
	2013	9	1,375,128	8.7%	60.9%	39.1%	836,191	7.9%	60.9%	537,469	13.7%	39.1%	1,454	-91.9%	99.0%	14	-95.5%	1.0%
	YE	201109	14,742,995	-91.7%	62.8%	37.2%	9,234,220	4.4%	62.7%	5,483,936	7.8%	37.3%	24,427	-15.2%	98.3%	412	-75.4%	1.7%
	YE	201209	15,496,730	5.1%	63.2%	36.8%	9,655,213	4.6%	62.9%	5,703,363	4.0%	37.1%	131,025	436.4%	94.8%	7,129	1630.3%	5.2%
	YE	201309	17,330,275	11.8%	61.9%	38.1%	10,670,804	10.5%	61.8%	6,606,269	15.8%	38.2%	52,923	-59.6%	99.5%	279	-96.1%	0.5%
The Carribean	2012	9	1,616,516	2.9%	85.4%	14.6%	1,267,113	5.1%	84.3%	236,228	-3.8%	15.7%	113,128	-5.0%	100.0%	47	176.5%	0.0%
	2013	9	1,498,910	-7.3%	86.3%	13.7%	1,192,536	-5.9%	85.3%	205,742	-12.9%	14.7%	100,486	-11.2%	99.9%	146	210.6%	0.1%
	YE	201109	23,404,993	-88.4%	87.5%	12.5%	18,985,120	-5.3%	86.6%	2,928,826	0.4%	13.4%	1,487,195	53.2%	99.7%	3,852	-97.2%	0.3%
	YE	201209	24,903,259	6.4%	87.5%	12.5%	19,891,342	4.8%	86.5%	3,100,884	5.9%	13.5%	1,908,229	28.3%	99.9%	2,804	-27.2%	0.1%
	YE	201309	24,169,580	-2.9%	88.1%	11.9%	19,705,282	-0.9%	87.3%	2,869,882	-7.4%	12.7%	1,592,874	-16.5%	99.9%	1,542	-45.0%	0.1%

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**

Departures																		
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%	42.2%	57.8%	226	-3.0%	39.9%	341	-4.7%	60.1%	27	17.4%	81.8%	6	200.0%	18.2%
	2013	9	627	4.5%	43.9%	56.1%	247	9.3%	41.3%	351	2.9%	58.7%	28	3.7%	96.6%	1	-83.3%	3.4%
	YE	201109	7,480	7.3%	46.4%	53.6%	3,146	1.0%	44.1%	3,993	13.9%	55.9%	326	-1.5%	95.6%	15	-25.0%	4.4%
	YE	201209	7,614	1.8%	47.3%	52.7%	3,263	3.7%	45.0%	3,989	-0.1%	55.0%	341	4.6%	94.2%	21	40.0%	5.8%
	YE	201309	7,337	-3.6%	43.9%	56.1%	2,855	-12.5%	41.0%	4,109	3.0%	59.0%	366	7.3%	98.1%	7	-66.7%	1.9%
Australia/Oceania	2012	9	1,716	-4.6%	30.6%	69.4%	455	-7.1%	27.6%	1,191	-3.8%	72.4%	70	-1.4%	100.0%	-	0.0%	0.0%
	2013	9	1,875	9.3%	32.9%	67.1%	550	20.9%	30.4%	1,259	5.7%	69.6%	66	-5.7%	100.0%	-	0.0%	0.0%
	YE	201109	21,731	-20.5%	31.6%	68.4%	6,067	10.3%	29.0%	14,825	6.5%	71.0%	807	-10.1%	96.2%	32	0.0%	3.8%
	YE	201209	21,762	0.1%	29.3%	70.7%	5,498	-9.4%	26.3%	15,383	3.8%	73.7%	873	8.2%	99.1%	8	-75.0%	0.9%
	YE	201309	22,239	2.2%	31.5%	68.5%	6,103	11.0%	28.6%	15,231	-1.0%	71.4%	897	2.7%	99.1%	8	0.0%	0.9%
Canada	2012	9	35,202	2.7%	55.0%	45.0%	19,192	1.4%	55.2%	15,561	6.1%	44.8%	166	-50.9%	37.0%	283	-18.2%	63.0%
	2013	9	31,657	-10.1%	58.4%	41.6%	18,322	-4.5%	58.7%	12,871	-17.3%	41.3%	176	6.0%	37.9%	288	1.8%	62.1%
	YE	201109	414,258	-5.6%	55.2%	44.8%	225,017	-1.6%	55.5%	180,465	2.2%	44.5%	3,586	35.4%	40.9%	5,190	39.8%	59.1%
	YE	201209	421,297	1.7%	53.9%	46.1%	224,141	-0.4%	54.2%	189,705	5.1%	45.8%	2,779	-22.5%	37.3%	4,672	-10.0%	62.7%
	YE	201309	419,621	-0.4%	53.1%	46.9%	220,734	-1.5%	53.4%	192,429	1.4%	46.6%	2,290	-17.6%	35.5%	4,168	-10.8%	64.5%
Central America	2012	9	20,929	1.7%	70.5%	29.5%	14,054	0.2%	69.6%	6,139	8.3%	30.4%	696	-14.0%	94.6%	40	-51.8%	5.4%
	2013	9	21,667	3.5%	69.4%	30.6%	14,426	2.6%	68.9%	6,523	6.3%	31.1%	602	-13.5%	83.8%	116	190.0%	16.2%
	YE	201109	281,616	-61.0%	77.5%	22.5%	207,741	8.6%	77.1%	61,744	-23.0%	22.9%	10,414	1.2%	85.8%	1,717	109.6%	14.2%
	YE	201209	297,813	5.8%	75.1%	24.9%	214,590	3.3%	74.5%	73,353	18.8%	25.5%	9,115	-12.5%	92.4%	755	-56.0%	7.6%
	YE	201309	311,373	4.6%	73.5%	26.5%	220,359	2.7%	73.0%	81,467	11.1%	27.0%	8,653	-5.1%	90.6%	894	18.4%	9.4%
Europe	2012	9	24,300	-2.3%	49.1%	50.9%	11,687	-4.1%	49.1%	12,136	-0.1%	50.9%	234	-8.2%	49.1%	243	-14.7%	50.9%
	2013	9	24,597	1.2%	47.7%	52.3%	11,512	-1.5%	47.7%	12,629	4.1%	52.3%	231	-1.3%	50.7%	225	-7.4%	49.3%
	YE	201109	276,527	-71.7%	50.6%	49.4%	136,375	8.2%	50.4%	134,249	8.4%	49.6%	3,582	-7.3%	60.7%	2,321	-13.4%	39.3%
	YE	201209	271,457	-1.8%	49.4%	50.6%	131,123	-3.9%	49.3%	134,917	0.5%	50.7%	3,110	-13.2%	57.4%	2,307	-0.6%	42.6%
	YE	201309	265,857	-2.1%	48.3%	51.7%	125,703	-4.1%	48.2%	135,181	0.2%	51.8%	2,791	-10.3%	56.1%	2,182	-5.4%	43.9%

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

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Departures																		
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%	46.7%	53.3%	5,618	2.2%	45.8%	6,641	-1.1%	54.2%	314	-7.1%	72.9%	117	-28.2%	27.1%
	2013	9	13,267	4.5%	44.3%	55.7%	5,505	-2.0%	43.1%	7,279	9.6%	56.9%	367	16.9%	76.0%	116	-0.9%	24.0%
	YE	201109	147,006	-86.8%	45.5%	54.5%	63,658	10.8%	45.0%	77,660	2.4%	55.0%	3,297	-5.5%	58.0%	2,391	33.3%	42.0%
	YE	201209	150,885	2.6%	46.1%	53.9%	66,342	4.2%	45.3%	80,006	3.0%	54.7%	3,236	-1.9%	71.3%	1,301	-45.6%	28.7%
	YE	201309	153,614	1.8%	45.2%	54.8%	64,901	-2.2%	44.0%	82,759	3.4%	56.0%	4,462	37.9%	74.9%	1,492	14.7%	25.1%
Middle East	2012	9	2,188	12.4%	27.3%	72.7%	541	10.0%	25.5%	1,584	11.8%	74.5%	56	80.6%	88.9%	7	16.7%	11.1%
	2013	9	2,354	7.6%	21.9%	78.1%	475	-12.2%	20.6%	1,831	15.6%	79.4%	41	-26.8%	85.4%	7	0.0%	14.6%
	YE	201109	22,642	-98.0%	29.3%	70.7%	6,406	-2.6%	28.7%	15,935	19.3%	71.3%	223	5.7%	74.1%	78	290.0%	25.9%
	YE	201209	25,068	10.7%	26.1%	73.9%	6,123	-4.4%	24.9%	18,454	15.8%	75.1%	429	92.4%	87.4%	62	-20.5%	12.6%
	YE	201309	27,540	9.9%	24.6%	75.4%	6,148	0.4%	22.9%	20,672	12.0%	77.1%	625	45.7%	86.8%	95	53.2%	13.2%
South America	2012	9	8,027	5.4%	60.9%	39.1%	4,442	6.1%	58.8%	3,118	3.2%	41.2%	450	32.0%	96.4%	17	-74.6%	3.6%
	2013	9	8,195	2.1%	60.2%	39.8%	4,606	3.7%	58.7%	3,246	4.1%	41.3%	325	-27.8%	94.8%	18	5.9%	5.2%
	YE	201109	95,378	-92.2%	60.4%	39.6%	52,465	2.8%	58.9%	36,664	5.1%	41.1%	5,125	0.6%	82.0%	1,124	-27.5%	18.0%
	YE	201209	98,331	3.1%	62.6%	37.4%	55,473	5.7%	60.3%	36,565	-0.3%	39.7%	6,061	18.3%	96.3%	232	-79.4%	3.7%
	YE	201309	104,543	6.3%	61.4%	38.6%	59,399	7.1%	59.7%	40,106	9.7%	40.3%	4,820	-20.5%	95.7%	218	-6.0%	4.3%
The Carribean	2012	9	13,623	1.8%	86.2%	13.8%	10,917	4.4%	85.7%	1,820	-2.2%	14.3%	824	-19.3%	93.0%	62	21.6%	7.0%
	2013	9	13,014	-4.5%	87.4%	12.6%	10,620	-2.7%	86.9%	1,601	-12.0%	13.1%	750	-9.0%	94.6%	43	-30.6%	5.4%
	YE	201109	199,477	-86.2%	88.5%	11.5%	163,147	-7.9%	88.0%	22,269	-5.4%	12.0%	13,407	17.9%	95.3%	654	-59.5%	4.7%
	YE	201209	211,526	6.0%	88.5%	11.5%	173,127	6.1%	88.1%	23,472	5.4%	11.9%	14,174	5.7%	95.0%	753	15.1%	5.0%
	YE	201309	207,516	-1.9%	89.1%	10.9%	173,088	0.0%	88.8%	21,934	-6.6%	11.2%	11,781	-16.9%	94.3%	713	-5.3%	5.7%

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.

