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U.S. International Air Passenger and Freight Statistics

September 2006



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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 their 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 type of 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.

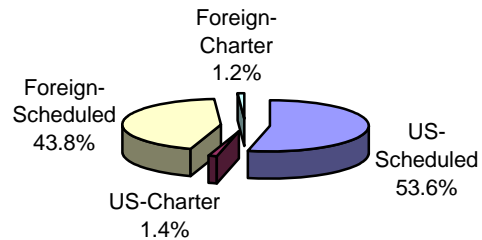
- T-100 data represents only nonstop service. The absence of U.S. nonstop service, or a low U.S. flag market share, does not necessarily correlate to the amount of service provided to that point by U.S. carriers. Many international destinations are served by U.S. carriers via connecting points. Those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

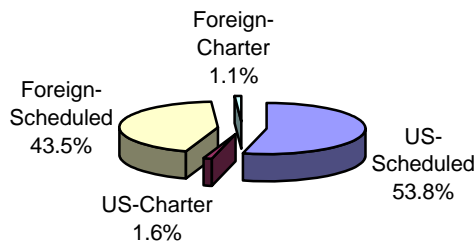
Summary for the Month of September 2006 and 12 months ended September 2006

U.S. and foreign air carriers transported 152.9 million passengers between the United States and the rest of the world for the 12 months ended September 2006, up 2.6% from the same 12 month period a year earlier . U.S. flag market share increased from a 54.3% share to a 54.9% share.

**U.S.-International Passengers
YE September 2006**



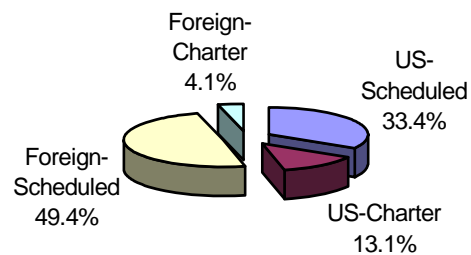
**U.S.-International Seats
YE September 2006**



For the 12 months ended September 2006 , available seats into and out of the United States increased 1.6% from the same 12 month period a year earlier to 202.9 million. During the most recent period, there were 1.46 million flights into and out of the U.S., an increase of 0.9% from the same 12 month period a year earlier . The market share of seats for U.S. flag carriers rose to 55.3% from 55%, and U.S. carriers performed 63.8% of all departures.

U.S. and foreign airlines carried 9.96 million freight tons to and from the United States during the 12 months ended September 2006, a 2.7% increase from the same 12 month period a year earlier U.S. flag share declined from 46.5% to 46.5%.

**U.S.-International Freight
YE September 2006**



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of September 2006 increased 0.7% from a year ago to 11,894,444 passengers. U.S. airlines carried 53.0% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 2.3% of international travel.

For the 12 months ended September 2006, U.S.-world traffic was up 2.6% from the same 12 month period a year earlier to 152,869,868 passengers. U.S. airlines carried 54.9% of total passengers, compared to 54.3% the previous year. U.S. and foreign charter passengers accounted for 2.6% of international travel.

World Area Trends

Eight of the nine regions experienced passenger growth between the year-ended periods September 2006 and 2005. 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 2006, rising 18%. Passenger traffic between the U.S. and Central America contracted the most, falling 1.8% to 25,640,493 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 50.3 million passengers were transported during the 12 months ended September 2006 period. Europe is followed by Central America at 25.6 million passengers, and the Far East was third at 23.5 million passengers.

Country Trends

The top five U.S.-international country passenger gateways for the 12 months ended September 2006 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 country markets, 15 posted a positive passenger growth rate for the 12 months ended September 2006 vs. 2005, and one experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in 13 of the top 25 country markets, was unchanged in four country markets, and decreased in eight country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the 12 months ended September 2006 were New York, NY (JFK), Los Angeles, CA (LAX), Miami, FL (MIA), Chicago, IL (ORD), and Newark, NJ (EWR). Load factors were 70% or higher in 32 out of the top 40 domestic gateway airports. Load factors were below 60% in one of the top 40 domestic gateway airports. Passenger traffic for the 12 months ended September 2006 compared to 12 months ended September 2005 was up in 27 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the 12 months ended September 2006 were London, United Kingdom (LHR), Tokyo, Japan (NRT), Toronto, Canada (YYZ), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 16 international gateways, Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Amsterdam, Netherlands (AMS); Taipei, Taiwan (TPE); Osaka, Japan (KIX); Hong Kong, Hong Kong-China (HKG); Puerto Vallarta, Mexico (PVR); San Jose, Costa Rica (SJO); Munich, Germany (MUC); Madrid, Spain (MAD); Rome, Italy (FCO); Zurich, Switzerland (ZRH); Tel Aviv, Israel (TLV); Dublin, Ireland (DUB) and Buenos Aires, Argentina (EZE), 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, 15 reported traffic losses compared to the 12 months ended September 2005.

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) Chicago, IL (ORD)-London, United Kingdom (LHR); 4) Los Angeles, CA (LAX)-London, United Kingdom (LHR); 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 2006 increased 1.4% from September 2005. Available seats increased by 0.7% over the same period. U.S. airlines provided 53.5% of international seats and 62.3% of departures. Charter service for all airlines accounted for 2.3% of international seats and 4.3% of international departures.

For the 12 months ended September 2006, U.S.-world seats increased 1.6% from the same 12 month period a year earlier to 202.9 million. Departures increased by 0.9% to 1.46 million. U.S. airlines provided 55.3% of seats, compared to 55.0% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 4.6% of international departures

World Area Trends

Eight of the nine world area regions recorded an increase in annual seat capacity between the 12 months ended periods September 2006 and 2005. Africa reported the largest relative increase in available seats to and from the U.S., rising 21.2% to 1 million, while Central America-U.S. seat capacity experienced the only decline, down 4.4% to 35.2 million seats.

Between the U.S. and Europe, 62.4 million seats were available for the 12 months ended September 2006, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 35.2 million seats, Canada with 30.6 million seats, and the Far East with 29.4 million seats.

Country Trends

The top five U.S.-international country gateways for seat capacity in the 12 months ended September 2006 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, 11 posted negative growth rates. U.S. flag share was down in nine of the 25 country markets, was unchanged in three country markets, and increased in the remaining 13 country markets.

Freight Traffic

Air freight between the U.S. and the rest of the world in the month of September 2006 increased 8.9% from September 2005 to 894,354 tons. U.S. airlines carried 46.5% of total freight to and from international destinations. Charter service accounted for 17.3% of international freight traffic.

For the 12 months ended September 2006, U.S.-world airfreight increased 2.7% over the same 12 month period a year earlier to 9.96 million tons. U.S. airlines carried 46.5% of total freight, compared to 46.5% the previous year.

World Area Trends

Africa experienced the greatest relative increase in nonstop freight shipments to and from the U.S. between the 12 months ended September 2006 and 2005, rising 39.8%. Central America posted the second largest increase, up 11.1%. Seven of the nine regions recorded a gain of freight traffic between the two periods. On an absolute basis, the Far East posted the largest increase, up 99 thousand tons to 3.9 million tons.

In addition, with 3.9 million tons transported for the 12 months ended September 2006, the Far East is the largest U.S. international regional freight gateway, followed closely by Europe with 3.3 million tons of freight.

Country Trends

The top five U.S.-international country gateways for freight in the 12 months ended September 2006 were Japan, the United Kingdom, South Korea, Taiwan, and Germany. Of the top 25 country markets, 18 posted positive freight growth rates for the 12 months ended September 2006 versus the 12 months ended September 2005. Italy had the highest loss rate at 12.5%. U.S. flag share was down in 12 of the 25 country markets, was unchanged in one country market, and increased in the remaining 12 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
2004	10	11,205,144	9.8%	52.4%	47.6%	10,866,646	11.6%	52.4%	47.6%	338,498	-27.0%	49.7%	50.3%
2004	11	10,557,797	5.7%	53.8%	46.2%	10,275,605	6.7%	53.3%	46.7%	282,192	-21.1%	72.5%	27.5%
2004	12	11,706,238	5.7%	54.0%	46.0%	11,381,458	6.8%	53.4%	46.6%	324,780	-21.3%	75.3%	24.7%
2005	1	12,014,795	9.5%	54.7%	45.3%	11,534,217	10.7%	53.7%	46.3%	480,578	-12.6%	78.4%	21.6%
2005	2	10,530,538	5.2%	56.1%	43.9%	10,065,395	6.4%	55.0%	45.0%	465,143	-15.9%	78.7%	21.3%
2005	3	13,205,079	12.3%	56.7%	43.3%	12,621,786	13.5%	55.6%	44.4%	583,293	-8.0%	80.5%	19.5%
2005	4	12,049,098	5.0%	55.9%	44.1%	11,636,273	6.5%	55.3%	44.7%	412,825	-24.1%	75.1%	24.9%
2005	5	12,619,518	9.2%	54.0%	46.0%	12,274,296	10.6%	53.8%	46.2%	345,222	-25.0%	61.9%	38.1%
2005	6	13,784,025	7.2%	54.2%	45.8%	13,263,698	7.8%	53.9%	46.1%	520,327	-6.0%	61.7%	38.3%
2005	7	15,187,020	6.0%	54.4%	45.6%	14,549,684	6.5%	54.3%	45.7%	637,336	-5.0%	57.7%	42.3%
2005	8	14,325,205	2.9%	53.7%	46.3%	13,830,010	3.4%	53.9%	46.1%	495,195	-8.4%	46.7%	53.3%
2005	9	11,810,623	7.0%	51.7%	48.3%	11,448,704	7.0%	52.1%	47.9%	361,919	8.6%	38.1%	61.9%
2005	10	11,526,646	2.9%	52.3%	47.7%	11,221,589	3.3%	52.6%	47.4%	305,057	-9.9%	40.4%	59.6%
2005	11	10,870,603	3.0%	53.3%	46.7%	10,688,076	4.0%	53.1%	46.9%	182,527	-35.3%	63.7%	36.3%
2005	12	12,189,367	4.1%	54.2%	45.8%	11,936,235	4.9%	53.9%	46.1%	253,132	-22.1%	65.4%	34.6%
2006	1	12,155,811	1.2%	54.9%	45.1%	11,852,129	2.8%	54.5%	45.5%	303,682	-36.8%	70.0%	30.0%
2006	2	10,595,701	0.6%	56.5%	43.5%	10,271,447	2.0%	56.0%	44.0%	324,254	-30.3%	70.1%	29.9%
2006	3	13,234,953	0.2%	57.3%	42.7%	12,814,808	1.5%	56.8%	43.2%	420,145	-28.0%	73.3%	26.7%
2006	4	13,055,268	8.4%	55.9%	44.1%	12,719,437	9.3%	55.7%	44.3%	335,831	-18.7%	64.3%	35.7%
2006	5	13,005,540	3.1%	55.1%	44.9%	12,707,998	3.5%	55.3%	44.7%	297,542	-13.8%	45.3%	54.7%
2006	6	14,221,696	3.2%	55.4%	44.6%	13,804,479	4.1%	55.5%	44.5%	417,217	-19.8%	51.4%	48.6%
2006	7	15,477,197	1.9%	55.5%	44.5%	15,002,346	3.1%	55.9%	44.1%	474,851	-25.5%	43.5%	56.5%
2006	8	14,531,432	1.4%	55.1%	44.9%	14,162,407	2.4%	55.7%	44.3%	369,025	-25.5%	31.1%	68.9%
2006	9	11,877,010	0.6%	52.9%	47.1%	11,614,980	1.5%	53.6%	46.4%	262,030	-27.6%	21.4%	78.6%
YE	200409	139,160,000	11.6%	52.8%	47.2%	133,086,310	12.2%	52.0%	48.0%	6,073,690	-0.3%	70.0%	30.0%
YE	200509	148,995,080	7.1%	54.3%	45.7%	143,747,772	8.0%	53.9%	46.1%	5,247,308	-13.6%	65.0%	35.0%
YE	200609	152,741,224	2.5%	54.9%	45.1%	148,795,931	3.5%	55.0%	45.0%	3,945,293	-24.8%	53.1%	46.9%