**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%	44.9%	55.1%	827	-11.7%	34.1%	1,601	38.5%	65.9%	515	29.7%	91.9%	46	0.0%	8.1%
	2013	9	3,128	4.7%	46.7%	53.3%	909	9.9%	35.3%	1,667	4.1%	64.7%	552	7.3%	100.0%	-	-100.0%	0.0%
	YE	201109	31,421	10.0%	52.2%	47.8%	10,980	-2.7%	42.3%	14,971	6.8%	57.7%	5,415	116.0%	99.0%	55	-92.8%	1.0%
	YE	201209	36,150	15.1%	46.3%	53.7%	9,926	-9.6%	34.1%	19,169	28.0%	65.9%	6,828	26.1%	96.8%	228	314.0%	3.2%
	YE	201309	36,350	0.6%	47.3%	52.7%	9,629	-3.0%	33.5%	19,116	-0.3%	66.5%	7,550	10.6%	99.3%	54	-76.2%	0.7%
Australia/Oceania	2012	9	15,206	9.7%	52.8%	47.2%	5,009	7.5%	41.1%	7,183	4.8%	58.9%	3,013	28.5%	100.0%	-	0.0%	0.0%
	2013	9	15,334	0.8%	47.1%	52.9%	4,746	-5.3%	36.9%	8,111	12.9%	63.1%	2,477	-17.8%	100.0%	-	0.0%	0.0%
	YE	201109	169,192	-14.0%	50.8%	49.2%	58,019	6.3%	41.5%	81,862	-0.6%	58.5%	27,878	-6.5%	95.1%	1,433	10.4%	4.9%
	YE	201209	177,750	5.1%	49.1%	50.9%	54,788	-5.6%	37.8%	90,154	10.1%	62.2%	32,570	16.8%	99.3%	239	-83.3%	0.7%
	YE	201309	181,828	2.3%	49.7%	50.3%	55,431	1.2%	37.8%	91,356	1.3%	62.2%	35,016	7.5%	99.9%	25	-89.4%	0.1%
Canada	2012	9	26,913	-8.9%	75.1%	24.9%	19,998	-0.4%	78.7%	5,415	-6.5%	21.3%	208	-89.3%	13.8%	1,292	-25.4%	86.2%
	2013	9	26,026	-3.3%	77.4%	22.6%	19,004	-5.0%	79.8%	4,798	-11.4%	20.2%	1,144	451.2%	51.5%	1,079	-16.5%	48.5%
	YE	201109	350,416	-36.5%	71.2%	28.8%	230,102	5.1%	74.7%	77,880	-17.3%	25.3%	19,401	28.0%	45.7%	23,034	-15.8%	54.3%
	YE	201209	323,925	-7.6%	77.0%	23.0%	236,312	2.7%	80.4%	57,743	-25.9%	19.6%	13,067	-32.6%	43.7%	16,804	-27.0%	56.3%
	YE	201309	329,162	1.6%	76.2%	23.8%	235,555	-0.3%	79.1%	62,071	7.5%	20.9%	15,168	16.1%	48.1%	16,369	-2.6%	51.9%
Central America	2012	9	57,366	-0.7%	60.6%	39.4%	28,328	9.1%	55.6%	22,602	5.4%	44.4%	6,419	-36.8%	99.7%	17	-92.2%	0.3%
	2013	9	53,127	-7.4%	62.7%	37.3%	28,509	0.6%	60.4%	18,675	-17.4%	39.6%	4,822	-24.9%	81.1%	1,121	6517.3%	18.9%
	YE	201109	688,391	-42.7%	62.5%	37.5%	298,605	-2.3%	53.9%	255,422	28.5%	46.1%	131,656	-8.9%	98.0%	2,708	144.7%	2.0%
	YE	201209	683,786	-0.7%	63.3%	36.7%	334,085	11.9%	57.2%	249,614	-2.3%	42.8%	98,951	-24.8%	98.9%	1,136	-58.0%	1.1%
	YE	201309	644,442	-5.8%	64.1%	35.9%	353,829	5.9%	60.7%	229,280	-8.1%	39.3%	59,069	-40.3%	96.3%	2,263	99.2%	3.7%
Europe	2012	9	235,968	-5.1%	41.1%	58.9%	82,525	-4.1%	37.8%	135,997	-6.0%	62.2%	14,377	2.6%	82.4%	3,069	-23.7%	17.6%
	2013	9	236,655	0.3%	39.4%	60.6%	79,343	-3.9%	36.2%	139,872	2.8%	63.8%	13,864	-3.6%	79.5%	3,576	16.5%	20.5%
	YE	201109	3,101,161	-24.6%	41.8%	58.2%	1,092,751	2.5%	38.2%	1,766,553	10.4%	61.8%	203,625	4.2%	84.2%	38,232	-26.3%	15.8%
	YE	201209	2,928,657	-5.6%	41.1%	58.9%	1,012,899	-7.3%	37.6%	1,683,729	-4.7%	62.4%	192,084	-5.7%	82.8%	39,945	4.5%	17.2%
	YE	201309	2,801,337	-4.3%	40.3%	59.7%	956,240	-5.6%	37.0%	1,627,849	-3.3%	63.0%	173,277	-9.8%	79.8%	43,971	10.1%	20.2%

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

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

Please see the report's introduction for further details.

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

Freight (Tons)

Region	Period		Total Freight				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2012	9	289,521	1.3%	39.2%	60.8%	88,492	0.1%	34.0%	171,517	3.7%	66.0%	25,072	6.5%	85.0%	4,441	-48.9%	15.0%
	2013	9	285,651	-1.3%	36.5%	63.5%	71,687	-19.0%	28.7%	177,974	3.8%	71.3%	32,616	30.1%	90.6%	3,375	-24.0%	9.4%
	YE	201109	3,648,675	363.6%	37.7%	62.3%	1,127,594	3.6%	34.7%	2,118,162	-6.6%	65.3%	248,997	-7.6%	61.8%	153,922	18.7%	38.2%
	YE	201209	3,453,787	-5.3%	39.5%	60.5%	1,098,930	-2.5%	35.1%	2,029,661	-4.2%	64.9%	266,449	7.0%	81.9%	58,748	-61.8%	18.1%
	YE	201309	3,390,251	-1.8%	38.7%	61.3%	921,106	-16.2%	31.3%	2,023,646	-0.3%	68.7%	389,727	46.3%	87.5%	55,772	-5.1%	12.5%
Middle East	2012	9	24,183	20.9%	27.8%	72.2%	4,792	4.1%	21.5%	17,452	30.1%	78.5%	1,939	1.4%	100.0%	-	-100.0%	0.0%
	2013	9	26,791	10.8%	21.1%	78.9%	3,756	-21.6%	15.1%	21,050	20.6%	84.9%	1,883	-2.9%	94.9%	101	0.0%	5.1%
	YE	201109	235,557	-70.8%	26.7%	73.3%	53,830	2.3%	23.9%	171,726	13.9%	76.1%	9,157	78.5%	91.6%	843	263.3%	8.4%
	YE	201209	263,177	11.7%	28.7%	71.3%	54,035	0.4%	22.4%	187,589	9.2%	77.6%	21,380	133.5%	99.2%	173	-79.5%	0.8%
	YE	201309	294,948	12.1%	25.1%	74.9%	53,388	-1.2%	19.6%	219,631	17.1%	80.4%	20,545	-3.9%	93.7%	1,385	699.1%	6.3%
South America	2012	9	112,773	3.8%	52.3%	47.7%	33,608	-6.2%	38.9%	52,727	9.9%	61.1%	25,344	21.5%	95.9%	1,094	-72.7%	4.1%
	2013	9	114,012	1.1%	45.5%	54.5%	26,699	-20.6%	30.7%	60,249	14.3%	69.3%	25,225	-0.5%	93.2%	1,840	68.2%	6.8%
	YE	201109	1,343,648	43.0%	52.1%	47.9%	400,488	0.8%	41.1%	573,132	2.4%	58.9%	299,437	15.5%	80.9%	70,591	-28.8%	19.1%
	YE	201209	1,420,679	5.7%	59.2%	40.8%	465,284	16.2%	45.0%	568,517	-0.8%	55.0%	376,012	25.6%	97.2%	10,866	-84.6%	2.8%
	YE	201309	1,385,889	-2.4%	50.8%	49.2%	371,147	-20.2%	35.9%	663,421	16.7%	64.1%	332,357	-11.6%	94.6%	18,963	74.5%	5.4%
The Caribbean	2012	9	10,754	-9.1%	90.3%	9.7%	9,277	-10.6%	93.0%	700	27.5%	7.0%	435	4.4%	55.9%	343	-29.0%	44.1%
	2013	9	11,054	2.8%	92.5%	7.5%	9,952	7.3%	94.7%	562	-19.7%	5.3%	270	-38.0%	49.9%	271	-21.0%	50.1%
	YE	201109	142,619	-85.1%	91.9%	8.1%	112,317	18.0%	94.5%	6,568	-25.2%	5.5%	18,683	-61.5%	78.7%	5,051	-20.6%	21.3%
	YE	201209	131,447	-7.8%	91.4%	8.6%	113,381	0.9%	94.4%	6,767	3.0%	5.6%	6,789	-63.7%	60.1%	4,510	-10.7%	39.9%
	YE	201309	139,467	6.1%	91.5%	8.5%	117,481	3.6%	94.0%	7,529	11.3%	6.0%	10,148	49.5%	70.2%	4,309	-4.5%	29.8%

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%	49.9%	50.1%	937,987	1.1%	50.1%	934,437	9.3%	49.9%	1,252	-74.2%	11.9%	9,248	29.8%	88.1%
	2013	9	1,831,126	-2.8%	54.2%	45.8%	988,115	5.3%	54.3%	832,464	-10.9%	45.7%	3,522	181.3%	33.4%	7,025	-24.0%	66.6%
	YE	201109	22,991,053	5.1%	49.0%	51.0%	11,198,681	0.2%	49.3%	11,509,113	9.2%	50.7%	61,807	77.9%	21.8%	221,452	76.7%	78.2%
	YE	201209	23,903,146	4.0%	46.7%	53.3%	11,107,615	-0.8%	47.0%	12,506,273	8.7%	53.0%	60,495	-2.1%	20.9%	228,763	3.3%	79.1%
	YE	201309	25,156,627	5.2%	46.3%	53.7%	11,623,939	4.6%	46.6%	13,310,018	6.4%	53.4%	35,930	-40.6%	16.1%	186,740	-18.4%	83.9%
Mexico	2012	9	1,152,951	3.8%	73.7%	26.3%	834,644	0.9%	73.5%	301,056	10.1%	26.5%	15,104	162.9%	87.6%	2,147	-57.9%	12.4%
	2013	9	1,258,279	9.1%	71.4%	28.6%	880,945	5.5%	71.4%	353,561	17.4%	28.6%	17,070	13.0%	71.8%	6,703	212.2%	28.2%
	YE	201109	18,056,672	-1.3%	81.9%	18.1%	14,669,699	11.5%	82.6%	3,083,214	-37.6%	17.4%	127,009	7.1%	41.8%	176,750	137.1%	58.2%
	YE	201209	18,941,620	4.9%	78.7%	21.3%	14,687,573	0.1%	78.8%	3,953,379	28.2%	21.2%	227,135	78.8%	75.5%	73,533	-58.4%	24.5%
	YE	201309	20,450,294	8.0%	76.9%	23.1%	15,406,201	4.9%	76.8%	4,650,362	17.6%	23.2%	321,049	41.3%	81.5%	72,682	-1.2%	18.5%
United Kingdom	2012	9	1,597,105	2.3%	39.6%	60.4%	632,664	-2.3%	40.5%	928,927	5.6%	59.5%	10	-97.2%	0.0%	35,504	4.7%	100.0%
	2013	9	1,613,893	1.1%	39.7%	60.3%	640,145	1.2%	40.3%	948,076	2.1%	59.7%	1,240	12300.0%	4.8%	24,432	-31.2%	95.2%
	YE	201109	16,573,585	5.5%	41.2%	58.8%	6,830,950	4.6%	41.8%	9,505,695	7.9%	58.2%	997	-66.7%	0.4%	235,943	-36.9%	99.6%
	YE	201209	16,951,277	2.3%	39.3%	60.7%	6,662,593	-2.5%	39.9%	10,034,457	5.6%	60.1%	2,084	109.0%	0.8%	252,143	6.9%	99.2%
	YE	201309	17,045,411	0.6%	38.8%	61.2%	6,618,331	-0.7%	39.3%	10,208,881	1.7%	60.7%	2,044	-1.9%	0.9%	216,155	-14.3%	99.1%
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	-52.1%	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%	2	-99.8%	0.0%	10,850	-4.9%	100.0%
	YE	201109	10,274,908	-4.1%	66.9%	33.1%	6,862,997	2.1%	67.7%	3,280,877	-16.5%	32.3%	11,458	-0.2%	8.7%	119,576	119.0%	91.3%
	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%	23,294	103.3%	15.0%	132,414	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%	15,045	-35.4%	9.4%	145,760	10.1%	90.6%
Germany	2012	9	929,391	2.4%	37.6%	62.4%	349,419	6.5%	37.6%	579,961	0.1%	62.4%	-	0.0%	0.0%	11	-97.1%	100.0%
	2013	9	992,052	6.7%	36.3%	63.7%	359,264	2.8%	36.2%	631,988	9.0%	63.8%	786	0.0%	98.3%	14	27.3%	1.8%
	YE	201109	9,598,168	1.4%	37.3%	62.7%	3,579,903	-0.8%	37.3%	6,015,969	2.9%	62.7%	1,426	-78.4%	62.1%	870	-16.2%	37.9%
	YE	201209	9,823,012	2.3%	36.8%	63.2%	3,616,202	1.0%	36.8%	6,204,028	3.1%	63.2%	2,397	68.1%	86.2%	385	-55.7%	13.8%
	YE	201309	10,093,145	2.8%	35.6%	64.4%	3,589,480	-0.7%	35.6%	6,500,339	4.8%	64.4%	2,875	19.9%	86.4%	451	17.1%	13.6%

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%	39.0%	61.0%	234,204	0.6%	39.0%	365,997	-4.7%	61.0%	-	-100.0%	0.0%	14	-81.3%	100.0%
	2013	9	640,632	6.7%	43.7%	56.3%	280,023	19.6%	43.7%	360,566	-1.5%	56.3%	6	0.0%	14.0%	37	164.3%	86.0%
	YE	201109	6,247,751	5.3%	38.7%	61.3%	2,417,317	5.6%	38.7%	3,828,730	5.1%	61.3%	1,189	5.4%	69.8%	515	-78.7%	30.2%
	YE	201209	6,308,070	1.0%	39.9%	60.1%	2,513,662	4.0%	39.9%	3,792,058	-1.0%	60.1%	1,625	36.7%	69.1%	725	40.8%	30.9%
	YE	201309	6,356,131	0.8%	41.5%	58.5%	2,634,406	4.8%	41.5%	3,719,557	-1.9%	58.5%	1,826	12.4%	84.2%	342	-52.8%	15.8%
Dominican Republic	2012	9	331,625	10.8%	98.9%	1.1%	323,265	9.5%	98.9%	3,672	19.3%	1.1%	4,688	348.6%	100.0%	-	0.0%	0.0%
	2013	9	335,638	1.2%	95.1%	4.9%	313,065	-3.2%	95.0%	16,336	344.9%	5.0%	6,237	33.0%	100.0%	-	0.0%	0.0%
	YE	201109	4,535,652	-1.7%	99.2%	0.8%	4,388,894	-1.0%	99.2%	35,692	-47.0%	0.8%	111,056	4.9%	100.0%	10	-99.8%	0.0%
	YE	201209	4,982,651	9.9%	99.2%	0.8%	4,740,588	8.0%	99.2%	37,804	5.9%	0.8%	204,257	83.9%	100.0%	2	-80.0%	0.0%
	YE	201309	5,266,511	5.7%	97.2%	2.8%	4,909,402	3.6%	97.1%	145,740	285.5%	2.9%	211,347	3.5%	100.0%	22	1000.0%	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%	-	0.0%	0.0%	48	4700.0%	100.0%
	2013	9	389,116	6.9%	66.1%	33.9%	256,936	5.3%	66.1%	131,785	9.8%	33.9%	395	0.0%	100.0%	-	-100.0%	0.0%
	YE	201109	3,880,810	16.1%	67.4%	32.6%	2,612,289	16.4%	67.4%	1,265,588	15.6%	32.6%	2,916	3.8%	99.4%	17	183.3%	0.6%
	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%	9,224	216.3%	99.4%	59	247.1%	0.6%
	YE	201309	4,846,139	13.0%	67.5%	32.5%	3,267,472	14.3%	67.4%	1,577,153	11.1%	32.6%	1,496	-83.8%	98.8%	18	-69.5%	1.2%
South Korea	2012	9	365,945	11.5%	11.4%	88.6%	41,593	35.6%	11.4%	324,088	9.7%	88.6%	3	0.0%	1.1%	261	-86.5%	98.9%
	2013	9	393,992	7.7%	14.5%	85.5%	57,240	37.6%	14.6%	335,890	3.6%	85.4%	-	-100.0%	0.0%	862	230.3%	100.0%
	YE	201109	4,133,263	11.2%	9.8%	90.2%	400,134	88.3%	9.7%	3,706,165	6.2%	90.3%	4,118	1090.2%	15.3%	22,846	42.1%	84.7%
	YE	201209	4,441,065	7.4%	10.3%	89.7%	456,902	14.2%	10.3%	3,970,196	7.1%	89.7%	171	-95.8%	1.2%	13,796	-39.6%	98.8%
	YE	201309	4,741,387	6.8%	12.6%	87.4%	598,681	31.0%	12.6%	4,137,966	4.2%	87.4%	-	-100.0%	0.0%	4,740	-65.6%	100.0%
Netherlands	2012	9	432,068	0.3%	62.0%	38.0%	267,832	-1.0%	62.0%	164,232	2.3%	38.0%	-	0.0%	0.0%	4	0.0%	100.0%
	2013	9	455,026	5.3%	64.2%	35.8%	291,911	9.0%	64.2%	163,115	-0.7%	35.8%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201109	4,490,080	4.4%	62.5%	37.5%	2,806,966	2.4%	62.5%	1,682,988	8.4%	37.5%	124	0.0%	98.4%	2	-100.0%	1.6%
	YE	201209	4,500,036	0.2%	61.5%	38.5%	2,768,726	-1.4%	61.5%	1,731,146	2.9%	38.5%	136	9.7%	82.9%	28	1300.0%	17.1%
	YE	201309	4,669,020	3.8%	64.2%	35.8%	2,996,257	8.2%	64.2%	1,672,315	-3.4%	35.8%	347	155.1%	77.5%	101	260.7%	22.5%

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

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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	
China	2012	9	322,974	4.0%	58.7%	41.3%	189,337	-0.1%	58.7%	133,483	10.7%	41.3%	154	-49.5%	100.0%	-	-100.0%	0.0%
	2013	9	389,685	20.7%	52.0%	48.0%	202,234	6.8%	52.7%	181,813	36.2%	47.3%	595	286.4%	10.6%	5,043	0.0%	89.4%
	YE	201109	3,136,253	26.2%	62.1%	37.9%	1,943,892	28.8%	62.1%	1,187,602	21.8%	37.9%	3,613	141.7%	75.9%	1,146	0.0%	24.1%
	YE	201209	3,722,545	18.7%	59.3%	40.7%	2,200,473	13.2%	59.2%	1,516,177	27.7%	40.8%	5,873	62.6%	99.6%	22	-98.1%	0.4%
	YE	201309	4,268,061	14.7%	54.5%	45.5%	2,320,820	5.5%	55.1%	1,893,818	24.9%	44.9%	3,926	-33.2%	7.3%	49,497	224886.4%	92.7%
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%	2,263,816	1.9%	78.7%	612,949	-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	6.1%	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%	31,206	-62.8%	100.0%	6	0.0%	0.0%
Colombia	2012	9	197,689	15.4%	52.5%	47.5%	103,655	26.5%	52.5%	93,911	5.1%	47.5%	123	0.0%	100.0%	-	0.0%	0.0%
	2013	9	211,133	6.8%	49.4%	50.6%	104,239	0.6%	49.4%	106,771	13.7%	50.6%	123	0.0%	100.0%	-	0.0%	0.0%
	YE	201109	2,278,936	3.1%	50.3%	49.7%	1,146,562	3.0%	50.3%	1,131,819	3.3%	49.7%	555	-46.8%	100.0%	-	0.0%	0.0%
	YE	201209	2,394,905	5.1%	51.8%	48.2%	1,240,370	8.2%	51.8%	1,153,649	1.9%	48.2%	876	57.8%	98.9%	10	0.0%	1.1%
	YE	201309	2,700,993	12.8%	52.4%	47.6%	1,415,061	14.1%	52.4%	1,284,751	11.4%	47.6%	1,174	34.0%	99.4%	7	-30.0%	0.6%
Australia	2012	9	236,173	13.3%	30.6%	69.4%	72,271	10.9%	30.6%	163,902	14.3%	69.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	246,062	4.2%	32.5%	67.5%	79,913	10.6%	32.5%	166,149	1.4%	67.5%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	2,366,928	8.8%	33.3%	66.7%	788,134	9.5%	33.3%	1,578,316	8.4%	66.7%	6	200.0%	1.3%	472	0.0%	98.7%
	YE	201209	2,445,721	3.3%	31.6%	68.4%	772,209	-2.0%	31.6%	1,673,223	6.0%	68.4%	285	4650.0%	98.6%	4	-99.2%	1.4%
	YE	201309	2,654,454	8.5%	32.1%	67.9%	851,035	10.2%	32.1%	1,803,260	7.8%	67.9%	142	-50.2%	89.3%	17	325.0%	10.7%
Spain	2012	9	271,206	-3.9%	58.3%	41.7%	158,149	-6.1%	58.3%	113,020	-0.7%	41.7%	26	0.0%	70.3%	11	-8.3%	29.7%
	2013	9	251,026	-7.4%	61.5%	38.5%	154,326	-2.4%	61.5%	96,688	-14.5%	38.5%	-	-100.0%	0.0%	12	9.1%	100.0%
	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%	4,373	167.8%	87.0%	651	385.8%	13.0%
	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%	34	-99.2%	18.7%	148	-77.3%	81.3%
	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%	11,511	33755.9%	98.5%	173	16.9%	1.5%