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
2004	10	15,555,592	5.4%	53.0%	47.0%	15,077,358	7.1%	53.0%	47.0%	478,234	-30.2%	55.9%	44.1%
2004	11	15,015,969	4.9%	54.2%	45.8%	14,617,878	6.0%	53.7%	46.3%	398,091	-22.9%	74.1%	25.9%
2004	12	16,272,905	6.1%	54.3%	45.7%	15,797,107	7.3%	53.7%	46.3%	475,798	-21.6%	75.5%	24.5%
2005	1	16,743,270	6.7%	55.1%	44.9%	16,047,312	7.3%	54.1%	45.9%	695,958	-6.2%	77.8%	22.2%
2005	2	15,012,218	2.9%	56.3%	43.7%	14,373,069	3.7%	55.3%	44.7%	639,149	-11.3%	79.8%	20.2%
2005	3	17,092,616	7.3%	56.7%	43.3%	16,331,046	7.9%	55.5%	44.5%	761,570	-4.7%	81.3%	18.7%
2005	4	16,466,412	5.2%	56.0%	44.0%	15,903,373	6.6%	55.2%	44.8%	563,039	-22.3%	78.0%	22.0%
2005	5	16,972,207	5.7%	54.8%	45.2%	16,486,327	6.8%	54.5%	45.5%	485,880	-21.4%	64.8%	35.2%
2005	6	17,399,908	5.3%	55.5%	44.5%	16,745,946	5.8%	55.2%	44.8%	653,962	-7.2%	63.6%	36.4%
2005	7	18,745,114	4.3%	55.5%	44.5%	17,918,242	4.8%	55.2%	44.8%	826,872	-5.3%	61.0%	39.0%
2005	8	18,195,962	2.3%	54.7%	45.3%	17,547,031	2.9%	54.9%	45.1%	648,931	-11.3%	50.5%	49.5%
2005	9	16,241,952	5.0%	53.1%	46.9%	15,727,779	5.0%	53.4%	46.6%	514,173	2.7%	44.9%	55.1%
2005	10	15,979,027	2.7%	53.0%	47.0%	15,551,130	3.1%	53.2%	46.8%	427,897	-10.5%	46.9%	53.1%
2005	11	15,242,499	1.5%	54.4%	45.6%	14,954,330	2.3%	54.1%	45.9%	288,169	-27.6%	69.9%	30.1%
2005	12	16,726,094	2.8%	55.1%	44.9%	16,358,485	3.6%	54.8%	45.2%	367,609	-22.7%	69.6%	30.4%
2006	1	16,799,505	0.3%	55.6%	44.4%	16,374,141	2.0%	55.1%	44.9%	425,364	-38.9%	73.4%	26.6%
2006	2	15,071,497	0.4%	56.3%	43.7%	14,633,391	1.8%	55.8%	44.2%	438,106	-31.5%	72.9%	27.1%
2006	3	17,313,125	1.3%	56.9%	43.1%	16,761,386	2.6%	56.3%	43.7%	551,739	-27.6%	74.9%	25.1%
2006	4	17,020,922	3.4%	56.3%	43.7%	16,557,882	4.1%	55.9%	44.1%	463,040	-17.8%	68.1%	31.9%
2006	5	17,185,623	1.3%	55.1%	44.9%	16,795,166	1.9%	55.2%	44.8%	390,457	-19.6%	50.2%	49.8%
2006	6	17,679,336	1.6%	56.0%	44.0%	17,127,766	2.3%	56.1%	43.9%	551,570	-15.7%	52.9%	47.1%
2006	7	18,894,856	0.8%	55.9%	44.1%	18,296,466	2.1%	56.1%	43.9%	598,390	-27.6%	48.8%	51.2%
2006	8	18,471,025	1.5%	55.6%	44.4%	18,000,440	2.6%	56.1%	43.9%	470,585	-27.5%	37.2%	62.8%
2006	9	16,333,241	0.6%	53.4%	46.6%	15,981,026	1.6%	53.9%	46.1%	352,215	-31.5%	30.8%	69.2%
YE	200409	190,081,127	6.3%	53.0%	47.0%	181,858,584	6.8%	52.2%	47.8%	8,222,543	-5.0%	71.1%	28.9%
YE	200509	199,714,125	5.1%	55.0%	45.0%	192,572,468	5.9%	54.5%	45.5%	7,141,657	-13.1%	67.6%	32.4%
YE	200609	202,716,750	1.5%	55.3%	44.7%	197,391,609	2.5%	55.3%	44.7%	5,325,141	-25.4%	57.9%	42.1%

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

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

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
2004	10	113,042	4.2%	61.9%	38.1%	106,853	5.4%	61.2%	38.8%	6,189	-12.9%	74.1%	25.9%
2004	11	111,057	5.2%	62.8%	37.2%	105,052	5.2%	61.9%	38.1%	6,005	5.2%	78.5%	21.5%
2004	12	118,265	5.9%	63.0%	37.0%	112,092	6.2%	62.1%	37.9%	6,173	0.2%	77.6%	22.4%
2005	1	119,822	5.5%	63.6%	36.4%	112,965	6.1%	62.6%	37.4%	6,857	-2.4%	80.2%	19.8%
2005	2	109,096	1.2%	64.3%	35.7%	102,783	2.0%	63.4%	36.6%	6,313	-10.8%	78.7%	21.3%
2005	3	125,113	5.8%	64.9%	35.1%	117,621	6.6%	64.0%	36.0%	7,492	-5.0%	79.4%	20.6%
2005	4	120,637	4.0%	64.5%	35.5%	114,188	5.2%	63.7%	36.3%	6,449	-14.1%	77.5%	22.5%
2005	5	123,365	4.9%	63.7%	36.3%	117,689	6.1%	63.2%	36.8%	5,676	-14.4%	75.6%	24.4%
2005	6	125,944	4.6%	64.8%	35.2%	118,876	5.1%	64.1%	35.9%	7,068	-2.3%	76.2%	23.8%
2005	7	134,655	3.1%	64.5%	35.5%	127,088	3.7%	63.9%	36.1%	7,567	-5.9%	73.6%	26.4%
2005	8	131,322	2.4%	64.1%	35.9%	124,920	3.3%	63.7%	36.3%	6,402	-12.0%	70.7%	29.3%
2005	9	115,719	3.9%	62.1%	37.9%	109,986	4.8%	61.8%	38.2%	5,733	-11.1%	68.8%	31.2%
2005	10	114,120	1.0%	62.2%	37.8%	108,705	1.7%	61.7%	38.3%	5,415	-12.5%	73.1%	26.9%
2005	11	110,779	-0.3%	62.6%	37.4%	105,852	0.8%	61.9%	38.1%	4,927	-18.0%	78.5%	21.5%
2005	12	119,698	1.2%	63.3%	36.7%	114,227	1.9%	62.6%	37.4%	5,471	-11.4%	77.8%	22.2%
2006	1	120,505	0.6%	63.6%	36.4%	115,464	2.2%	63.0%	37.0%	5,041	-26.5%	78.2%	21.8%
2006	2	109,425	0.3%	64.1%	35.9%	104,464	1.6%	63.5%	36.5%	4,961	-21.4%	76.6%	23.4%
2006	3	126,765	1.3%	64.6%	35.4%	120,319	2.3%	64.0%	36.0%	6,446	-14.0%	77.6%	22.4%
2006	4	122,554	1.6%	64.6%	35.4%	116,854	2.3%	64.0%	36.0%	5,700	-11.6%	77.0%	23.0%
2006	5	123,361	0.0%	64.1%	35.9%	118,071	0.3%	63.7%	36.3%	5,290	-6.8%	73.8%	26.2%
2006	6	127,032	0.9%	65.0%	35.0%	120,801	1.6%	64.5%	35.5%	6,231	-11.8%	73.7%	26.3%
2006	7	135,336	0.5%	64.5%	35.5%	128,723	1.3%	64.2%	35.8%	6,613	-12.6%	69.9%	30.1%
2006	8	133,582	1.7%	64.1%	35.9%	127,982	2.5%	63.9%	36.1%	5,600	-12.5%	66.4%	33.6%
2006	9	117,265	1.3%	62.2%	37.8%	112,353	2.2%	61.9%	38.1%	4,912	-14.3%	69.0%	31.0%
YE	200409	1,389,454	5.9%	62.0%	38.0%	1,305,360	5.8%	60.9%	39.1%	84,094	8.4%	78.3%	21.7%
YE	200509	1,448,037	4.2%	63.7%	36.3%	1,370,113	5.0%	63.0%	37.0%	77,924	-7.3%	76.0%	24.0%
YE	200609	1,460,422	0.9%	63.8%	36.2%	1,393,815	1.7%	63.3%	36.7%	66,607	-14.5%	74.2%	25.8%

**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
2004	10	879,494	11.4%	46.6%	53.4%	713,741	7.3%	39.5%	60.5%	165,753	33.6%	76.7%	23.3%
2004	11	829,838	6.3%	47.2%	52.8%	667,156	1.5%	40.0%	60.0%	162,681	32.1%	76.9%	23.1%
2004	12	816,116	14.5%	46.5%	53.5%	660,969	9.6%	39.6%	60.4%	155,147	41.4%	76.0%	24.0%
2005	1	734,764	11.2%	46.1%	53.9%	600,317	8.5%	38.9%	61.1%	134,447	24.9%	78.4%	21.6%
2005	2	721,897	-0.6%	46.3%	53.7%	597,631	-0.6%	40.5%	59.5%	124,267	-0.7%	74.4%	25.6%
2005	3	846,841	2.5%	45.3%	54.7%	702,490	3.6%	39.6%	60.4%	144,351	-2.7%	72.8%	27.2%
2005	4	826,102	7.3%	47.5%	52.5%	656,992	4.8%	40.0%	60.0%	169,110	18.4%	76.5%	23.5%
2005	5	802,598	1.0%	46.1%	53.9%	650,537	-0.2%	38.3%	61.7%	152,062	6.5%	79.4%	20.6%
2005	6	811,573	4.1%	47.2%	52.8%	656,384	1.8%	39.6%	60.4%	155,189	15.0%	79.5%	20.5%
2005	7	816,309	1.5%	45.7%	54.3%	665,644	1.8%	38.7%	61.3%	150,665	-0.1%	76.7%	23.3%
2005	8	793,436	0.3%	47.0%	53.0%	638,239	0.6%	39.4%	60.6%	155,197	-0.8%	78.4%	21.6%
2005	9	821,115	1.2%	46.3%	53.7%	656,421	0.9%	39.1%	60.9%	164,693	2.3%	75.1%	24.9%
2005	10	877,060	-0.3%	46.7%	53.3%	705,382	-1.2%	39.6%	60.4%	171,679	3.6%	76.0%	24.0%
2005	11	854,764	3.0%	47.0%	53.0%	692,843	3.9%	39.7%	60.3%	161,921	-0.5%	78.4%	21.6%
2005	12	846,795	3.8%	46.1%	53.9%	688,140	4.1%	39.0%	61.0%	158,655	2.3%	76.8%	23.2%
2006	1	736,232	0.2%	45.8%	54.2%	626,908	4.4%	40.5%	59.5%	109,324	-18.7%	76.1%	23.9%
2006	2	718,209	-0.5%	44.8%	55.2%	604,169	1.1%	38.9%	61.1%	114,040	-8.2%	76.0%	24.0%
2006	3	888,705	4.9%	46.7%	53.3%	735,903	4.8%	40.3%	59.7%	152,802	5.9%	77.3%	22.7%
2006	4	813,264	-1.6%	47.2%	52.8%	681,328	3.7%	40.7%	59.3%	131,936	-22.0%	80.9%	19.1%
2006	5	803,868	0.2%	47.2%	52.8%	678,359	4.3%	40.9%	59.1%	125,508	-17.5%	81.1%	18.9%
2006	6	831,090	2.4%	47.5%	52.5%	694,689	5.8%	41.5%	58.5%	136,400	-12.1%	78.0%	22.0%
2006	7	841,847	3.1%	45.6%	54.4%	692,342	4.0%	39.9%	60.1%	149,505	-0.8%	72.2%	27.8%
2006	8	859,000	8.3%	46.4%	53.6%	712,372	11.6%	41.5%	58.5%	146,628	-5.5%	70.0%	30.0%
2006	9	894,354	8.9%	46.5%	53.5%	739,753	12.7%	41.3%	58.7%	154,602	-6.1%	71.5%	28.5%
YE	200409	9,247,892	9.0%	46.2%	53.8%	7,621,061	3.5%	39.1%	60.9%	1,626,830	45.3%	79.5%	20.5%
YE	200509	9,700,084	4.9%	46.5%	53.5%	7,866,521	3.2%	39.4%	60.6%	1,833,563	12.7%	76.8%	23.2%
YE	200609	9,965,188	2.7%	46.5%	53.5%	8,252,187	4.9%	40.3%	59.7%	1,713,000	-6.6%	76.1%	23.9%

**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	2005	9	57,043	13.1%	7.0%	93.0%	1,059	0.0%	2.0%	53,028	16.2%	98.0%	2,956	-38.5%	100.0%	-	0.0%	0.0%	
	2006	9	60,501	6.1%	13.0%	87.0%	5,771	444.9%	9.9%	52,625	-0.8%	90.1%	2,105	-28.8%	100.0%	-	0.0%	0.0%	
	YE	200409		646,767	6.2%	6.9%	93.1%	-	0.0%	0.0%	598,224	8.7%	100.0%	44,681	15.1%	92.0%	3,862	-80.8%	8.0%
	YE	200509		625,511	-3.3%	6.1%	93.9%	4,181	0.0%	0.7%	587,482	-1.8%	99.3%	33,782	-24.4%	99.8%	66	-98.3%	0.2%
	YE	200609		689,958	10.3%	8.3%	91.7%	32,827	685.1%	4.9%	632,006	7.6%	95.1%	24,738	-26.8%	98.5%	387	486.4%	1.5%
Australia/Oceania	2005	9	280,196	4.9%	21.9%	78.1%	60,646	5.0%	21.7%	218,852	4.9%	78.3%	698	12.0%	100.0%	-	0.0%	0.0%	
	2006	9	294,050	4.9%	19.3%	80.7%	56,765	-6.4%	19.3%	237,240	8.4%	80.7%	-	-100.0%	0.0%	45	0.0%	100.0%	
	YE	200409		3,257,606	7.0%	21.1%	78.9%	665,704	-3.4%	20.6%	2,570,168	11.4%	79.4%	21,467	-15.1%	98.8%	267	-98.9%	1.2%
	YE	200509		3,364,182	3.3%	22.0%	78.0%	735,654	10.5%	21.9%	2,625,068	2.1%	78.1%	3,165	-85.3%	91.5%	295	10.5%	8.5%
	YE	200609		3,461,739	2.9%	21.7%	78.3%	747,661	1.6%	21.6%	2,711,748	3.3%	78.4%	2,285	-27.8%	98.1%	45	-84.7%	1.9%
Canada	2005	9	1,689,376	7.1%	61.5%	38.5%	1,033,997	2.1%	61.8%	639,815	18.1%	38.2%	5,110	-8.7%	32.8%	10,454	-42.1%	67.2%	
	2006	9	1,731,444	2.5%	61.0%	39.0%	1,052,910	1.8%	61.2%	668,203	4.4%	38.8%	3,901	-23.7%	37.8%	6,430	-38.5%	62.2%	
	YE	200409		18,798,930	9.9%	59.4%	40.6%	11,098,902	16.8%	60.0%	7,398,826	-0.4%	40.0%	64,288	-19.5%	21.3%	236,914	164.0%	78.7%
	YE	200509		20,495,066	9.0%	59.1%	40.9%	12,085,415	8.9%	59.8%	8,124,730	9.8%	40.2%	34,063	-47.0%	12.0%	250,858	5.9%	88.0%
	YE	200609		21,290,234	3.9%	56.8%	43.2%	12,052,695	-0.3%	57.3%	8,967,446	10.4%	42.7%	47,226	38.6%	17.5%	222,867	-11.2%	82.5%
Central America	2005	9	1,513,265	1.0%	63.9%	36.1%	924,796	14.4%	63.7%	526,097	-12.4%	36.3%	42,674	-41.4%	68.4%	19,698	19.6%	31.6%	
	2006	9	1,403,352	-7.3%	68.0%	32.0%	942,176	1.9%	68.3%	436,667	-17.0%	31.7%	12,179	-71.5%	49.7%	12,330	-37.4%	50.3%	
	YE	200409		23,370,006	13.9%	67.5%	32.5%	13,499,084	19.0%	64.8%	7,342,619	13.7%	35.2%	2,269,306	20.5%	89.8%	258,997	-69.1%	10.2%
	YE	200509		26,121,700	11.8%	69.4%	30.6%	16,187,551	19.9%	67.7%	7,708,227	5.0%	32.3%	1,951,876	-14.0%	87.7%	274,046	5.8%	12.3%
	YE	200609		25,604,918	-2.0%	70.2%	29.8%	17,051,229	5.3%	69.9%	7,358,007	-4.5%	30.1%	923,688	-52.7%	77.3%	271,994	-0.7%	22.7%
Europe	2005	9	4,642,432	7.1%	42.8%	57.2%	1,953,102	8.1%	44.1%	2,471,675	3.3%	55.9%	36,005	572.7%	16.5%	181,650	38.9%	83.5%	
	2006	9	4,706,388	1.4%	43.3%	56.7%	2,031,677	4.0%	45.0%	2,487,074	0.6%	55.0%	6,244	-82.7%	3.3%	181,393	-0.1%	96.7%	
	YE	200409		47,188,219	10.5%	40.5%	59.5%	19,024,406	11.3%	41.3%	27,027,621	9.4%	58.7%	75,084	27.6%	6.6%	1,061,108	22.6%	93.4%
	YE	200509		49,687,089	5.3%	42.0%	58.0%	20,698,961	8.8%	42.8%	27,683,021	2.4%	57.2%	161,061	114.5%	12.3%	1,144,046	7.8%	87.7%
	YE	200609		50,261,612	1.2%	42.6%	57.4%	21,286,075	2.8%	43.5%	27,665,112	-0.1%	56.5%	106,741	-33.7%	8.1%	1,203,684	5.2%	91.9%

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

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

Please see the report's introduction for further details.

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

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	2005	9	1,908,459	6.9%	41.5%	58.5%	790,672	6.1%	41.6%	1,110,910	7.4%	58.4%	744	31.0%	10.8%	6,133	37.8%	89.2%
	2006	9	1,875,679	-1.7%	44.8%	55.2%	839,542	6.2%	44.9%	1,030,042	-7.3%	55.1%	423	-43.1%	6.9%	5,672	-7.5%	93.1%
	YE	200409	21,094,477	19.0%	40.6%	59.4%	8,537,629	20.2%	40.7%	12,464,819	18.0%	59.3%	28,929	156.5%	31.4%	63,100	26.7%	68.6%
	YE	200509	22,844,684	8.3%	41.6%	58.4%	9,475,633	11.0%	41.7%	13,238,363	6.2%	58.3%	32,285	11.6%	24.7%	98,403	55.9%	75.3%
	YE	200609	23,540,514	3.0%	43.7%	56.3%	10,259,198	8.3%	43.8%	13,152,436	-0.6%	56.2%	27,799	-13.9%	21.6%	101,081	2.7%	78.4%
Middle East	2005	9	163,094	18.1%	22.0%	78.0%	35,832	2.3%	22.8%	121,211	17.6%	77.2%	-	0.0%	0.0%	6,051	0.0%	100.0%
	2006	9	177,018	8.5%	25.3%	74.7%	44,831	25.1%	25.3%	132,187	9.1%	74.7%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	200409	1,558,001	34.5%	22.4%	77.6%	349,477	55.9%	22.4%	1,208,380	29.4%	77.6%	134	-15.7%	93.1%	10	-64.3%	6.9%
	YE	200509	1,765,145	13.3%	23.0%	77.0%	406,765	16.4%	23.4%	1,334,852	10.5%	76.6%	-	-100.0%	0.0%	23,528	235180.0%	100.0%
	YE	200609	2,083,361	18.0%	23.7%	76.3%	489,857	20.4%	24.1%	1,543,016	15.6%	75.9%	3,957	0.0%	7.8%	46,531	97.8%	92.2%
South America	2005	9	638,507	13.1%	67.8%	32.2%	407,937	17.5%	66.5%	205,678	10.0%	33.5%	24,892	-6.4%	100.0%	-	-100.0%	0.0%
	2006	9	654,588	2.5%	70.1%	29.9%	453,506	11.2%	69.9%	195,750	-4.8%	30.1%	5,332	-78.6%	100.0%	-	0.0%	0.0%
	YE	200409	7,514,209	8.4%	65.1%	34.9%	4,672,096	10.0%	64.7%	2,549,302	4.1%	35.3%	222,380	26.7%	75.9%	70,431	15.8%	24.1%
	YE	200509	8,334,757	10.9%	66.5%	33.5%	5,242,328	12.2%	65.3%	2,787,243	9.3%	34.7%	300,527	35.1%	98.5%	4,659	-93.4%	1.5%
	YE	200609	8,606,408	3.3%	68.2%	31.8%	5,672,639	8.2%	67.5%	2,735,822	-1.8%	32.5%	196,688	-34.6%	99.4%	1,259	-73.0%	0.6%
The Caribbean	2005	9	918,251	12.2%	85.4%	14.6%	759,069	19.4%	85.0%	134,328	-3.6%	15.0%	24,854	-42.3%	100.0%	-	0.0%	0.0%
	2006	9	973,990	6.1%	84.5%	15.5%	797,437	5.1%	84.1%	150,577	12.1%	15.9%	25,976	4.5%	100.0%	-	0.0%	0.0%
	YE	200409	15,731,785	5.4%	82.1%	17.9%	11,383,063	11.5%	80.9%	2,695,990	-5.2%	19.1%	1,527,909	1.0%	92.4%	124,823	-65.3%	7.6%
	YE	200509	15,756,946	0.2%	86.1%	13.9%	12,676,846	11.4%	85.5%	2,145,452	-20.4%	14.5%	895,029	-41.4%	95.8%	39,619	-68.3%	4.2%
	YE	200609	17,202,480	9.2%	87.0%	13.0%	14,206,081	12.1%	86.4%	2,232,076	4.0%	13.6%	762,661	-14.8%	99.8%	1,662	-95.8%	0.2%

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

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

Please see the report's introduction for further details.

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

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	2005	9	84,003	20.4%	9.5%	90.5%	2,108	0.0%	2.7%	76,034	24.0%	97.3%	5,861	-30.6%	100.0%	-	0.0%	0.0%
	2006	9	87,917	4.7%	17.8%	82.2%	10,626	404.1%	12.8%	72,256	-5.0%	87.2%	5,035	-14.1%	100.0%	-	0.0%	0.0%
	YE	200409	931,119	-2.9%	11.6%	88.4%	-	0.0%	0.0%	815,601	-1.8%	100.0%	107,996	16.8%	93.5%	7,522	-78.7%	6.5%
	YE	200509	839,358	-9.9%	9.5%	90.5%	6,620	0.0%	0.9%	759,422	-6.9%	99.1%	73,116	-32.3%	99.7%	200	-97.3%	0.3%
	YE	200609	1,017,511	21.2%	10.5%	89.5%	56,728	756.9%	5.9%	909,175	19.7%	94.1%	50,244	-31.3%	97.4%	1,364	582.0%	2.6%
Australia/Oceania	2005	9	386,852	-0.6%	20.6%	79.4%	78,518	-6.1%	20.4%	307,284	1.1%	79.6%	1,050	-26.6%	100.0%	-	0.0%	0.0%
	2006	9	403,300	4.3%	19.4%	80.6%	78,171	-0.4%	19.4%	325,080	5.8%	80.6%	-	-100.0%	0.0%	49	0.0%	100.0%
	YE	200409	4,498,391	-11.5%	21.9%	78.1%	953,753	-4.3%	21.3%	3,514,940	14.7%	78.7%	29,363	-16.5%	98.9%	335	-98.9%	1.1%
	YE	200509	4,564,877	1.5%	22.1%	77.9%	1,003,841	5.3%	22.0%	3,554,214	1.1%	78.0%	6,244	-78.7%	91.5%	578	72.5%	8.5%
	YE	200609	4,738,250	3.8%	21.6%	78.4%	1,016,302	1.2%	21.5%	3,716,326	4.6%	78.5%	5,573	-10.7%	99.1%	49	-91.5%	0.9%
Canada	2005	9	2,518,454	4.7%	63.4%	36.6%	1,585,079	2.1%	63.6%	906,050	11.0%	36.4%	11,663	4.1%	42.7%	15,662	-36.4%	57.3%
	2006	9	2,484,719	-1.3%	61.6%	38.4%	1,520,406	-4.1%	61.7%	942,776	4.1%	38.3%	11,081	-5.0%	51.5%	10,456	-33.2%	48.5%
	YE	200409	29,276,756	-12.7%	58.2%	41.8%	16,921,510	7.3%	58.7%	11,917,060	-3.9%	41.3%	123,305	-20.5%	28.1%	314,881	147.7%	71.9%
	YE	200509	30,249,297	3.3%	60.2%	39.8%	18,139,128	7.2%	60.8%	11,688,662	-1.9%	39.2%	77,424	-37.2%	18.4%	344,083	9.3%	81.6%
	YE	200609	30,578,528	1.1%	59.0%	41.0%	17,925,840	-1.2%	59.4%	12,236,854	4.7%	40.6%	114,182	47.5%	27.5%	301,652	-12.3%	72.5%
Central America	2005	9	2,450,695	-3.7%	62.3%	37.7%	1,467,573	11.1%	62.4%	882,638	-18.1%	37.6%	59,983	-43.5%	59.7%	40,501	0.1%	40.3%
	2006	9	2,312,907	-5.6%	64.7%	35.3%	1,468,669	0.1%	65.1%	787,872	-10.7%	34.9%	28,593	-52.3%	50.7%	27,773	-31.4%	49.3%
	YE	200409	33,546,145	-47.6%	64.9%	35.1%	18,891,652	17.0%	62.5%	11,313,023	7.9%	37.5%	2,886,603	14.1%	86.4%	454,867	-65.9%	13.6%
	YE	200509	36,849,964	9.8%	67.6%	32.4%	22,370,838	18.4%	66.0%	11,512,176	1.8%	34.0%	2,549,753	-11.7%	85.9%	417,197	-8.3%	14.1%
	YE	200609	35,203,485	-4.5%	67.8%	32.2%	22,662,804	1.3%	67.5%	10,923,239	-5.1%	32.5%	1,215,715	-52.3%	75.2%	401,727	-3.7%	24.8%
Europe	2005	9	5,602,555	6.9%	42.9%	57.1%	2,343,719	8.9%	44.0%	2,985,137	2.2%	56.0%	60,482	486.9%	22.1%	213,217	36.5%	77.9%
	2006	9	5,836,433	4.2%	42.8%	57.2%	2,485,146	6.0%	44.2%	3,140,425	5.2%	55.8%	12,737	-78.9%	6.0%	198,125	-7.1%	94.0%
	YE	200409	57,939,347	-51.1%	40.4%	59.6%	23,299,699	6.3%	41.2%	33,320,560	5.8%	58.8%	123,363	25.3%	9.4%	1,195,725	21.5%	90.6%
	YE	200509	60,715,279	4.8%	41.8%	58.2%	25,115,530	7.8%	42.5%	34,005,935	2.1%	57.5%	263,938	114.0%	16.6%	1,329,876	11.2%	83.4%
	YE	200609	62,387,869	2.8%	42.5%	57.5%	26,297,873	4.7%	43.2%	34,559,287	1.6%	56.8%	189,125	-28.3%	12.4%	1,341,584	0.9%	87.6%