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	
United Arab Emirates	2012	9	175,937	20.0%	15.3%	84.7%	26,870	11.4%	15.3%	149,067	21.7%	84.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	204,509	16.2%	12.3%	87.7%	25,235	-6.1%	12.3%	179,274	20.3%	87.7%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	1,877,808	17.7%	17.1%	82.9%	322,013	1.0%	17.1%	1,555,791	21.9%	82.9%	-	0.0%	0.0%	4	0.0%	100.0%
	YE	201209	2,229,072	18.7%	14.8%	85.2%	329,542	2.3%	14.8%	1,899,529	22.1%	85.2%	-	0.0%	0.0%	1	-75.0%	100.0%
	YE	201309	2,529,713	13.5%	13.5%	86.5%	340,343	3.3%	13.5%	2,189,310	15.3%	86.5%	-	0.0%	0.0%	60	5900.0%	100.0%
The Bahamas	2012	9	135,151	6.2%	78.3%	21.7%	105,129	15.8%	78.2%	29,362	-8.4%	21.8%	637	-85.4%	96.5%	23	2200.0%	3.5%
	2013	9	121,558	-10.1%	74.6%	25.4%	90,442	-14.0%	74.6%	30,851	5.1%	25.4%	265	-58.4%	100.0%	-	-100.0%	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%	42,869	-17.6%	99.1%	401	133.1%	0.9%
	YE	201209	2,659,911	9.5%	82.6%	17.4%	2,137,482	11.7%	82.2%	461,291	-2.3%	17.8%	60,755	41.7%	99.4%	383	-4.5%	0.6%
	YE	201309	2,509,070	-5.7%	81.1%	18.9%	2,020,584	-5.5%	81.0%	473,675	2.7%	19.0%	14,668	-75.9%	99.0%	143	-62.7%	1.0%
Italy	2012	9	284,701	0.3%	61.9%	38.1%	176,152	-0.8%	61.9%	108,543	2.2%	38.1%	-	0.0%	0.0%	6	100.0%	100.0%
	2013	9	283,769	-0.3%	64.2%	35.8%	182,104	3.4%	64.2%	101,654	-6.3%	35.8%	2	0.0%	18.2%	9	50.0%	81.8%
	YE	201109	2,701,184	-0.4%	64.2%	35.8%	1,733,374	-2.9%	64.2%	967,591	4.3%	35.8%	8	-92.3%	3.7%	211	-7.5%	96.3%
	YE	201209	2,590,581	-4.1%	65.8%	34.2%	1,704,781	-1.6%	65.8%	885,681	-8.5%	34.2%	17	112.5%	14.3%	102	-51.7%	85.7%
	YE	201309	2,508,648	-3.2%	65.1%	34.9%	1,633,552	-4.2%	65.1%	874,884	-1.2%	34.9%	130	664.7%	61.3%	82	-19.6%	38.7%
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	0.0%	100.0%	2	-84.6%	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%	523	-91.3%	98.3%	9	350.0%	1.7%
	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	-3.3%	100.0%	-	-100.0%	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%	1,386	-94.0%	99.6%	6	-50.0%	0.4%
	YE	201209	1,965,214	19.1%	36.0%	64.0%	707,651	0.6%	36.0%	1,257,013	33.0%	64.0%	542	-60.9%	98.5%	8	33.3%	1.5%
	YE	201309	2,308,092	17.4%	30.2%	69.8%	695,279	-1.7%	30.1%	1,610,814	28.1%	69.9%	1,931	256.3%	96.6%	68	750.0%	3.4%

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Costa Rica	2012	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%	2,157	72.0%	98.9%	23	0.0%	1.1%
	YE	201209	2,311,789	8.0%	92.4%	7.6%	2,131,432	7.0%	92.4%	175,432	20.2%	7.6%	4,916	127.9%	99.8%	9	-60.9%	0.2%
	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	6.8%	100.0%	-	-100.0%	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%	-	0.0%	0.0%	8	-88.2%	100.0%
	2013	9	174,061	-7.5%	39.0%	61.0%	67,968	-1.8%	39.1%	106,062	-10.9%	60.9%	2	0.0%	6.5%	29	262.5%	93.5%
	YE	201109	1,946,193	9.2%	40.2%	59.8%	782,803	3.6%	40.2%	1,162,935	13.3%	59.8%	-	-100.0%	0.0%	455	19.4%	100.0%
	YE	201209	1,995,789	2.5%	37.8%	62.2%	753,913	-3.7%	37.8%	1,241,629	6.8%	62.2%	-	0.0%	0.0%	247	-45.7%	100.0%
	YE	201309	2,084,709	4.5%	35.5%	64.5%	739,639	-1.9%	35.5%	1,344,747	8.3%	64.5%	5	0.0%	1.5%	318	28.7%	98.5%
Ireland	2012	9	186,978	2.5%	47.7%	52.3%	87,563	-0.9%	47.2%	97,843	4.0%	52.8%	1,533	0.0%	97.5%	39	8.3%	2.5%
	2013	9	209,993	12.3%	48.0%	52.0%	100,852	15.2%	48.0%	109,139	11.5%	52.0%	-	-100.0%	0.0%	2	-94.9%	100.0%
	YE	201109	1,797,239	3.0%	49.5%	50.5%	887,245	9.6%	49.5%	906,964	-2.5%	50.5%	2,910	-38.0%	96.0%	120	-72.0%	4.0%
	YE	201209	1,772,934	-1.4%	45.5%	54.5%	801,817	-9.6%	45.3%	966,274	6.5%	54.7%	4,724	62.3%	97.5%	119	-0.8%	2.5%
	YE	201309	2,020,051	13.9%	45.9%	54.1%	923,460	15.2%	45.8%	1,093,638	13.2%	54.2%	2,843	-39.8%	96.3%	110	-7.6%	3.7%
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%	6,428	-4.5%	100.0%	3	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%	-	-100.0%	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	-50.5%	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%	-	-100.0%	0.0%	45	0.0%	100.0%
	YE	201309	1,587,666	12.2%	42.9%	57.1%	680,336	7.6%	42.9%	907,322	15.9%	57.1%	-	0.0%	0.0%	8	-82.2%	100.0%

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/			Total Seats				Scheduled Service						Nonscheduled Service					
Period			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%	50.0%	50.0%	1,312,504	2.2%	50.2%	1,304,639	8.5%	49.8%	4,860	-55.4%	29.5%	11,605	3.1%	70.5%
	2013	9	2,471,869	-6.1%	52.9%	47.1%	1,300,564	-0.9%	53.0%	1,154,068	-11.5%	47.0%	8,154	67.8%	47.3%	9,083	-21.7%	52.7%
	YE	201109	31,365,973	2.6%	49.5%	50.5%	15,398,095	-1.4%	49.7%	15,560,933	6.0%	50.3%	119,518	27.3%	29.4%	287,427	70.1%	70.6%
	YE	201209	32,677,412	4.2%	47.6%	52.4%	15,424,434	0.2%	47.8%	16,843,735	8.2%	52.2%	133,128	11.4%	32.5%	276,115	-3.9%	67.5%
	YE	201309	33,265,985	1.8%	45.9%	54.1%	15,176,933	-1.6%	46.1%	17,772,205	5.5%	53.9%	86,749	-34.8%	27.4%	230,098	-16.7%	72.6%
Mexico	2012	9	1,592,464	-0.1%	72.1%	27.9%	1,128,669	-3.4%	72.0%	438,136	8.4%	28.0%	19,831	79.9%	77.3%	5,828	-44.5%	22.7%
	2013	9	1,727,125	8.5%	69.6%	30.4%	1,180,320	4.6%	69.8%	511,823	16.8%	30.2%	21,766	9.8%	62.2%	13,216	126.8%	37.8%
	YE	201109	23,253,551	-1.6%	81.5%	18.5%	18,774,913	14.2%	82.3%	4,051,091	-41.3%	17.7%	181,338	-7.4%	42.4%	246,209	152.7%	57.6%
	YE	201209	24,103,334	3.7%	77.7%	22.3%	18,430,449	-1.8%	77.7%	5,276,359	30.2%	22.3%	294,199	62.2%	74.2%	102,327	-58.4%	25.8%
	YE	201309	25,809,827	7.1%	75.5%	24.5%	19,089,732	3.6%	75.4%	6,217,053	17.8%	24.6%	393,873	33.9%	78.3%	109,169	6.7%	21.7%
United Kingdom	2012	9	1,870,681	1.2%	40.6%	59.4%	759,693	-2.7%	41.5%	1,071,405	3.9%	58.5%	28	-96.1%	0.1%	39,555	9.4%	99.9%
	2013	9	1,857,124	-0.7%	40.8%	59.2%	754,968	-0.6%	41.3%	1,073,942	0.2%	58.7%	2,342	8264.3%	8.3%	25,872	-34.6%	91.7%
	YE	201109	20,701,652	8.8%	42.1%	57.9%	8,715,067	10.2%	42.6%	11,719,900	9.8%	57.4%	3,581	-58.1%	1.3%	263,104	-38.8%	98.7%
	YE	201209	21,128,117	2.1%	40.7%	59.3%	8,600,398	-1.3%	41.3%	12,238,559	4.4%	58.7%	6,523	82.2%	2.3%	282,637	7.4%	97.7%
	YE	201309	20,815,678	-1.5%	40.2%	59.8%	8,362,248	-2.8%	40.7%	12,208,323	-0.2%	59.3%	6,240	-4.3%	2.5%	238,867	-15.5%	97.5%
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	14.9%	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%	12	-99.0%	0.1%	12,103	-12.7%	99.9%
	YE	201109	12,973,479	-2.9%	66.1%	33.9%	8,554,185	3.7%	66.8%	4,259,516	-15.4%	33.2%	20,242	20.1%	12.7%	139,536	115.9%	87.3%
	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%	28,912	42.8%	16.6%	145,699	4.4%	83.4%
	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%	20,417	-29.4%	11.4%	158,974	9.1%	88.6%
Germany	2012	9	1,092,138	3.2%	36.8%	63.2%	401,694	7.8%	36.8%	690,135	0.7%	63.2%	273	0.0%	88.3%	36	-93.5%	11.7%
	2013	9	1,140,622	4.4%	35.5%	64.5%	403,680	0.5%	35.4%	735,493	6.6%	64.6%	1,420	420.1%	98.0%	29	-19.4%	2.0%
	YE	201109	11,671,653	3.6%	37.7%	62.3%	4,399,563	1.8%	37.7%	7,265,833	4.9%	62.3%	4,076	-73.0%	65.1%	2,181	8.4%	34.9%
	YE	201209	11,898,792	1.9%	37.7%	62.3%	4,473,759	1.7%	37.6%	7,417,312	2.1%	62.4%	6,160	51.1%	79.8%	1,561	-28.4%	20.2%
	YE	201309	12,049,999	1.3%	36.2%	63.8%	4,350,091	-2.8%	36.1%	7,691,896	3.7%	63.9%	7,169	16.4%	89.5%	843	-46.0%	10.5%