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

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

Available Seats

Region	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2005	9	2,471,980	8.6%	40.0%	60.0%	987,075	9.7%	40.1%	1,474,766	7.7%	59.9%	2,650	13.9%	26.1%	7,489	41.1%	73.9%
	2006	9	2,448,067	-1.0%	43.5%	56.5%	1,064,671	7.9%	43.6%	1,374,463	-6.8%	56.4%	1,434	-45.9%	16.1%	7,499	0.1%	83.9%
	YE	200409	26,616,151	-81.4%	38.4%	61.6%	10,160,595	7.2%	38.4%	16,302,766	6.5%	61.6%	50,509	141.7%	33.1%	102,281	55.7%	66.9%
	YE	200509	28,892,759	8.6%	40.4%	59.6%	11,609,160	14.3%	40.5%	17,086,504	4.8%	59.5%	60,185	19.2%	30.5%	136,910	33.9%	69.5%
	YE	200609	29,379,308	1.7%	42.6%	57.4%	12,471,372	7.4%	42.7%	16,719,797	-2.1%	57.3%	48,522	-19.4%	25.8%	139,617	2.0%	74.2%
Middle East	2005	9	190,010	-15.0%	21.9%	78.1%	41,523	-3.3%	22.6%	142,062	-21.3%	77.4%	-	0.0%	0.0%	6,425	0.0%	100.0%
	2006	9	223,420	17.6%	27.7%	72.3%	61,804	48.8%	27.7%	161,616	13.8%	72.3%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	200409	2,059,907	-98.6%	20.3%	79.7%	418,118	45.0%	20.3%	1,641,426	28.0%	79.7%	347	-73.1%	95.6%	16	-73.3%	4.4%
	YE	200509	2,181,835	5.9%	22.2%	77.8%	482,349	15.4%	22.4%	1,672,647	1.9%	77.6%	1,303	275.5%	4.9%	25,536	159500.0%	95.1%
	YE	200609	2,576,844	18.1%	23.3%	76.7%	595,605	23.5%	23.7%	1,922,494	14.9%	76.3%	5,526	324.1%	9.4%	53,219	108.4%	90.6%
South America	2005	9	941,587	10.7%	68.3%	31.7%	597,807	16.1%	66.7%	298,419	7.6%	33.3%	45,361	-12.6%	100.0%	-	-100.0%	0.0%
	2006	9	925,253	-1.7%	68.9%	31.1%	628,616	5.2%	68.6%	287,407	-3.7%	31.4%	9,230	-79.7%	100.0%	-	0.0%	0.0%
	YE	200409	10,898,391	-93.0%	65.6%	34.4%	6,758,775	8.4%	65.1%	3,625,048	-4.1%	34.9%	393,002	23.1%	76.4%	121,566	18.1%	23.6%
	YE	200509	11,677,598	7.1%	67.4%	32.6%	7,349,983	8.7%	65.9%	3,802,691	4.9%	34.1%	517,527	31.7%	98.6%	7,397	-93.9%	1.4%
	YE	200609	11,712,009	0.3%	68.2%	31.8%	7,637,283	3.9%	67.2%	3,724,867	-2.0%	32.8%	347,994	-32.8%	99.5%	1,865	-74.8%	0.5%
The Caribbean	2005	9	1,595,816	8.3%	83.7%	16.3%	1,292,199	14.3%	83.3%	259,788	-3.1%	16.7%	43,829	-41.7%	100.0%	-	-100.0%	0.0%
	2006	9	1,611,225	1.0%	83.0%	17.0%	1,296,462	0.3%	82.5%	274,560	5.7%	17.5%	40,203	-8.3%	100.0%	-	0.0%	0.0%
	YE	200409	24,314,920	-86.4%	80.7%	19.3%	17,498,033	9.5%	79.5%	4,506,025	-6.1%	20.5%	2,131,938	4.7%	92.3%	178,924	-73.7%	7.7%
	YE	200509	23,743,158	-2.4%	84.9%	15.1%	18,874,158	7.9%	84.2%	3,538,610	-21.5%	15.8%	1,275,761	-40.2%	95.9%	54,629	-69.5%	4.1%
	YE	200609	25,122,946	5.8%	85.6%	14.4%	20,403,356	8.1%	85.0%	3,612,407	2.1%	15.0%	1,104,325	-13.4%	99.7%	2,858	-94.8%	0.3%

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

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

Region		Period		Total Departures				Scheduled Service						Nonscheduled Service					
				Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
								Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Africa	2005	9	302	18.0%	13.2%	86.8%	8	0.0%	3.0%	262	23.6%	97.0%	32	-25.6%	100.0%	-	-100.0%	0.0%	
	2006	9	339	12.3%	23.9%	76.1%	45	462.5%	14.9%	258	-1.5%	85.1%	36	12.5%	100.0%	-	0.0%	0.0%	
	YE	200409	3,217	-4.6%	13.9%	86.1%	-	0.0%	0.0%	2,732	3.3%	100.0%	448	-27.9%	92.4%	37	-65.1%	7.6%	
	YE	200509	3,048	-5.3%	13.4%	86.6%	26	0.0%	1.0%	2,638	-3.4%	99.0%	381	-15.0%	99.2%	3	-91.9%	0.8%	
	YE	200609	3,787	24.2%	15.8%	84.2%	233	796.2%	6.8%	3,175	20.4%	93.2%	366	-3.9%	96.6%	13	333.3%	3.4%	
Australia/Oceania	2005	9	1,606	-20.0%	28.0%	72.0%	357	-13.6%	23.6%	1,157	-22.7%	76.4%	92	-5.2%	100.0%	-	-100.0%	0.0%	
	2006	9	1,809	12.6%	30.8%	69.2%	473	32.5%	27.4%	1,251	8.1%	72.6%	84	-8.7%	98.8%	1	0.0%	1.2%	
	YE	200409	22,642	-13.8%	26.3%	73.7%	4,785	-37.8%	22.3%	16,687	20.3%	77.7%	1,162	-9.2%	99.3%	8	-87.5%	0.7%	
	YE	200509	20,782	-8.2%	27.6%	72.4%	4,594	-4.0%	23.4%	15,028	-9.9%	76.6%	1,148	-1.2%	99.0%	12	50.0%	1.0%	
	YE	200609	21,352	2.7%	31.2%	68.8%	5,695	24.0%	27.9%	14,693	-2.2%	72.1%	963	-16.1%	99.9%	1	-91.7%	0.1%	
Canada	2005	9	34,301	2.7%	68.2%	31.8%	22,754	1.5%	68.1%	10,673	7.3%	31.9%	645	-20.1%	73.8%	229	-6.5%	26.2%	
	2006	9	33,499	-2.3%	66.2%	33.8%	21,809	-4.2%	66.1%	11,204	5.0%	33.9%	359	-44.3%	73.9%	127	-44.5%	26.1%	
	YE	200409	391,378	-0.5%	64.5%	35.5%	245,600	9.2%	64.3%	136,224	0.8%	35.7%	6,657	26.5%	69.7%	2,897	85.1%	30.3%	
	YE	200509	399,411	2.1%	66.9%	33.1%	261,168	6.3%	67.0%	128,887	-5.4%	33.0%	6,063	-8.9%	64.8%	3,293	13.7%	35.2%	
	YE	200609	394,549	-1.2%	65.1%	34.9%	252,165	-3.4%	65.1%	135,027	4.8%	34.9%	4,589	-24.3%	62.4%	2,768	-15.9%	37.6%	
Central America	2005	9	20,832	-2.3%	65.0%	35.0%	12,624	10.5%	64.4%	6,989	-17.4%	35.6%	913	-19.7%	74.9%	306	3.0%	25.1%	
	2006	9	20,332	-2.4%	67.7%	32.3%	13,123	4.0%	67.4%	6,339	-9.3%	32.6%	645	-29.4%	74.1%	225	-26.5%	25.9%	
	YE	200409	267,014	-58.1%	65.7%	34.3%	153,488	14.6%	63.6%	87,886	6.7%	36.4%	22,043	15.9%	86.0%	3,597	-59.9%	14.0%	
	YE	200509	300,317	12.5%	68.8%	31.2%	186,907	21.8%	67.4%	90,494	3.0%	32.6%	19,685	-10.7%	85.9%	3,231	-10.2%	14.1%	
	YE	200609	293,159	-2.4%	69.5%	30.5%	191,137	2.3%	68.9%	86,081	-4.9%	31.1%	12,517	-36.4%	78.5%	3,424	6.0%	21.5%	
Europe	2005	9	23,790	7.5%	48.5%	51.5%	10,819	9.6%	48.2%	11,620	3.7%	51.8%	710	38.4%	52.6%	641	19.4%	47.4%	
	2006	9	24,885	4.6%	48.8%	51.2%	11,671	7.9%	49.0%	12,164	4.7%	51.0%	480	-32.4%	45.7%	570	-11.1%	54.3%	
	YE	200409	246,583	-71.7%	45.9%	54.1%	107,122	4.5%	45.3%	129,387	3.5%	54.7%	6,033	49.2%	59.9%	4,041	18.1%	40.1%	
	YE	200509	260,669	5.7%	47.2%	52.8%	115,546	7.9%	46.4%	133,284	3.0%	53.6%	7,410	22.8%	62.6%	4,429	9.6%	37.4%	
	YE	200609	268,629	3.1%	48.0%	52.0%	122,634	6.1%	47.6%	135,027	1.3%	52.4%	6,433	-13.2%	58.7%	4,535	2.4%	41.3%	

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		Total Departures				Scheduled Service						Nonscheduled Service						
Region	Period		Total	Year/ Year Change	U.S. Market Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2005	9	12,047	6.5%	42.5%	57.5%	4,603	6.6%	40.6%	6,727	6.5%	59.4%	514	-2.8%	71.7%	203	32.7%	28.3%
	2006	9	12,382	2.8%	46.2%	53.8%	5,205	13.1%	45.1%	6,346	-5.7%	54.9%	521	1.4%	62.7%	310	52.7%	37.3%
	YE	200409	128,255	-87.1%	41.6%	58.4%	48,413	7.0%	39.8%	73,126	6.0%	60.2%	4,918	29.9%	73.2%	1,798	51.9%	26.8%
	YE	200509	140,271	9.4%	43.3%	56.7%	55,027	13.7%	41.6%	77,135	5.5%	58.4%	5,740	16.7%	70.8%	2,369	31.8%	29.2%
	YE	200609	144,080	2.7%	45.5%	54.5%	60,109	9.2%	44.2%	75,884	-1.6%	55.8%	5,503	-4.1%	68.0%	2,584	9.1%	32.0%
Middle East	2005	9	660	-6.5%	25.2%	74.8%	164	-31.4%	25.9%	469	0.4%	74.1%	2	0.0%	7.4%	25	0.0%	92.6%
	2006	9	797	20.8%	29.7%	70.3%	237	44.5%	29.8%	559	19.2%	70.2%	-	-100.0%	0.0%	1	-96.0%	100.0%
	YE	200409	7,642	-99.2%	32.1%	67.9%	2,438	27.2%	32.0%	5,186	26.1%	68.0%	12	-90.3%	66.7%	6	-40.0%	33.3%
	YE	200509	7,844	2.6%	28.7%	71.3%	2,024	-17.0%	26.9%	5,493	5.9%	73.1%	226	1783.3%	69.1%	101	1583.3%	30.9%
	YE	200609	9,005	14.8%	25.7%	74.3%	2,264	11.9%	25.9%	6,480	18.0%	74.1%	52	-77.0%	19.9%	209	106.9%	80.1%
South America	2005	9	6,338	2.0%	60.9%	39.1%	3,280	12.9%	59.9%	2,198	6.1%	40.1%	578	-36.3%	67.2%	282	-14.5%	32.8%
	2006	9	7,136	12.6%	60.8%	39.2%	3,730	13.7%	59.0%	2,588	17.7%	41.0%	611	5.7%	74.7%	207	-26.6%	25.3%
	YE	200409	77,184	-92.8%	61.2%	38.8%	38,647	0.7%	58.9%	26,936	6.1%	41.1%	8,576	43.7%	73.9%	3,025	17.1%	26.1%
	YE	200509	79,773	3.4%	62.1%	37.9%	41,064	6.3%	60.3%	27,018	0.3%	39.7%	8,486	-1.0%	72.6%	3,205	6.0%	27.4%
	YE	200609	82,921	3.9%	62.6%	37.4%	43,972	7.1%	60.6%	28,533	5.6%	39.4%	7,934	-6.5%	76.2%	2,482	-22.6%	23.8%
The Caribbean	2005	9	15,843	12.9%	87.0%	13.0%	13,326	17.7%	87.2%	1,956	5.0%	12.8%	458	-29.6%	81.6%	103	-48.0%	18.4%
	2006	9	16,086	1.5%	86.7%	13.3%	13,291	-0.3%	86.6%	2,060	5.3%	13.4%	655	43.0%	89.1%	80	-22.3%	10.9%
	YE	200409	245,539	-81.3%	85.8%	14.2%	194,616	3.0%	85.8%	32,087	-3.0%	14.2%	16,035	6.2%	85.1%	2,801	-37.0%	14.9%
	YE	200509	235,922	-3.9%	87.8%	12.2%	197,073	1.3%	88.1%	26,707	-16.8%	11.9%	10,074	-37.2%	83.0%	2,068	-26.2%	17.0%
	YE	200609	242,940	3.0%	88.5%	11.5%	203,945	3.5%	88.4%	26,761	0.2%	11.6%	11,086	10.0%	90.6%	1,148	-44.5%	9.4%

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**

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	2005	9	1,157	-16.9%	0.0%	100.0%	0	0.0%	0.0%	1,157	-13.9%	100.0%	-	0.0%	0.0%	-	-100.0%	0.0%	
	2006	9	1,827	58.0%	33.9%	66.1%	82	7488	13.6%	6.4%	1,208	4.5%	93.6%	536	0.0%	100.0%	-	0.0%	0.0%
	YE	200409	13,823	-4.5%	2.9%	97.1%	-	0.0%	0.0%	13,300	1.8%	100.0%	396	-57.0%	75.7%	127	-73.7%	24.3%	
	YE	200509	13,578	-1.8%	2.1%	97.9%	0	0.0%	0.0%	13,162	-1.0%	100.0%	287	-27.6%	68.8%	130	2.5%	31.2%	
	YE	200609	18,980	39.8%	17.1%	82.9%	172	1564	745.5%	1.1%	15,457	17.4%	98.9%	3,068	970.8%	91.6%	283	117.5%	8.4%
Australia/Oceania	2005	9	15,075	-1.7%	41.6%	58.4%	2,857	-35.9%	24.5%	8,803	-4.8%	75.5%	3,414	118.7%	100.0%	-	-100.0%	0.0%	
	2006	9	16,781	11.3%	42.9%	57.1%	3,418	19.6%	26.3%	9,576	8.8%	73.7%	3,787	10.9%	100.0%	-	0.0%	0.0%	
	YE	200409	151,826	-5.0%	41.1%	58.9%	47,526	-16.3%	34.8%	89,184	18.1%	65.2%	14,923	20.6%	98.7%	194	-71.8%	1.3%	
	YE	200509	179,949	18.5%	42.6%	57.4%	37,971	-20.1%	26.9%	103,028	15.5%	73.1%	38,625	158.8%	99.2%	325	67.8%	0.8%	
	YE	200609	178,709	-0.7%	44.0%	56.0%	38,083	0.3%	27.6%	100,081	-2.9%	72.4%	40,544	5.0%	100.0%	-	-100.0%	0.0%	
Canada	2005	9	34,297	10.7%	73.2%	26.8%	15,849	-5.9%	71.2%	6,401	7.4%	28.8%	9,265	47.8%	76.9%	2,781	45.8%	23.1%	
	2006	9	32,688	-4.7%	72.1%	27.9%	19,515	23.1%	71.6%	7,759	21.2%	28.4%	4,040	-56.4%	74.6%	1,374	-50.6%	25.4%	
	YE	200409	351,048	-29.2%	72.9%	27.1%	195,672	4.9%	71.5%	78,127	-10.4%	28.5%	60,075	45.4%	77.8%	17,173	-18.0%	22.2%	
	YE	200509	377,162	7.4%	71.5%	28.5%	187,089	-4.4%	69.4%	82,563	5.7%	30.6%	82,645	37.6%	76.9%	24,865	44.8%	23.1%	
	YE	200609	379,699	0.7%	73.4%	26.6%	198,802	6.3%	69.7%	86,377	4.6%	30.3%	79,782	-3.5%	84.4%	14,738	-40.7%	15.6%	
Central America	2005	9	49,014	19.1%	75.1%	24.9%	25,797	29.8%	69.6%	11,268	-1.5%	30.4%	11,006	22.9%	92.1%	943	8.0%	7.9%	
	2006	9	53,859	9.9%	72.2%	27.8%	29,910	15.9%	67.8%	14,177	25.8%	32.2%	8,975	-18.5%	91.8%	797	-15.4%	8.2%	
	YE	200409	549,686	-45.5%	73.1%	26.9%	257,202	-1.8%	64.9%	138,851	-5.2%	35.1%	144,690	49.2%	94.2%	8,943	12.5%	5.8%	
	YE	200509	549,374	-0.1%	72.0%	28.0%	285,308	10.9%	66.3%	144,710	4.2%	33.7%	110,198	-23.8%	92.3%	9,158	2.4%	7.7%	
	YE	200609	610,492	11.1%	71.9%	28.1%	320,191	12.2%	66.5%	161,052	11.3%	33.5%	118,956	7.9%	92.0%	10,293	12.4%	8.0%	
Europe	2005	9	273,263	2.2%	45.7%	54.3%	87,825	-0.8%	38.5%	140,541	0.5%	61.5%	37,098	26.3%	82.6%	7,799	-19.4%	17.4%	
	2006	9	282,872	3.5%	42.6%	57.4%	93,637	6.6%	37.3%	157,560	12.1%	62.7%	26,926	-27.4%	85.0%	4,749	-39.1%	15.0%	
	YE	200409	3,180,176	-21.9%	43.7%	56.3%	1,037,567	-3.4%	37.4%	1,736,135	0.6%	62.6%	350,783	62.8%	86.3%	55,690	12.6%	13.7%	
	YE	200509	3,287,544	3.4%	44.8%	55.2%	1,064,049	2.6%	38.0%	1,734,767	-0.1%	62.0%	407,140	16.1%	83.3%	81,589	46.5%	16.7%	
	YE	200609	3,321,457	1.0%	43.0%	57.0%	1,079,578	1.5%	37.3%	1,815,569	4.7%	62.7%	349,325	-14.2%	81.9%	76,985	-5.6%	18.1%	

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

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

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	2005	9	331,393	1.1%	39.4%	60.6%	90,765	-1.9%	32.4%	189,357	2.8%	67.6%	39,939	-1.3%	77.9%	11,333	5.4%	22.1%
	2006	9	350,705	5.8%	40.2%	59.8%	103,061	13.5%	35.5%	187,128	-1.2%	64.5%	37,839	-5.3%	62.5%	22,677	100.1%	37.5%
	YE	200409	3,540,481	389.3%	39.3%	60.7%	1,032,032	4.3%	33.5%	2,044,867	10.7%	66.5%	359,983	41.4%	77.7%	103,600	46.0%	22.3%
	YE	200509	3,795,304	7.2%	39.7%	60.3%	1,087,962	5.4%	33.5%	2,160,349	5.6%	66.5%	418,297	16.2%	76.5%	128,696	24.2%	23.5%
	YE	200609	3,894,803	2.6%	40.0%	60.0%	1,156,478	6.3%	34.6%	2,183,216	1.1%	65.4%	403,288	-3.6%	72.7%	151,821	18.0%	27.3%
Middle East	2005	9	3,938	-9.5%	33.5%	66.5%	1,321	-11.5%	33.5%	2,618	-8.5%	66.5%	-	0.0%	0.0%	-	0.0%	0.0%
	2006	9	5,402	37.2%	38.3%	61.7%	2,069	56.6%	38.4%	3,316	26.7%	61.6%	-	0.0%	0.0%	17	0.0%	100.0%
	YE	200409	47,101	-93.5%	31.6%	68.4%	14,403	40.0%	31.1%	31,930	11.4%	68.9%	491	-87.3%	63.9%	277	-43.0%	36.1%
	YE	200509	55,329	17.5%	34.8%	65.2%	15,982	11.0%	30.8%	35,911	12.5%	69.2%	3,289	569.5%	95.7%	147	-47.0%	4.3%
	YE	200609	59,819	8.1%	32.4%	67.6%	18,684	16.9%	31.7%	40,305	12.2%	68.3%	706	-78.5%	85.0%	124	-15.5%	15.0%
South America	2005	9	98,748	-6.3%	43.2%	56.8%	22,441	6.6%	36.6%	38,828	-0.8%	63.4%	20,252	-32.4%	54.0%	17,226	13.0%	46.0%
	2006	9	135,512	37.2%	50.8%	49.2%	43,163	92.3%	44.8%	53,097	36.7%	55.2%	25,645	26.6%	65.3%	13,607	-21.0%	34.7%
	YE	200409	1,219,177	46.6%	49.5%	50.5%	281,696	-22.0%	36.8%	484,266	27.0%	63.2%	321,693	66.0%	71.0%	131,521	27.8%	29.0%
	YE	200509	1,265,528	3.8%	48.8%	51.2%	298,678	6.0%	38.5%	478,117	-1.3%	61.5%	319,263	-0.8%	65.3%	169,470	28.9%	34.7%
	YE	200609	1,331,413	5.2%	50.5%	49.5%	396,055	32.6%	43.6%	511,738	7.0%	56.4%	276,363	-13.4%	65.2%	147,256	-13.1%	34.8%
The Carribean	2005	9	14,230	-19.7%	87.2%	12.8%	9,765	-0.2%	92.2%	829	-61.3%	7.8%	2,650	-34.7%	72.9%	987	-42.9%	27.1%
	2006	9	14,708	3.4%	89.9%	10.1%	10,368	6.2%	93.6%	709	-14.5%	6.4%	2,848	7.5%	78.4%	783	-20.7%	21.6%
	YE	200409	194,575	-77.1%	80.7%	19.3%	116,902	19.2%	84.5%	21,402	-1.2%	15.5%	40,126	44.2%	71.3%	16,145	-11.5%	28.7%
	YE	200509	176,315	-9.4%	86.6%	13.4%	124,717	6.7%	91.1%	12,159	-43.2%	8.9%	27,963	-30.3%	70.9%	11,476	-28.9%	29.1%
	YE	200609	169,815	-3.7%	89.3%	10.7%	120,485	-3.4%	92.4%	9,862	-18.9%	7.6%	31,231	11.7%	79.1%	8,237	-28.2%	20.9%

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

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Table 3 : Top 25 Foreign Country Gateways 1/