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

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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
France	2012	9		687,251	-4.8%	39.1%	60.9%	268,616	-3.4%	39.1%	418,282	-5.6%	60.9%	-	-100.0%	0.0%	353	15.0%	100.0%
	2013	9		732,810	6.6%	43.3%	56.7%	317,145	18.1%	43.3%	415,467	-0.7%	56.7%	13	0.0%	6.6%	185	-47.6%	93.4%
	YE	201109		7,681,106	7.9%	40.4%	59.6%	3,102,643	8.2%	40.4%	4,572,801	7.7%	59.6%	1,973	-17.4%	34.8%	3,689	-1.6%	65.2%
	YE	201209		7,481,941	-2.6%	41.2%	58.8%	3,077,557	-0.8%	41.2%	4,398,973	-3.8%	58.8%	2,358	19.5%	43.6%	3,053	-17.2%	56.4%
	YE	201309		7,451,546	-0.4%	42.3%	57.7%	3,147,256	2.3%	42.3%	4,299,977	-2.3%	57.7%	2,802	18.8%	65.0%	1,511	-50.5%	35.0%
Dominican Republic	2012	9		411,078	2.0%	98.3%	1.7%	397,854	0.4%	98.3%	6,798	51.5%	1.7%	6,426	189.1%	100.0%	-	0.0%	0.0%
	2013	9		451,539	9.8%	95.0%	5.0%	419,874	5.5%	94.9%	22,668	233.5%	5.1%	8,997	40.0%	100.0%	-	0.0%	0.0%
	YE	201109		5,616,828	-5.9%	99.0%	1.0%	5,404,726	-5.1%	99.0%	56,022	-56.0%	1.0%	156,032	11.7%	100.0%	48	-99.4%	0.0%
	YE	201209		6,156,071	9.6%	99.0%	1.0%	5,812,793	7.6%	98.9%	63,058	12.6%	1.1%	280,046	79.5%	99.9%	174	262.5%	0.1%
	YE	201309		6,550,914	6.4%	96.0%	4.0%	6,021,991	3.6%	95.9%	259,188	311.0%	4.1%	269,706	-3.7%	100.0%	29	-83.3%	0.0%
Brazil	2012	9		416,291	7.1%	67.9%	32.1%	282,861	10.9%	68.0%	133,177	-0.2%	32.0%	-	0.0%	0.0%	253	2008.3%	100.0%
	2013	9		470,889	13.1%	68.0%	32.0%	319,371	12.9%	67.9%	150,809	13.2%	32.1%	709	0.0%	100.0%	-	-100.0%	0.0%
	YE	201109		4,636,875	13.0%	69.0%	31.0%	3,192,951	14.4%	68.9%	1,439,412	10.1%	31.1%	4,414	37.1%	97.8%	98	600.0%	2.2%
	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%	13,736	211.2%	97.7%	325	231.6%	2.3%
	YE	201309		6,035,297	17.2%	68.1%	31.9%	4,107,893	17.1%	68.1%	1,924,145	18.4%	31.9%	3,202	-76.7%	98.3%	57	-82.5%	1.7%
South Korea	2012	9		476,037	5.2%	11.1%	88.9%	52,987	30.1%	11.1%	422,789	3.5%	88.9%	-	0.0%	0.0%	261	-91.4%	100.0%
	2013	9		524,026	10.1%	14.4%	85.6%	75,323	42.2%	14.4%	447,833	5.9%	85.6%	-	0.0%	0.0%	870	233.3%	100.0%
	YE	201109		5,230,912	13.9%	9.4%	90.6%	484,659	103.1%	9.3%	4,714,620	8.8%	90.7%	5,410	1179.0%	17.1%	26,223	25.5%	82.9%
	YE	201209		5,692,203	8.8%	9.8%	90.2%	558,043	15.1%	9.8%	5,118,326	8.6%	90.2%	179	-96.7%	1.1%	15,655	-40.3%	98.9%
	YE	201309		6,021,307	5.8%	12.1%	87.9%	727,450	30.4%	12.1%	5,287,972	3.3%	87.9%	278	55.3%	4.7%	5,607	-64.2%	95.3%
Netherlands	2012	9		490,351	2.6%	61.0%	39.0%	299,082	-0.5%	61.0%	191,237	8.0%	39.0%	-	-100.0%	0.0%	32	0.0%	100.0%
	2013	9		513,283	4.7%	62.4%	37.6%	320,178	7.1%	62.4%	193,105	1.0%	37.6%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201109		5,428,665	5.8%	63.6%	36.4%	3,450,592	4.7%	63.6%	1,976,819	8.4%	36.4%	1,242	130.0%	99.0%	12	-99.9%	1.0%
	YE	201209		5,344,455	-1.6%	61.5%	38.5%	3,283,855	-4.8%	61.5%	2,059,125	4.2%	38.5%	1,369	10.2%	92.8%	106	783.3%	7.2%
	YE	201309		5,504,066	3.0%	63.7%	36.3%	3,504,655	6.7%	63.7%	1,997,702	-3.0%	36.3%	1,478	8.0%	86.5%	231	117.9%	13.5%

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Seats

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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%	59.4%	40.6%	219,086	-5.5%	59.4%	149,713	3.2%	40.6%	155	-50.0%	100.0%	-	-100.0%	0.0%
	2013	9	462,842	25.4%	51.8%	48.2%	238,336	8.8%	52.3%	217,790	45.5%	47.7%	1,316	749.0%	19.6%	5,400	0.0%	80.4%
	YE	201109	3,714,999	26.4%	62.2%	37.8%	2,305,409	30.4%	62.2%	1,402,803	19.9%	37.8%	5,046	114.2%	74.3%	1,741	0.0%	25.7%
	YE	201209	4,380,363	17.9%	60.2%	39.8%	2,630,464	14.1%	60.1%	1,743,629	24.3%	39.9%	6,200	22.9%	98.9%	70	-96.0%	1.1%
	YE	201309	4,916,723	12.2%	54.6%	45.4%	2,678,342	1.8%	55.2%	2,173,289	24.6%	44.8%	5,662	-8.7%	8.7%	59,430	84800.0%	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%	2,701,977	-5.6%	76.2%	844,253	-7.1%	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%	41,232	-66.4%	100.0%	10	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%	1,749	-76.8%	97.4%	47	683.3%	2.6%
	2013	9	184,835	-15.1%	72.0%	28.0%	132,843	-18.5%	72.0%	51,670	-2.2%	28.0%	322	-81.6%	100.0%	-	-100.0%	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%	67,774	-20.3%	98.7%	881	45.1%	1.3%
	YE	201209	3,754,344	15.2%	81.6%	18.4%	2,902,816	13.0%	80.8%	691,666	11.2%	19.2%	159,022	134.6%	99.5%	840	-4.7%	0.5%
	YE	201309	3,392,118	-9.6%	79.3%	20.7%	2,658,986	-8.4%	79.2%	700,135	1.2%	20.8%	32,646	-79.5%	98.9%	351	-58.2%	1.1%
Australia	2012	9	263,700	11.5%	30.4%	69.6%	80,109	5.5%	30.4%	183,591	14.3%	69.6%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	284,406	7.9%	33.7%	66.3%	95,739	19.5%	33.7%	188,667	2.8%	66.3%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109	2,819,755	5.7%	33.8%	66.2%	952,882	7.4%	33.8%	1,865,666	4.8%	66.2%	20	11.1%	1.7%	1,187	-35.2%	98.3%
	YE	201209	3,014,061	6.9%	31.7%	68.3%	952,675	0.0%	31.6%	2,059,889	10.4%	68.4%	1,483	7315.0%	99.1%	14	-98.8%	0.9%
	YE	201309	3,308,528	9.8%	32.5%	67.5%	1,072,712	12.6%	32.4%	2,234,848	8.5%	67.6%	949	-36.0%	98.0%	19	35.7%	2.0%
Colombia	2012	9	233,776	14.8%	54.0%	46.0%	125,937	24.2%	53.9%	107,526	5.2%	46.1%	313	0.0%	100.0%	-	0.0%	0.0%
	2013	9	257,149	10.0%	50.4%	49.6%	129,307	2.7%	50.3%	127,530	18.6%	49.7%	312	-0.3%	100.0%	-	0.0%	0.0%
	YE	201109	2,936,122	-3.4%	50.5%	49.5%	1,479,684	-0.1%	50.4%	1,454,776	-6.5%	49.6%	1,662	-29.5%	100.0%	-	0.0%	0.0%
	YE	201209	2,880,080	-1.9%	53.4%	46.6%	1,534,324	3.7%	53.3%	1,341,725	-7.8%	46.7%	4,018	141.8%	99.7%	13	0.0%	0.3%
	YE	201309	3,206,670	11.3%	53.9%	46.1%	1,725,900	12.5%	53.9%	1,477,321	10.1%	46.1%	3,430	-14.6%	99.4%	19	46.2%	0.6%

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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
Spain	2012	9		328,959	-7.1%	53.9%	46.1%	177,309	-10.8%	53.9%	151,564	-2.6%	46.1%	48	0.0%	55.8%	38	-5.0%	44.2%
	2013	9		293,412	-10.8%	58.8%	41.2%	172,556	-2.7%	58.8%	120,806	-20.3%	41.2%	-	-100.0%	0.0%	50	31.6%	100.0%
	YE	201109		3,677,248	16.3%	55.5%	44.5%	2,032,513	17.8%	55.4%	1,633,751	14.0%	44.6%	9,164	162.9%	83.4%	1,820	260.4%	16.6%
	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%	72	-99.2%	6.8%	994	-45.4%	93.2%
	YE	201309		3,155,053	-10.6%	59.2%	40.8%	1,854,003	-3.4%	59.1%	1,284,992	-20.2%	40.9%	15,313	21168.1%	95.4%	745	-25.1%	4.6%
United Arab Emirates	2012	9		219,321	6.0%	14.6%	85.4%	31,916	3.9%	14.6%	187,405	6.4%	85.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9		267,443	21.9%	12.0%	88.0%	32,003	0.3%	12.0%	235,440	25.6%	88.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201109		2,408,399	28.4%	16.0%	84.0%	384,598	0.9%	16.0%	2,023,787	35.4%	84.0%	-	0.0%	0.0%	14	0.0%	100.0%
	YE	201209		2,656,881	10.3%	14.6%	85.4%	387,224	0.7%	14.6%	2,269,642	12.1%	85.4%	-	0.0%	0.0%	15	7.1%	100.0%
	YE	201309		3,016,267	13.5%	12.9%	87.1%	390,031	0.7%	12.9%	2,624,828	15.6%	87.1%	-	0.0%	0.0%	1,408	9286.7%	100.0%
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%	2,458	-90.7%	99.5%	12	-52.0%	0.5%
	YE	201209		2,751,399	22.6%	34.3%	65.7%	943,097	2.1%	34.3%	1,807,468	37.2%	65.7%	776	-68.4%	93.0%	58	383.3%	7.0%
	YE	201309		2,994,669	8.8%	30.2%	69.8%	901,775	-4.4%	30.2%	2,088,917	15.6%	69.8%	3,793	388.8%	95.4%	184	217.2%	4.6%
Italy	2012	9		318,766	-1.4%	60.6%	39.4%	193,091	-2.5%	60.6%	125,659	0.2%	39.4%	-	0.0%	0.0%	16	23.1%	100.0%
	2013	9		321,170	0.8%	61.9%	38.1%	198,865	3.0%	61.9%	122,282	-2.7%	38.1%	13	0.0%	56.5%	10	-37.5%	43.5%
	YE	201109		3,336,599	-4.0%	62.1%	37.9%	2,072,816	-3.2%	62.1%	1,263,339	-5.3%	37.9%	37	-87.6%	8.3%	407	20.1%	91.7%
	YE	201209		3,098,505	-7.1%	64.4%	35.6%	1,995,372	-3.7%	64.4%	1,102,833	-12.7%	35.6%	32	-13.5%	10.7%	268	-34.2%	89.3%
	YE	201309		2,924,542	-5.6%	63.4%	36.6%	1,853,304	-7.1%	63.4%	1,069,464	-3.0%	36.6%	1,532	4687.5%	86.4%	242	-9.7%	13.6%
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	0.0%	99.9%	14	-22.2%	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%	2,448	-88.0%	99.4%	14	0.0%	0.6%
	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	-74.7%	100.0%	-	-100.0%	0.0%

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

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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%
	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%
	YE 201109		2,623,206	0.8%	93.1%	6.9%	2,437,442	0.3%	93.1%	181,686	6.1%	6.9%	4,024	132.1%	98.7%	54	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%	9,947	147.2%	99.9%	12	-77.8%
	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	-20.4%	100.0%	-	-100.0%
Switzerland	2012	9	218,906	7.5%	39.6%	60.4%	86,706	-5.8%	39.6%	132,160	18.6%	60.4%	-	0.0%	0.0%	40	-81.2%
	2013	9	200,679	-8.3%	40.5%	59.5%	81,280	-6.3%	40.5%	119,239	-9.8%	59.5%	13	0.0%	8.1%	147	267.5%
	YE 201109		2,386,852	12.4%	43.2%	56.8%	1,031,744	8.8%	43.3%	1,352,223	15.2%	56.7%	-	-100.0%	0.0%	2,885	45.0%
	YE 201209		2,446,467	2.5%	40.9%	59.1%	1,000,879	-3.0%	40.9%	1,443,797	6.8%	59.1%	-	0.0%	0.0%	1,791	-37.9%
	YE 201309		2,509,563	2.6%	38.4%	61.6%	962,597	-3.8%	38.4%	1,545,544	7.0%	61.6%	27	0.0%	1.9%	1,395	-22.1%
Ireland	2012	9	204,902	-0.1%	47.0%	53.0%	94,061	-2.9%	46.4%	108,563	0.7%	53.6%	2,190	383.4%	96.1%	88	35.4%
	2013	9	233,756	14.1%	47.1%	52.9%	109,873	16.8%	47.1%	123,591	13.8%	52.9%	278	-87.3%	95.2%	14	-84.1%
	YE 201109		2,217,938	4.1%	46.8%	53.2%	1,028,818	10.6%	46.6%	1,178,990	-0.9%	53.4%	9,780	-6.5%	96.5%	350	-42.1%
	YE 201209		2,131,067	-3.9%	43.5%	56.5%	916,556	-10.9%	43.2%	1,204,609	2.2%	56.8%	9,516	-2.7%	96.1%	386	10.3%
	YE 201309		2,375,012	11.4%	44.6%	55.4%	1,054,943	15.1%	44.5%	1,314,662	9.1%	55.5%	5,056	-46.9%	93.5%	351	-9.1%
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%
	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%
	YE 201109		2,131,704	-8.1%	0.3%	99.7%	-	-100.0%	0.0%	2,124,256	-8.0%	100.0%	7,430	-27.3%	99.8%	18	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%	-	-100.0%
	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%
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%
	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%
	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%
	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%
	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%

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 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%	43.9%	56.1%	21,944	1.7%	39.2%	34,058	-11.9%	60.8%	4,723	128.1%	99.3%	35	-78.0%	0.7%
	2013	9	65,121	7.2%	43.8%	56.2%	22,167	1.0%	37.7%	36,562	7.4%	62.3%	6,339	34.2%	99.2%	52	47.9%	0.8%
	YE 201109		822,519	10.2%	43.7%	56.3%	293,180	2.3%	38.9%	461,139	20.4%	61.1%	66,064	-8.1%	96.9%	2,136	-55.2%	3.1%
	YE 201209		739,581	-10.1%	43.0%	57.0%	265,019	-9.6%	38.7%	420,670	-8.8%	61.3%	52,934	-19.9%	98.2%	959	-55.1%	1.8%
	YE 201309		747,743	1.1%	43.6%	56.4%	258,131	-2.6%	38.0%	421,108	0.1%	62.0%	67,728	27.9%	98.9%	776	-19.1%	1.1%
United Kingdom	2012	9	59,778	-6.2%	45.0%	55.0%	25,605	-8.0%	44.0%	32,578	-4.5%	56.0%	1,288	-6.8%	80.8%	306	-21.5%	19.2%
	2013	9	60,906	1.9%	43.5%	56.5%	24,644	-3.8%	41.9%	34,161	4.9%	58.1%	1,878	45.8%	89.4%	222	-27.5%	10.6%
	YE 201109		802,888	1.1%	45.3%	54.7%	343,635	1.2%	44.2%	434,001	2.3%	55.8%	20,122	-1.4%	79.7%	5,131	-48.8%	20.3%
	YE 201209		763,349	-4.9%	44.0%	56.0%	317,862	-7.5%	42.8%	423,981	-2.3%	57.2%	17,996	-10.6%	83.7%	3,510	-31.6%	16.3%
	YE 201309		738,629	-3.2%	43.6%	56.4%	302,564	-4.8%	42.3%	413,018	-2.6%	57.7%	19,421	7.9%	84.3%	3,625	3.3%	15.7%
China	2012	9	56,512	4.4%	43.0%	57.0%	20,382	-6.4%	39.0%	31,937	10.3%	61.0%	3,903	14.5%	93.1%	291	0.0%	6.9%
	2013	9	57,395	1.6%	43.2%	56.8%	17,659	-13.4%	35.2%	32,576	2.0%	64.8%	7,160	83.5%	100.0%	-	-100.0%	0.0%
	YE 201109		648,549	-0.9%	48.2%	51.8%	264,076	8.0%	44.0%	336,081	-8.7%	56.0%	48,391	15.5%	100.0%	-	-100.0%	0.0%
	YE 201209		662,442	2.1%	46.7%	53.3%	267,591	1.3%	43.1%	352,682	4.9%	56.9%	41,858	-13.5%	99.3%	310	0.0%	0.7%
	YE 201309		657,843	-0.7%	45.3%	54.7%	221,792	-17.1%	38.2%	359,094	1.8%	61.8%	76,412	82.5%	99.3%	546	75.9%	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	52,193	-8.7%	29.5%	70.5%	8,429	-35.1%	20.1%	33,423	0.2%	79.9%	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		650,305	-6.6%	33.7%	66.3%	109,974	-28.1%	22.4%	380,121	-6.0%	77.6%	109,076	28.4%	68.1%	51,135	-5.9%	31.9%

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Freight (Tons)