Country 2/		Period		Total Traffic			Scheduled Service						Nonscheduled Service						
				Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
								Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2005	9	1,689,376	7.1%	61.5%	38.5%	1,033,997	2.1%	61.8%	639,815	18.1%	38.2%	5,110	-8.7%	32.8%	10,454	-42.1%	67.2%	
	2006	9	1,731,444	2.5%	61.0%	39.0%	1,052,910	1.8%	61.2%	668,203	4.4%	38.8%	3,901	-23.7%	37.8%	6,430	-38.5%	62.2%	
	YE	200409	18,798,867	9.9%	59.4%	40.6%	11,098,902	16.8%	60.0%	7,398,826	-0.4%	40.0%	64,225	-19.6%	21.3%	236,914	164.0%	78.7%	
	YE	200509	20,495,024	9.0%	59.1%	40.9%	12,085,415	8.9%	59.8%	8,124,730	9.8%	40.2%	34,021	-47.0%	11.9%	250,858	5.9%	88.1%	
	YE	200609	21,290,234	3.9%	56.8%	43.2%	12,052,695	-0.3%	57.3%	8,967,446	10.4%	42.7%	47,226	38.8%	17.5%	222,867	-11.2%	82.5%	
Mexico	2005	9	1,130,529	0.3%	62.8%	37.2%	678,492	15.1%	62.9%	400,630	-11.2%	37.1%	31,882	-54.0%	62.0%	19,525	18.5%	38.0%	
	2006	9	1,031,972	-8.7%	68.3%	31.7%	693,890	2.3%	68.8%	314,364	-21.5%	31.2%	11,388	-64.3%	48.0%	12,330	-36.9%	52.0%	
	YE	200409	17,282,734	14.6%	69.6%	30.4%	9,858,608	20.6%	66.4%	4,996,376	16.2%	33.6%	2,168,753	22.5%	89.3%	258,997	-68.9%	10.7%	
	YE	200509	19,557,321	13.2%	70.0%	30.0%	11,912,127	20.8%	68.0%	5,600,279	12.1%	32.0%	1,771,136	-18.3%	86.6%	273,779	5.7%	13.4%	
	YE	200609	19,091,789	-2.4%	70.3%	29.7%	12,531,947	5.2%	69.9%	5,402,203	-3.5%	30.1%	885,718	-50.0%	76.5%	271,921	-0.7%	23.5%	
United Kingdom	2005	9	1,643,231	4.5%	40.6%	59.4%	666,339	2.5%	44.6%	826,263	2.9%	55.4%	32	255.6%	0.0%	150,597	26.1%	100.0%	
	2006	9	1,642,603	0.0%	40.0%	60.0%	657,109	-1.4%	44.6%	814,850	-1.4%	55.4%	171	434.4%	0.1%	170,473	13.2%	99.9%	
	YE	200409	17,843,475	9.5%	39.6%	60.4%	7,059,188	9.6%	41.9%	9,804,609	8.0%	58.1%	552	-50.9%	0.1%	979,126	25.6%	99.9%	
	YE	200509	18,148,896	1.7%	40.5%	59.5%	7,341,341	4.0%	42.8%	9,797,369	-0.1%	57.2%	8,322	1407.6%	0.8%	1,001,864	2.3%	99.2%	
	YE	200609	18,160,739	0.1%	40.2%	59.8%	7,279,401	-0.8%	42.7%	9,759,759	-0.4%	57.3%	17,222	106.9%	1.5%	1,104,357	10.2%	98.5%	
Japan	2005	9	1,154,087	1.5%	56.5%	43.5%	652,161	3.1%	56.8%	495,943	-0.9%	43.2%	442	-21.5%	7.4%	5,541	100.5%	92.6%	
	2006	9	1,038,487	-10.0%	62.8%	37.2%	651,478	-0.1%	63.1%	381,158	-23.1%	36.9%	179	-59.5%	3.1%	5,672	2.4%	96.9%	
	YE	200409	12,997,845	16.0%	55.5%	44.5%	7,189,286	16.1%	55.6%	5,737,623	15.0%	44.4%	28,035	339.7%	39.5%	42,901	123.5%	60.5%	
	YE	200509	13,536,961	4.1%	57.7%	42.3%	7,786,556	8.3%	58.0%	5,642,285	-1.7%	42.0%	29,254	4.3%	27.1%	78,866	83.8%	72.9%	
	YE	200609	13,026,815	-3.8%	62.4%	37.6%	8,100,982	4.0%	62.8%	4,805,340	-14.8%	37.2%	23,593	-19.4%	19.6%	96,900	22.9%	80.4%	
Germany	2005	9	830,653	12.1%	39.1%	60.9%	295,699	13.4%	36.9%	505,735	5.5%	63.1%	29,219	2551.5%	100.0%	-	-100.0%	0.0%	
	2006	9	819,194	-1.4%	37.7%	62.3%	308,647	4.4%	37.7%	510,123	0.9%	62.3%	424	-98.5%	100.0%	-	0.0%	0.0%	
	YE	200409	7,734,908	13.4%	37.1%	62.9%	2,850,492	13.2%	36.9%	4,867,808	14.6%	63.1%	15,306	-28.7%	92.2%	1,302	-96.4%	7.8%	
	YE	200509	8,379,269	8.3%	37.4%	62.6%	3,085,191	8.2%	37.0%	5,245,406	7.8%	63.0%	48,622	217.7%	99.9%	50	-96.2%	0.1%	
	YE	200609	8,758,674	4.5%	38.8%	61.2%	3,385,854	9.7%	38.7%	5,363,437	2.3%	61.3%	9,061	-81.4%	96.6%	322	544.0%	3.4%	

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2/ Ranked in descending order according to YE 200609 data.

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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	2005	9	575,435	9.2%	40.4%	59.6%	232,649	1.9%	40.4%	342,756	14.9%	59.6%	9	0.0%	30.0%	21	600.0%	70.0%	
	2006	9	574,062	-0.2%	38.7%	61.3%	222,112	-4.5%	38.7%	351,786	2.6%	61.3%	158	1655.6%	96.3%	6	-71.4%	3.7%	
	YE	200409	5,891,232	8.3%	42.8%	57.2%	2,520,031	5.1%	42.8%	3,370,503	11.8%	57.2%	422	135.8%	60.5%	276	-98.9%	39.5%	
	YE	200509	6,274,659	6.5%	42.4%	57.6%	2,660,759	5.6%	42.4%	3,612,427	7.2%	57.6%	627	48.6%	42.6%	846	206.5%	57.4%	
	YE	200609	6,359,380	1.4%	39.0%	61.0%	2,480,713	-6.8%	39.0%	3,877,855	7.3%	61.0%	666	6.2%	82.0%	146	-82.7%	18.0%	
Netherlands	2005	9	418,823	7.9%	62.5%	37.5%	261,856	11.8%	62.6%	156,537	1.8%	37.4%	-	0.0%	0.0%	430	0.0%	100.0%	
	2006	9	408,242	-2.5%	62.1%	37.9%	253,709	-3.1%	62.1%	154,533	-1.3%	37.9%	-	0.0%	0.0%	-	-100.0%	0.0%	
	YE	200409	4,355,544	5.6%	58.9%	41.1%	2,563,676	5.6%	58.9%	1,790,783	5.5%	41.1%	1,085	0.0%	100.0%	-	0.0%	0.0%	
	YE	200509	4,664,559	7.1%	61.1%	38.9%	2,852,308	11.3%	61.2%	1,811,093	1.1%	38.8%	-	-100.0%	0.0%	1,158	0.0%	100.0%	
	YE	200609	4,540,424	-2.7%	60.3%	39.7%	2,736,341	-4.1%	60.3%	1,803,892	-0.4%	39.7%	-	0.0%	0.0%	191	-83.5%	100.0%	
Dominican Republic	2005	9	244,822	3.3%	99.5%	0.5%	238,746	6.2%	99.5%	1,262	-70.7%	0.5%	4,814	-40.1%	100.0%	-	0.0%	0.0%	
	2006	9	251,861	2.9%	99.6%	0.4%	247,867	3.8%	99.6%	1,071	-15.1%	0.4%	2,923	-39.3%	100.0%	-	0.0%	0.0%	
	YE	200409	3,636,211	8.1%	95.9%	4.1%	2,954,473	21.3%	97.3%	80,495	-27.0%	2.7%	533,561	-3.1%	88.7%	67,682	-74.7%	11.3%	
	YE	200509	3,959,498	8.9%	98.4%	1.6%	3,657,964	23.8%	99.0%	36,153	-55.1%	1.0%	238,650	-55.3%	89.9%	26,731	-60.5%	10.1%	
	YE	200609	4,256,970	7.5%	99.7%	0.3%	4,014,023	9.7%	99.7%	12,019	-66.8%	0.3%	230,836	-3.3%	100.0%	92	-99.7%	0.0%	
Bahamas	2005	9	156,630	99.3%	82.9%	17.1%	127,681	96.3%	82.6%	26,862	138.7%	17.4%	2,087	-9.5%	100.0%	-	0.0%	0.0%	
	2006	9	148,073	-5.5%	82.6%	17.4%	119,593	-6.3%	82.3%	25,781	-4.0%	17.7%	2,699	29.3%	100.0%	-	0.0%	0.0%	
	YE	200409	3,018,916	4.4%	83.4%	16.6%	2,356,572	6.6%	82.5%	499,479	-13.6%	17.5%	162,229	57.5%	99.6%	636	1414.3%	0.4%	
	YE	200509	3,016,751	-0.1%	84.6%	15.4%	2,496,851	6.0%	84.3%	464,369	-7.0%	15.7%	55,498	-65.8%	99.9%	33	-94.8%	0.1%	
	YE	200609	3,180,193	5.4%	86.0%	14.0%	2,699,342	8.1%	85.9%	444,700	-4.2%	14.1%	35,741	-35.6%	98.9%	410	1142.4%	1.1%	
Jamaica	2005	9	141,982	3.7%	54.0%	46.0%	73,098	41.3%	52.8%	65,263	-20.2%	47.2%	3,621	5.4%	100.0%	-	0.0%	0.0%	
	2006	9	162,276	14.3%	52.4%	47.6%	84,870	16.1%	52.3%	77,265	18.4%	47.7%	141	-96.1%	100.0%	-	0.0%	0.0%	
	YE	200409	2,646,295	6.2%	46.2%	53.8%	1,058,645	10.2%	42.9%	1,407,157	3.0%	57.1%	163,599	10.8%	90.6%	16,894	-6.0%	9.4%	
	YE	200509	2,588,213	-2.2%	58.5%	41.5%	1,331,186	25.7%	55.4%	1,073,196	-23.7%	44.6%	183,831	12.4%	100.0%	-	-100.0%	0.0%	
	YE	200609	3,068,693	18.6%	62.9%	37.1%	1,829,986	37.5%	61.6%	1,138,748	6.1%	38.4%	99,959	-45.6%	100.0%	-	0.0%	0.0%	

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								Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
South Korea	2005	9	216,537	1.9%	1.0%	99.0%	2,075	-82.6%	1.0%	213,870	7.6%	99.0%	-	0.0%	0.0%	592	-64.9%	100.0%	
	2006	9	244,651	13.0%	4.8%	95.2%	11,850	471.1%	4.8%	232,801	8.9%	95.2%	-	0.0%	0.0%	-	-100.0%	0.0%	
	YE	200409	2,711,060	14.5%	5.9%	94.1%	161,273	185.2%	6.0%	2,530,350	11.0%	94.0%	-	0.0%	0.0%	19,437	-35.9%	100.0%	
	YE	200509	2,848,140	5.1%	5.0%	95.0%	142,043	-11.9%	5.0%	2,688,111	6.2%	95.0%	-	0.0%	0.0%	17,986	-7.5%	100.0%	
	YE	200609	2,964,566	4.1%	2.7%	97.3%	80,567	-43.3%	2.7%	2,879,667	7.1%	97.3%	151	0.0%	3.5%	4,181	-76.8%	96.5%	
Italy	2005	9	267,329	0.9%	60.5%	39.5%	161,736	14.8%	60.5%	105,593	-14.6%	39.5%	-	-100.0%	0.0%	-	0.0%	0.0%	
	2006	9	270,928	1.3%	59.1%	40.9%	159,971	-1.1%	59.1%	110,760	4.9%	40.9%	197	0.0%	100.0%	-	0.0%	0.0%	
	YE	200409	2,406,182	22.7%	51.8%	48.2%	1,241,823	24.2%	51.7%	1,160,803	21.4%	48.3%	3,554	-6.9%	99.9%	2	-77.8%	0.1%	
	YE	200509	2,676,573	11.2%	55.1%	44.9%	1,473,636	18.7%	55.1%	1,201,882	3.5%	44.9%	721	-79.7%	68.3%	334	16600.0%	31.7%	
	YE	200609	2,608,461	-2.5%	56.5%	43.5%	1,456,132	-1.2%	56.2%	1,134,427	-5.6%	43.8%	17,900	2382.7%	100.0%	2	-99.4%	0.0%	
Taiwan	2005	9	175,656	14.5%	1.2%	98.8%	2,031	-18.1%	1.2%	173,625	15.0%	98.8%	-	0.0%	0.0%	-	0.0%	0.0%	
	2006	9	171,667	-2.3%	0.0%	100.0%	-	-100.0%	0.0%	171,667	-1.1%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200409	2,078,162	15.0%	1.4%	98.6%	29,374	-70.0%	1.4%	2,048,788	19.8%	98.6%	-	-100.0%	0.0%	-	0.0%	0.0%	
	YE	200509	2,250,893	8.3%	1.5%	98.5%	32,415	10.4%	1.4%	2,217,893	8.3%	98.6%	585	0.0%	100.0%	-	0.0%	0.0%	
	YE	200609	2,349,545	4.4%	0.2%	99.8%	2,939	-90.9%	0.1%	2,344,312	5.7%	99.9%	2,294	292.1%	100.0%	-	0.0%	0.0%	
Brazil	2005	9	167,853	19.0%	64.4%	35.6%	107,826	21.5%	64.4%	59,709	14.3%	35.6%	318	0.0%	100.0%	-	0.0%	0.0%	
	2006	9	171,106	1.9%	74.2%	25.8%	126,908	17.7%	74.2%	44,198	-26.0%	25.8%	-	-100.0%	0.0%	-	0.0%	0.0%	
	YE	200409	1,952,882	2.7%	64.5%	35.5%	1,257,406	6.1%	64.5%	692,088	-3.2%	35.5%	2,168	497.2%	64.0%	1,220	151.5%	36.0%	
	YE	200509	2,201,180	12.7%	63.8%	36.2%	1,399,437	11.3%	63.7%	796,241	15.0%	36.3%	4,484	106.8%	81.5%	1,018	-16.6%	18.5%	
	YE	200609	2,330,987	5.9%	68.7%	31.3%	1,598,700	14.2%	68.7%	727,847	-8.6%	31.3%	3,349	-25.3%	75.4%	1,091	7.2%	24.6%	
Hong Kong-China	2005	9	151,986	25.9%	33.1%	66.9%	50,374	16.0%	33.1%	101,612	31.5%	66.9%	-	0.0%	0.0%	-	0.0%	0.0%	
	2006	9	157,868	3.9%	32.2%	67.8%	50,829	0.9%	32.2%	107,039	5.3%	67.8%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200409	1,463,495	38.2%	39.2%	60.8%	573,899	57.7%	39.2%	889,596	28.0%	60.8%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200509	1,822,870	24.6%	34.3%	65.7%	625,825	9.0%	34.3%	1,197,018	34.6%	65.7%	-	0.0%	0.0%	27	0.0%	100.0%	
	YE	200609	2,086,842	14.5%	32.6%	67.4%	680,143	8.7%	32.6%	1,406,693	17.5%	67.4%	6	0.0%	100.0%	-	-100.0%	0.0%	

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Ireland	2005	9	177,888	7.6%	42.6%	57.4%	73,982	34.3%	43.0%	98,162	-7.5%	57.0%	1,710	87.5%	29.8%	4,034	22.3%	70.2%	
	2006	9	190,456	7.1%	53.7%	46.3%	101,888	37.7%	54.5%	84,991	-13.4%	45.5%	390	-77.2%	10.9%	3,187	-21.0%	89.1%	
	YE	200409	1,636,795	7.3%	27.8%	72.2%	446,589	6.3%	27.7%	1,165,936	7.1%	72.3%	8,345	52.3%	34.4%	15,925	42.9%	65.6%	
	YE	200509	1,803,252	10.2%	34.0%	66.0%	594,404	33.1%	33.4%	1,185,488	1.7%	66.6%	19,311	131.4%	82.7%	4,049	-74.6%	17.3%	
	YE	200609	1,980,493	9.8%	43.9%	56.1%	852,175	43.4%	43.7%	1,098,111	-7.4%	56.3%	17,207	-10.9%	57.0%	13,000	221.1%	43.0%	
Costa Rica	2005	9	104,329	7.6%	84.7%	15.3%	77,879	20.2%	83.1%	15,798	-49.7%	16.9%	10,479	1329.6%	98.4%	173	0.0%	1.6%	
	2006	9	86,181	-17.4%	83.6%	16.4%	71,359	-8.4%	83.4%	14,174	-10.3%	16.6%	648	-93.8%	100.0%	-	-100.0%	0.0%	
	YE	200409	1,711,387	24.5%	69.7%	30.3%	1,160,422	32.2%	69.1%	517,762	10.0%	30.9%	33,203	45.1%	100.0%	-	-100.0%	0.0%	
	YE	200509	2,002,390	17.0%	82.8%	17.2%	1,517,746	30.8%	81.5%	344,893	-33.4%	18.5%	139,484	320.1%	99.8%	267	0.0%	0.2%	
	YE	200609	1,789,065	-10.7%	87.7%	12.3%	1,542,469	1.6%	87.6%	219,302	-36.4%	12.4%	27,294	-80.4%	100.0%	-	-100.0%	0.0%	
China	2005	9	134,377	34.6%	55.7%	44.3%	74,840	65.6%	55.7%	59,537	8.9%	44.3%	-	0.0%	0.0%	-	0.0%	0.0%	
	2006	9	157,430	17.2%	56.1%	43.9%	88,259	17.9%	56.1%	69,171	16.2%	43.9%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200409	1,001,101	55.9%	43.8%	56.2%	438,164	61.8%	43.8%	562,925	51.6%	56.2%	12	-25.0%	100.0%	-	0.0%	0.0%	
	YE	200509	1,381,359	38.0%	53.4%	46.6%	737,631	68.3%	53.5%	641,940	14.0%	46.5%	642	5250.0%	35.9%	1,146	0.0%	64.1%	
	YE	200609	1,725,813	24.9%	56.1%	43.9%	968,681	31.3%	56.1%	756,983	17.9%	43.9%	149	-76.8%	100.0%	-	-100.0%	0.0%	
Spain	2005	9	171,259	11.4%	49.4%	50.6%	84,595	10.6%	55.2%	68,590	-11.3%	44.8%	73	0.0%	0.4%	18,001	0.0%	99.6%	
	2006	9	168,996	-1.3%	55.0%	45.0%	92,974	9.9%	55.0%	75,999	10.8%	45.0%	-	-100.0%	0.0%	23	-99.9%	100.0%	
	YE	200409	1,770,296	14.4%	45.0%	55.0%	792,566	17.3%	44.9%	972,814	12.0%	55.1%	4,027	0.0%	81.9%	889	-65.8%	18.1%	
	YE	200509	1,716,939	-3.0%	48.8%	51.2%	836,552	5.5%	51.0%	803,535	-17.4%	49.0%	1,421	-64.7%	1.8%	75,431	8384.9%	98.2%	
	YE	200609	1,688,906	-1.6%	52.5%	47.5%	886,036	5.9%	53.0%	785,936	-2.2%	47.0%	839	-41.0%	5.0%	16,095	-78.7%	95.0%	
Australia	2005	9	129,836	11.8%	35.6%	64.4%	46,204	11.6%	35.6%	83,632	12.1%	64.4%	-	-100.0%	0.0%	-	0.0%	0.0%	
	2006	9	139,277	7.3%	31.0%	69.0%	43,148	-6.6%	31.0%	96,129	14.9%	69.0%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200409	1,401,504	7.7%	33.2%	66.8%	464,916	17.7%	33.2%	936,320	3.3%	66.8%	248	726.7%	92.5%	20	-56.5%	7.5%	
	YE	200509	1,552,474	10.8%	35.1%	64.9%	544,000	17.0%	35.0%	1,008,155	7.7%	65.0%	311	25.4%	97.5%	8	-60.0%	2.5%	
	YE	200609	1,672,079	7.7%	33.2%	66.8%	554,490	1.9%	33.2%	1,117,589	10.9%	66.8%	-	-100.0%	0.0%	-	-100.0%	0.0%	

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Colombia	2005	9	96,915	8.7%	47.4%	52.6%	45,973	5.0%	47.4%	50,942	12.4%	52.6%	-	0.0%	0.0%	-	0.0%	0.0%	
	2006	9	105,848	9.2%	45.3%	54.7%	47,977	4.4%	45.3%	57,871	13.6%	54.7%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200409	1,314,692	13.6%	49.1%	50.9%	617,382	10.1%	48.3%	660,909	11.1%	51.7%	28,529	13169.3%	78.4%	7,872	703.3%	21.6%	
	YE	200509	1,433,034	9.0%	47.0%	53.0%	671,990	8.8%	46.9%	760,120	15.0%	53.1%	924	-96.8%	100.0%	-	-100.0%	0.0%	
	YE	200609	1,537,686	7.3%	46.7%	53.3%	704,460	4.8%	46.2%	819,984	7.9%	53.8%	13,242	1333.1%	100.0%	-	0.0%	0.0%	
Switzerland	2005	9	126,122	2.0%	46.5%	53.5%	58,637	5.2%	46.7%	66,804	-1.4%	53.3%	-	0.0%	0.0%	681	280.4%	100.0%	
	2006	9	130,727	3.7%	45.2%	54.8%	59,056	0.7%	45.3%	71,354	6.8%	54.7%	-	0.0%	0.0%	317	-53.5%	100.0%	
	YE	200409	1,402,328	0.2%	39.5%	60.5%	553,831	30.0%	39.6%	845,042	-12.6%	60.4%	-	0.0%	0.0%	3,455	-49.4%	100.0%	
	YE	200509	1,458,183	4.0%	45.1%	54.9%	657,917	18.8%	45.3%	795,742	-5.8%	54.7%	-	0.0%	0.0%	4,524	30.9%	100.0%	
	YE	200609	1,417,320	-2.8%	45.7%	54.3%	647,982	-1.5%	45.8%	765,487	-3.8%	54.2%	17	0.0%	0.4%	3,834	-15.3%	99.6%	
El Salvador	2005	9	75,398	-8.7%	43.1%	56.9%	32,516	-0.8%	43.1%	42,882	-13.9%	56.9%	-	0.0%	0.0%	-	0.0%	0.0%	
	2006	9	72,531	-3.8%	43.5%	56.5%	31,413	-3.4%	43.4%	40,983	-4.4%	56.6%	135	0.0%	100.0%	-	0.0%	0.0%	
	YE	200409	1,187,997	10.8%	39.9%	60.1%	473,882	12.0%	39.9%	713,405	11.0%	60.1%	710	-89.0%	100.0%	-	0.0%	0.0%	
	YE	200509	1,242,479	4.6%	42.7%	57.3%	530,245	11.9%	42.7%	711,491	-0.3%	57.3%	743	4.6%	100.0%	-	0.0%	0.0%	
	YE	200609	1,236,696	-0.5%	42.9%	57.1%	530,739	0.1%	42.9%	705,548	-0.8%	57.1%	409	-45.0%	100.0%	-	0.0%	0.0%	
Venezuela	2005	9	119,890	6.3%	82.9%	17.1%	74,771	13.3%	78.4%	20,545	1.6%	21.6%	24,574	-7.5%	100.0%	-	0.0%	0.0%	
	2006	9	102,434	-14.6%	76.9%	23.1%	73,539	-1.6%	75.7%	23,623	15.0%	24.3%	5,272	-78.5%	100.0%	-	0.0%	0.0%	
	YE	200409	1,162,425	19.6%	80.2%	19.8%	742,287	28.9%	76.4%	229,655	3.1%	23.6%	190,483	9.9%	100.0%	-	-100.0%	0.0%	
	YE	200509	1,367,400	17.6%	83.9%	16.1%	855,457	15.2%	79.5%	220,088	-4.2%	20.5%	291,855	53.2%	100.0%	-	0.0%	0.0%	
	YE	200609	1,191,257	-12.9%	79.5%	20.5%	768,214	-10.2%	75.9%	244,418	11.1%	24.1%	178,625	-38.8%	100.0%	-	0.0%	0.0%	
Israel	2005	9	91,184	26.3%	27.8%	72.2%	25,338	2.5%	29.8%	59,795	25.9%	70.2%	-	0.0%	0.0%	6,051	0.0%	100.0%	
	2006	9	89,749	-1.6%	38.2%	61.8%	34,244	35.1%	38.2%	55,505	-7.2%	61.8%	-	0.0%	0.0%	-	-100.0%	0.0%	
	YE	200409	908,376	31.9%	28.8%	71.2%	261,991	66.4%	28.8%	646,385	21.7%	71.2%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	200509	1,023,263	12.6%	30.0%	70.0%	306,639	17.0%	30.7%	693,123	7.2%	69.3%	-	0.0%	0.0%	23,501	0.0%	100.0%	
	YE	200609	1,189,543	16.2%	34.5%	65.5%	406,252	32.5%	35.7%	733,186	5.8%	64.3%	3,574	0.0%	7.1%	46,531	98.0%	92.9%	

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

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Table 4 : Top 25 Foreign Country Gateways 1/