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Hong Kong	2012	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%	44.0%	56.0%	8,272	-16.0%	32.4%	17,241	4.2%	67.6%	5,297	29.6%	100.0%	-	-100.0%	0.0%
	2013	9	34,970	13.5%	31.0%	69.0%	6,115	-26.1%	20.2%	24,115	39.9%	79.8%	4,740	-10.5%	100.0%	-	0.0%	0.0%
	YE 201109		418,693	-4.1%	41.2%	58.8%	99,341	11.4%	32.6%	205,403	-11.8%	67.4%	73,087	24.6%	64.1%	40,863	-26.9%	35.9%
	YE 201209		429,617	2.6%	52.8%	47.2%	105,036	5.7%	34.4%	200,259	-2.5%	65.6%	121,994	66.9%	98.1%	2,328	-94.3%	1.9%
	YE 201309		424,848	-1.1%	38.9%	61.1%	91,571	-12.8%	26.1%	259,762	29.7%	73.9%	73,504	-39.7%	100.0%	11	-99.5%	0.0%
Mexico	2012	9	32,325	-9.6%	61.2%	38.8%	16,636	1.1%	57.0%	12,535	-8.1%	43.0%	3,154	-44.4%	100.0%	-	-100.0%	0.0%
	2013	9	33,665	4.1%	60.0%	40.0%	17,266	3.8%	58.3%	12,345	-1.5%	41.7%	2,934	-7.0%	72.4%	1,121	0.0%	27.6%
	YE 201109		425,437	6.6%	60.3%	39.7%	177,478	11.3%	51.3%	168,280	9.4%	48.7%	79,242	-6.9%	99.5%	438	-49.7%	0.5%
	YE 201209		413,667	-2.8%	60.1%	39.9%	198,466	11.8%	54.7%	164,520	-2.2%	45.3%	50,178	-36.7%	99.0%	504	15.1%	1.0%
	YE 201309		409,042	-1.1%	60.7%	39.3%	212,089	6.9%	57.2%	158,865	-3.4%	42.8%	36,059	-28.1%	94.7%	2,028	302.1%	5.3%
France	2012	9	30,252	-7.7%	56.4%	43.6%	17,060	-5.4%	56.4%	13,186	-10.2%	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%	56.9%	43.1%	217,181	4.5%	56.9%	164,705	8.8%	43.1%	1,186	273.9%	60.3%	782	42.1%	39.7%
	YE 201209		369,738	-3.7%	58.8%	41.2%	216,699	-0.2%	58.8%	151,782	-7.8%	41.2%	640	-46.0%	50.9%	617	-21.2%	49.1%
	YE 201309		331,344	-10.4%	56.2%	43.8%	184,250	-15.0%	56.0%	144,964	-4.5%	44.0%	1,816	183.5%	85.3%	314	-49.1%	14.7%

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

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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%	75.1%	24.9%	19,998	-0.4%	78.7%	5,415	-6.5%	21.3%	208	-89.3%	13.8%	1,292	-24.8%	86.2%
	2013	9	26,026	-3.3%	77.4%	22.6%	19,004	-5.0%	79.8%	4,798	-11.4%	20.2%	1,144	451.2%	51.5%	1,079	-16.5%	48.5%
	YE 201109		350,402	-1.5%	71.2%	28.8%	230,102	5.1%	74.7%	77,880	-17.3%	25.3%	19,401	28.3%	45.7%	23,020	-15.8%	54.3%
	YE 201209		323,907	-7.6%	77.0%	23.0%	236,312	2.7%	80.4%	57,743	-25.9%	19.6%	13,067	-32.6%	43.8%	16,786	-27.1%	56.2%
	YE 201309		329,096	1.6%	76.2%	23.8%	235,555	-0.3%	79.1%	62,071	7.5%	20.9%	15,168	16.1%	48.2%	16,303	-2.9%	51.8%
Netherlands	2012	9	27,572	-7.6%	34.6%	65.4%	6,607	-1.0%	27.6%	17,345	-6.0%	72.4%	2,943	16.3%	81.3%	677	-68.8%	18.7%
	2013	9	26,372	-4.4%	31.0%	69.0%	7,210	9.1%	30.1%	16,758	-3.4%	69.9%	974	-66.9%	40.5%	1,430	111.3%	59.5%
	YE 201109		339,578	11.8%	32.7%	67.3%	84,831	2.0%	28.1%	217,462	11.3%	71.9%	26,150	60.2%	70.1%	11,136	26.6%	29.9%
	YE 201209		338,904	-0.2%	31.3%	68.7%	77,169	-9.0%	26.9%	209,558	-3.6%	73.1%	28,749	9.9%	55.1%	23,428	110.4%	44.9%
	YE 201309		313,510	-7.5%	32.5%	67.5%	80,713	4.6%	28.8%	199,424	-4.8%	71.2%	21,077	-26.7%	63.2%	12,296	-47.5%	36.8%
Brazil	2012	9	24,307	-7.1%	66.1%	33.9%	8,777	-24.0%	53.2%	7,727	-14.7%	46.8%	7,289	32.3%	93.4%	514	782.4%	6.6%
	2013	9	24,112	-0.8%	53.4%	46.6%	8,063	-8.1%	43.6%	10,450	35.2%	56.4%	4,811	-34.0%	85.9%	787	53.2%	14.1%
	YE 201109		326,223	-2.1%	68.3%	31.7%	134,720	-3.3%	57.1%	101,203	3.6%	42.9%	88,247	0.8%	97.7%	2,053	-76.1%	2.3%
	YE 201209		326,932	0.2%	68.3%	31.7%	136,331	1.2%	57.4%	101,095	-0.1%	42.6%	86,969	-1.4%	97.2%	2,538	23.6%	2.8%
	YE 201309		287,293	-12.1%	59.2%	40.8%	103,799	-23.9%	48.9%	108,355	7.2%	51.1%	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	5.8%	25.8%	10,696	40.7%	74.2%	5,005	-16.1%	89.7%	576	9.2%	10.3%
	2013	9	19,307	-3.5%	45.4%	54.6%	3,473	-6.7%	26.8%	9,492	-11.3%	73.2%	5,290	5.7%	83.4%	1,052	82.5%	16.6%
	YE 201109		159,724	7.2%	45.7%	54.3%	27,607	-4.4%	27.9%	71,465	4.6%	72.1%	45,415	33.6%	74.9%	15,238	-14.5%	25.1%
	YE 201209		169,808	6.3%	54.9%	45.1%	42,833	55.2%	37.1%	72,674	1.7%	62.9%	50,415	11.0%	92.8%	3,886	-74.5%	7.2%
	YE 201309		180,779	6.5%	49.4%	50.6%	36,795	-14.1%	30.7%	82,964	14.2%	69.3%	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%	24.1%	75.9%	-	0.0%	0.0%	11,639	21.3%	100.0%	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%	42,739	0.5%	98.2%	805	-91.0%	1.8%
	YE 201309		171,648	8.0%	25.4%	74.6%	-	0.0%	0.0%	126,383	9.6%	100.0%	43,606	2.0%	96.3%	1,660	106.3%	3.7%

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
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%	34,930	29.5%	35.8%	62,699	20.2%	64.2%	34,120	45.7%	97.4%	902	-66.7%	2.6%
	YE 201209		164,592	24.1%	56.2%	43.8%	44,341	26.9%	38.1%	71,980	14.8%	61.9%	48,226	41.3%	99.9%	44	-95.1%	0.1%
	YE 201309		154,607	-6.1%	53.4%	46.6%	23,260	-47.5%	24.7%	71,028	-1.3%	75.3%	59,317	23.0%	98.3%	1,002	2177.4%	1.7%
Ecuador	2012	9	9,754	16.4%	50.2%	49.8%	3,171	18.7%	39.5%	4,862	-0.6%	60.5%	1,722	109.2%	100.0%	-	0.0%	0.0%
	2013	9	12,448	27.6%	38.8%	61.2%	1,948	-38.6%	20.4%	7,621	56.7%	79.6%	2,880	67.3%	100.0%	-	0.0%	0.0%
	YE 201109		107,465	6.0%	39.7%	60.3%	31,131	-20.6%	32.5%	64,542	34.8%	67.5%	11,572	-6.3%	98.1%	221	-88.5%	1.9%
	YE 201209		116,384	8.3%	49.5%	50.5%	38,218	22.8%	39.5%	58,568	-9.3%	60.5%	19,396	67.6%	99.0%	201	-8.7%	1.0%
	YE 201309		141,002	21.2%	44.1%	55.9%	30,390	-20.5%	27.8%	78,759	34.5%	72.2%	31,853	64.2%	100.0%	-	-100.0%	0.0%
Australia	2012	9	10,644	17.0%	62.0%	38.0%	4,488	0.5%	52.6%	4,044	23.9%	47.4%	2,112	54.5%	100.0%	-	0.0%	0.0%
	2013	9	10,585	-0.6%	57.0%	43.0%	4,284	-4.5%	48.5%	4,554	12.6%	51.5%	1,747	-17.3%	100.0%	-	0.0%	0.0%
	YE 201109		118,495	0.2%	61.4%	38.6%	55,405	6.9%	55.6%	44,287	-6.6%	44.4%	17,370	-2.1%	92.4%	1,433	10.7%	7.6%
	YE 201209		125,212	5.7%	59.0%	41.0%	51,936	-6.3%	50.3%	51,216	15.6%	49.7%	21,972	26.5%	99.6%	88	-93.9%	0.4%
	YE 201309		126,065	0.7%	59.1%	40.9%	49,592	-4.5%	49.0%	51,596	0.7%	51.0%	24,852	13.1%	99.9%	25	-71.0%	0.1%
United Arab Emirates	2012	9	9,267	22.8%	23.2%	76.8%	2,151	8.9%	23.2%	7,113	28.3%	76.8%	2	-91.8%	100.0%	-	0.0%	0.0%
	2013	9	8,962	-3.3%	22.2%	77.8%	1,895	-11.9%	21.5%	6,923	-2.7%	78.5%	92	4994.6%	63.5%	53	0.0%	36.5%
	YE 201109		88,842	-2.1%	22.0%	78.0%	18,767	38.8%	21.3%	69,234	-7.7%	78.7%	750	-65.9%	89.1%	92	0.0%	10.9%
	YE 201209		94,642	6.5%	24.6%	75.4%	23,257	23.9%	24.6%	71,374	3.1%	75.4%	11	-98.5%	100.0%	-	-100.0%	0.0%
	YE 201309		108,392	14.5%	23.7%	76.3%	25,528	9.8%	23.6%	82,563	15.7%	76.4%	115	944.9%	38.4%	185	0.0%	61.6%
Belgium	2012	9	9,856	-26.3%	40.3%	59.7%	2,321	-5.5%	28.3%	5,888	-11.4%	71.7%	1,646	-56.0%	100.0%	-	-100.0%	0.0%
	2013	9	6,781	-31.2%	30.9%	69.1%	1,937	-16.5%	29.3%	4,672	-20.6%	70.7%	158	-90.4%	92.5%	13	0.0%	7.5%
	YE 201109		176,464	-8.6%	39.5%	60.5%	34,026	6.0%	25.4%	100,111	0.6%	74.6%	35,688	-9.1%	84.3%	6,640	-70.1%	15.7%
	YE 201209		174,523	-1.1%	37.7%	62.3%	28,873	-15.1%	21.6%	104,599	4.5%	78.4%	36,896	3.4%	89.9%	4,156	-37.4%	10.1%
	YE 201309		100,850	-42.2%	37.7%	62.3%	24,114	-16.5%	29.1%	58,727	-43.9%	70.9%	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%	53.4%	46.6%	2,635	21.6%	42.3%	3,593	27.0%	57.7%	1,487	111.2%	100.0%	-	0.0%	0.0%
	2013	9	5,589	-27.5%	56.3%	43.7%	2,153	-18.3%	46.9%	2,442	-32.0%	53.1%	994	-33.1%	100.0%	-	0.0%	0.0%
	YE 201109		76,931	3.9%	53.8%	46.2%	31,817	-7.0%	47.5%	35,219	2.8%	52.5%	9,560	125.2%	96.6%	335	-74.9%	3.4%
	YE 201209		86,315	12.2%	56.6%	43.4%	35,167	10.5%	48.4%	37,434	6.3%	51.6%	13,654	42.8%	99.6%	61	-81.7%	0.4%
	YE 201309		88,345	2.4%	59.0%	41.0%	35,909	2.1%	49.8%	36,234	-3.2%	50.2%	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%	48,763	25.0%	59.6%	33,122	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%	64.7%	35.3%	29,593	-0.5%	57.4%	21,984	30.5%	42.6%	26,877	-4.4%	75.2%	8,851	-14.4%	24.8%
	YE 201209		94,003	7.7%	78.9%	21.1%	46,721	57.9%	71.9%	18,296	-16.8%	28.1%	27,489	2.3%	94.8%	1,496	-83.1%	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%	0.0%	100.0%	-	0.0%	0.0%	6,070	57.2%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2013	9	8,630	42.2%	0.0%	100.0%	-	0.0%	0.0%	8,630	42.2%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 201109		58,364	74.7%	0.0%	100.0%	-	0.0%	0.0%	58,320	74.6%	100.0%	-	0.0%	0.0%	44	0.0%	100.0%
	YE 201209		61,686	5.7%	0.0%	100.0%	-	0.0%	0.0%	61,686	5.8%	100.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE 201309		74,011	20.0%	0.0%	100.0%	-	0.0%	0.0%	73,847	19.7%	100.0%	-	0.0%	0.0%	163	0.0%	100.0%

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

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2/ Ranked in descending order according to YE 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	25,578,664	39.4%	60.6%	24,408,182	40.6%	59.4%	4.8%	81.9%
Miami, FL	MIA	19,294,714	59.5%	40.5%	18,417,142	61.0%	39.0%	4.8%	80.1%
Los Angeles, CA	LAX	17,241,386	22.6%	77.4%	16,656,606	22.8%	77.2%	3.5%	83.6%
Newark, NJ	EWR	11,122,751	70.1%	29.9%	11,309,402	69.4%	30.6%	-1.7%	81.5%
Chicago, IL	ORD	10,486,227	55.9%	44.1%	10,244,791	56.9%	43.1%	2.4%	81.3%
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	40.0%	60.0%	9,064,443	40.3%	59.7%	3.5%	84.2%
Houston, TX	IAH	8,574,606	77.2%	22.8%	8,513,972	79.0%	21.0%	0.7%	78.3%
Washington, DC	IAD	6,712,132	46.0%	54.0%	6,475,625	48.6%	51.4%	3.7%	78.0%
Dallas/Fort Worth, TX	DFW	6,364,705	82.4%	17.6%	5,613,143	84.3%	15.7%	13.4%	78.6%
Honolulu, HI	HNL	4,661,200	44.9%	55.1%	4,202,916	42.9%	57.1%	10.9%	77.7%
Boston, MA	BOS	4,101,347	26.2%	73.8%	4,018,758	29.1%	70.9%	2.1%	77.6%
Philadelphia, PA	PHL	3,920,582	88.6%	11.4%	3,823,502	87.6%	12.4%	2.5%	78.9%
Orlando, FL	MCO	3,779,099	14.8%	85.2%	3,581,958	15.6%	84.4%	5.5%	81.2%
Fort Lauderdale, FL	FLL	3,566,604	56.2%	43.8%	3,384,077	54.5%	45.5%	5.4%	80.4%
Seattle, WA	SEA	3,304,517	56.6%	43.4%	2,963,926	55.2%	44.8%	11.5%	80.0%
Detroit, MI	DTW	3,268,001	89.1%	10.9%	3,187,501	88.8%	11.2%	2.5%	82.4%
Charlotte, NC	CLT	3,052,393	93.2%	6.8%	2,972,426	93.1%	6.9%	2.7%	83.7%
Las Vegas, NV	LAS	2,877,254	0.0%	100.0%	2,742,986	0.0%	100.0%	4.9%	83.1%
Guam, TT	GUM	2,745,213	66.0%	34.0%	2,750,588	67.1%	32.9%	-0.2%	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	1,868,232	66.9%	33.1%	1,683,795	66.4%	33.6%	11.0%	81.0%
New York, NY	LGA	1,644,454	32.3%	67.7%	1,320,460	27.7%	72.3%	24.5%	63.7%
San Juan, PR	SJU	956,621	74.2%	25.8%	1,094,617	76.7%	23.3%	-12.6%	64.8%
Saipan, TT	SPN	726,852	31.3%	68.7%	677,306	36.2%	63.8%	7.3%	78.2%
San Diego, CA	SAN	652,196	36.3%	63.7%	578,298	24.1%	75.9%	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	27.7%	72.3%	361,992	7.0%	93.0%	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	22.6%	77.4%	364,531	13.1%	86.9%	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	39.7%	60.3%	164,092	29.8%	70.2%	142.7%	73.4%
Washington, DC	DCA	392,414	48.8%	51.2%	315,976	33.9%	66.1%	24.2%	63.2%
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	2.2%	97.8%	245,233	2.5%	97.5%	22.7%	84.7%
San Jose, CA	SJC	286,283	56.1%	43.9%	179,802	44.8%	55.2%	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	13,917,593	38.8%	61.2%	13,747,509	38.8%	61.2%	1.2%	81.3%
Toronto, Canada	YYZ	9,679,500	33.2%	66.8%	9,028,060	34.7%	65.3%	7.2%	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	41.5%	58.5%	6,053,532	39.8%	60.2%	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	50.5%	49.5%	5,145,999	55.5%	44.5%	10.5%	74.7%
Seoul, South Korea	ICN	4,676,649	12.8%	87.2%	4,398,121	10.3%	89.7%	6.3%	79.0%
Amsterdam, Netherlands	AMS	4,668,572	64.2%	35.8%	4,499,872	61.5%	38.5%	3.7%	84.8%
Vancouver, Canada	YVR	4,343,354	50.0%	50.0%	4,319,895	49.9%	50.1%	0.5%	80.7%
Montreal, Canada	YUL	3,274,137	53.7%	46.3%	3,050,041	52.8%	47.2%	7.3%	74.4%
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	50.1%	49.9%	2,283,014	53.1%	46.9%	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	54.8%	45.2%	1,794,269	57.3%	42.7%	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%
Santo Domingo, Dominican Rep.	SDQ	2,028,337	94.5%	5.5%	2,008,261	99.9%	0.1%	1.0%	77.8%
Munich, Germany	MUC	1,975,105	35.7%	64.3%	2,020,404	36.6%	63.4%	-2.2%	85.5%
Madrid, Spain	MAD	1,909,143	46.7%	53.3%	2,109,464	41.7%	58.3%	-9.5%	81.7%
Bogota, Colombia	BOG	1,907,788	52.3%	47.7%	1,698,931	53.1%	46.9%	12.3%	83.9%
Shanghai, China	PVG	1,863,094	65.7%	34.3%	1,709,535	68.6%	31.4%	9.0%	88.5%
Punta Cana, Dominican Republi	PUJ	1,679,234	98.0%	2.0%	1,443,592	97.6%	2.4%	16.3%	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	43.8%	56.2%	1,701,029	44.1%	55.9%	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	71.8%	28.2%	1,267,709	76.3%	23.7%	12.4%	80.9%
Tel Aviv, Israel	TLV	1,398,777	53.5%	46.5%	1,407,924	54.0%	46.0%	-0.6%	87.2%
Istanbul, Turkey	IST	1,264,706	13.3%	86.7%	1,039,019	14.2%	85.8%	21.7%	81.4%
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%

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

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

Passenger Data							Seat Data					YE Sept. 2013 LF
US Airport	Foreign Airport	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	33.0%	67.0%	2,923,006	2,772,442	5.4%	36.5%	63.5%	3,720,131	3,589,820	3.6%	78.6%
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	21.9%	78.1%	1,408,609	1,388,236	1.5%	22.1%	77.9%	1,633,256	1,626,791	0.4%	86.2%
JFK	CDG	27.5%	72.5%	1,352,681	1,330,406	1.7%	28.6%	71.4%	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	1,159,209	-1.8%	68.0%	32.0%	1,410,618	1,451,961	-2.8%	80.7%
EWB	LHR	42.9%	57.1%	1,125,410	1,162,674	-3.2%	42.8%	57.2%	1,504,639	1,569,867	-4.2%	74.8%
LGA	YYZ	19.4%	80.6%	1,068,201	875,808	22.0%	27.2%	72.8%	1,686,573	1,357,226	24.3%	63.3%
LAX	SYD	36.1%	63.9%	1,057,462	1,034,192	2.3%	36.0%	64.0%	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	934,760	-2.8%	44.4%	55.6%	1,208,230	1,257,441	-3.9%	75.2%
BOS	LHR	18.9%	81.1%	885,606	984,155	-10.0%	38.0%	62.0%	1,074,131	1,295,960	-17.1%	82.4%
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	53.9%	46.1%	866,345	814,191	6.4%	56.5%	43.5%	1,059,724	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	47.1%	52.9%	760,164	635,347	19.6%	51.6%	48.4%	945,199	748,184	26.3%	80.4%
LAX	MEX	38.9%	61.1%	750,760	757,532	-0.9%	42.1%	57.9%	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%
ORD	YYZ	71.0%	29.0%	730,682	735,508	-0.7%	69.9%	30.1%	939,958	994,183	-5.5%	77.7%
MIA	BOG	41.1%	58.9%	718,508	638,155	12.6%	46.3%	53.7%	861,418	759,079	13.5%	83.4%
MIA	MEX	43.5%	56.5%	709,058	682,702	3.9%	48.8%	51.2%	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	53.0%	47.0%	691,399	687,142	0.6%	48.9%	51.1%	784,070	793,258	-1.2%	88.2%
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%	25.8%	74.2%	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	0.0%	100.0%	573,529	496,966	15.4%	0.0%	100.0%	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

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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.