Seats

Country 2/	Period		Total Seats				Scheduled Service						Nonscheduled Service					
			Total	Yr/Yr Chg.	US Mkt Share	Foreign Market Share	US Flag			Foreign Flag			US Flag			Foreign Flag		
							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
Canada	2005	9	2,518,454	4.7%	63.4%	36.6%	1,585,079	2.1%	63.6%	906,050	11.0%	36.4%	11,663	4.1%	42.7%	15,662	-36.4%	57.3%
	2006	9	2,484,719	-1.3%	61.6%	38.4%	1,520,406	-4.1%	61.7%	942,776	4.1%	38.3%	11,081	-5.0%	51.5%	10,456	-33.2%	48.5%
	YE	200409	29,276,693	2.9%	58.2%	41.8%	16,921,510	7.3%	58.7%	11,917,060	-3.9%	41.3%	123,242	-20.5%	28.1%	314,881	147.7%	71.9%
	YE	200509	30,249,234	3.3%	60.2%	39.8%	18,139,128	7.2%	60.8%	11,688,662	-1.9%	39.2%	77,361	-37.2%	18.4%	344,083	9.3%	81.6%
	YE	200609	30,578,528	1.1%	59.0%	41.0%	17,925,840	-1.2%	59.4%	12,236,854	4.7%	40.6%	114,182	47.6%	27.5%	301,652	-12.3%	72.5%
Mexico	2005	9	1,845,356	-3.0%	61.0%	39.0%	1,080,073	15.0%	61.4%	679,866	-17.6%	38.6%	45,292	-53.5%	53.0%	40,125	-0.8%	47.0%
	2006	9	1,695,319	-8.1%	64.2%	35.8%	1,062,381	-1.6%	64.7%	578,490	-14.9%	35.3%	26,675	-41.1%	49.0%	27,773	-30.8%	51.0%
	YE	200409	24,758,969	9.5%	66.1%	33.9%	13,667,091	16.6%	63.3%	7,940,256	9.4%	36.7%	2,696,755	16.8%	85.6%	454,867	-65.8%	14.4%
	YE	200509	27,680,359	11.8%	67.9%	32.1%	16,518,512	20.9%	66.1%	8,470,274	6.7%	33.9%	2,274,872	-15.6%	84.5%	416,701	-8.4%	15.5%
	YE	200609	26,321,219	-4.9%	67.5%	32.5%	16,591,568	0.4%	67.0%	8,165,393	-3.6%	33.0%	1,162,675	-48.9%	74.3%	401,583	-3.6%	25.7%
United Kingdom	2005	9	2,043,741	3.8%	40.7%	59.3%	831,983	5.2%	44.3%	1,044,227	0.6%	55.7%	36	-91.6%	0.0%	167,295	19.1%	100.0%
	2006	9	2,124,092	3.9%	39.8%	60.2%	844,676	1.5%	43.5%	1,097,182	5.1%	56.5%	301	736.1%	0.2%	181,933	8.7%	99.8%
	YE	200409	22,344,566	5.8%	39.3%	60.7%	8,768,972	4.9%	41.3%	12,477,172	5.1%	58.7%	2,722	45.4%	0.2%	1,095,700	24.6%	99.8%
	YE	200509	22,803,863	2.1%	40.2%	59.8%	9,152,572	4.4%	42.3%	12,496,242	0.2%	57.7%	19,436	614.0%	1.7%	1,135,613	3.6%	98.3%
	YE	200609	23,175,101	1.6%	40.1%	59.9%	9,254,872	1.1%	42.2%	12,674,698	1.4%	57.8%	31,335	61.2%	2.5%	1,214,196	6.9%	97.5%
Japan	2005	9	1,442,215	4.2%	55.8%	44.2%	803,862	6.4%	56.0%	631,052	1.4%	44.0%	780	-63.5%	10.7%	6,521	86.2%	89.3%
	2006	9	1,336,148	-7.4%	61.8%	38.2%	824,750	2.6%	62.1%	503,133	-20.3%	37.9%	766	-1.8%	9.3%	7,499	15.0%	90.7%
	YE	200409	16,196,583	5.0%	52.9%	47.1%	8,519,260	3.8%	53.0%	7,553,818	5.3%	47.0%	47,293	277.3%	38.3%	76,212	192.9%	61.7%
	YE	200509	16,989,695	4.9%	56.0%	44.0%	9,468,578	11.1%	56.3%	7,361,799	-2.5%	43.7%	50,515	6.8%	31.7%	108,803	42.8%	68.3%
	YE	200609	16,133,317	-5.0%	60.9%	39.1%	9,780,474	3.3%	61.3%	6,178,784	-16.1%	38.7%	39,698	-21.4%	22.8%	134,361	23.5%	77.2%
Germany	2005	9	998,579	15.8%	39.0%	61.0%	342,051	14.1%	36.0%	609,291	8.6%	64.0%	47,237	3419.9%	100.0%	-	-100.0%	0.0%
	2006	9	1,003,566	0.5%	36.7%	63.3%	367,156	7.3%	36.6%	635,656	4.3%	63.4%	754	-98.4%	100.0%	-	0.0%	0.0%
	YE	200409	9,301,243	9.7%	37.5%	62.5%	3,466,318	7.0%	37.4%	5,810,332	12.4%	62.6%	21,878	-32.6%	89.0%	2,715	-93.5%	11.0%
	YE	200509	10,170,514	9.3%	37.0%	63.0%	3,682,881	6.2%	36.5%	6,406,733	10.3%	63.5%	80,751	269.1%	99.8%	149	-94.5%	0.2%
	YE	200609	10,934,413	7.5%	38.3%	61.7%	4,170,321	13.2%	38.2%	6,746,430	5.3%	61.8%	16,991	-79.0%	96.2%	671	350.3%	3.8%

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							Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share
France	2005	9	673,313	5.2%	41.0%	59.0%	276,132	-3.0%	41.0%	397,063	11.9%	59.0%	36	0.0%	30.5%	82	355.6%	69.5%
	2006	9	699,808	3.9%	38.5%	61.5%	269,047	-2.6%	38.5%	430,550	8.4%	61.5%	196	444.4%	92.9%	15	-81.7%	7.1%
	YE 200409		7,266,060	5.3%	43.3%	56.7%	3,145,658	1.8%	43.3%	4,119,203	9.1%	56.7%	805	199.3%	67.1%	394	-98.8%	32.9%
	YE 200509		7,447,086	2.5%	43.2%	56.8%	3,213,192	2.1%	43.2%	4,231,398	2.7%	56.8%	1,178	46.3%	47.2%	1,318	234.5%	52.8%
	YE 200609		7,724,981	3.7%	40.2%	59.8%	3,103,975	-3.4%	40.2%	4,619,498	9.2%	59.8%	1,241	5.3%	82.3%	267	-79.7%	17.7%
Dominican Republic	2005	9	380,347	0.4%	99.6%	0.4%	369,418	4.3%	99.5%	1,696	-82.2%	0.5%	9,233	-39.3%	100.0%	-	0.0%	0.0%
	2006	9	373,818	-1.7%	99.4%	0.6%	365,543	-1.0%	99.4%	2,156	27.1%	0.6%	6,119	-33.7%	100.0%	-	0.0%	0.0%
	YE 200409		5,518,502	2.1%	95.4%	4.6%	4,485,685	15.0%	96.5%	160,734	-18.5%	3.5%	776,701	-0.6%	89.1%	95,382	-81.8%	10.9%
	YE 200509		5,668,838	2.7%	98.0%	2.0%	5,225,152	16.5%	98.6%	75,455	-53.1%	1.4%	329,855	-57.5%	89.6%	38,376	-59.8%	10.4%
	YE 200609		5,955,500	5.1%	99.4%	0.6%	5,606,790	7.3%	99.4%	35,781	-52.6%	0.6%	312,825	-5.2%	100.0%	104	-99.7%	0.0%
Netherlands	2005	9	480,868	9.5%	63.1%	36.9%	303,433	15.5%	63.2%	176,716	0.2%	36.8%	215	0.0%	29.9%	504	0.0%	70.1%
	2006	9	466,065	-3.1%	62.7%	37.3%	292,029	-3.8%	62.7%	173,712	-1.7%	37.3%	324	50.7%	100.0%	-	-100.0%	0.0%
	YE 200409		5,122,059	0.1%	58.8%	41.2%	3,007,893	0.5%	58.7%	2,112,630	-0.4%	41.3%	1,536	0.0%	100.0%	-	0.0%	0.0%
	YE 200509		5,436,792	6.1%	61.8%	38.2%	3,360,677	11.7%	61.8%	2,074,030	-1.8%	38.2%	645	-58.0%	30.9%	1,440	0.0%	69.1%
	YE 200609		5,271,347	-3.0%	60.8%	39.2%	3,204,012	-4.7%	60.8%	2,066,615	-0.4%	39.2%	324	-49.8%	45.0%	396	-72.5%	55.0%
Bahamas	2005	9	319,280	47.1%	81.7%	18.3%	256,215	52.5%	81.4%	58,500	36.8%	18.6%	4,565	-27.3%	100.0%	-	0.0%	0.0%
	2006	9	272,896	-14.5%	83.1%	16.9%	222,015	-13.3%	82.8%	46,180	-21.1%	17.2%	4,701	3.0%	100.0%	-	0.0%	0.0%
	YE 200409		4,791,975	-1.5%	81.4%	18.6%	3,623,340	0.4%	80.3%	888,661	-18.1%	19.7%	278,934	65.5%	99.6%	1,040	141.9%	0.4%
	YE 200509		4,879,121	1.8%	83.2%	16.8%	3,955,487	9.2%	82.8%	820,886	-7.6%	17.2%	102,696	-63.2%	99.9%	52	-95.0%	0.1%
	YE 200609		4,674,496	-4.2%	84.4%	15.6%	3,886,169	-1.8%	84.2%	728,528	-11.3%	15.8%	58,979	-42.6%	98.6%	820	1476.9%	1.4%
Jamaica	2005	9	240,782	1.4%	48.4%	51.6%	110,687	23.4%	47.1%	124,308	-11.7%	52.9%	5,787	-17.7%	100.0%	-	0.0%	0.0%
	2006	9	262,445	9.0%	46.6%	53.4%	122,219	10.4%	46.6%	140,056	12.7%	53.4%	170	-97.1%	100.0%	-	0.0%	0.0%
	YE 200409		3,991,420	6.9%	43.8%	56.2%	1,539,956	13.6%	40.9%	2,223,311	3.1%	59.1%	207,913	4.7%	91.1%	20,240	-17.3%	8.9%
	YE 200509		3,666,518	-8.1%	55.6%	44.4%	1,790,673	16.3%	52.4%	1,627,838	-26.8%	47.6%	248,007	19.3%	100.0%	-	-100.0%	0.0%
	YE 200609		4,418,529	20.5%	59.4%	40.6%	2,479,653	38.5%	58.0%	1,795,172	10.3%	42.0%	143,704	-42.1%	100.0%	-	0.0%	0.0%

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South Korea	2005	9	295,061	1.4%	0.9%	99.1%	2,561	-83.2%	0.9%	291,532	6.4%	99.1%	-	0.0%	0.0%	968	-46.3%	100.0%
	2006	9	332,861	12.8%	4.6%	95.4%	15,211	493.9%	4.6%	317,650	9.0%	95.4%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	200409	3,551,193	3.9%	5.5%	94.5%	194,135	192.6%	5.5%	3,331,637	0.6%	94.5%	1,004	0.0%	3.9%	24,417	-37.5%	96.1%
	YE	200509	3,742,167	5.4%	4.6%	95.4%	173,075	-10.8%	4.7%	3,543,751	6.4%	95.3%	-	-100.0%	0.0%	25,341	3.8%	100.0%
	YE	200609	3,852,733	3.0%	2.4%	97.6%	91,662	-47.0%	2.4%	3,755,469	6.0%	97.6%	346	0.0%	6.2%	5,256	-79.3%	93.8%
Italy	2005	9	319,002	1.2%	59.7%	40.3%	190,394	15.8%	59.7%	128,608	-14.3%	40.3%	-	-100.0%	0.0%	-	0.0%	0.0%
	2006	9	323,025	1.3%	57.9%	42.1%	186,643	-2.0%	57.8%	136,017	5.8%	42.2%	365	0.0%	100.0%	-	0.0%	0.0%
	YE	200409	2,949,621	18.2%	50.0%	50.0%	1,470,442	17.6%	49.9%	1,473,601	19.1%	50.1%	5,560	-14.4%	99.7%	18	-62.5%	0.3%
	YE	200509	3,277,982	11.1%	52.6%	47.4%	1,722,593	17.1%	52.6%	1,552,167	5.3%	47.4%	2,583	-53.5%	80.2%	639	3450.0%	19.8%
	YE	200609	3,166,819	-3.4%	54.5%	45.5%	1,698,009	-1.4%	54.1%	1,441,934	-7.1%	45.9%	26,858	939.8%	99.9%	18	-97.2%	0.1%
Brazil	2005	9	230,565	14.6%	65.3%	34.7%	150,105	18.2%	65.2%	80,040	7.9%	34.8%	420	0.0%	100.0%	-	-100.0%	0.0%
	2006	9	218,825	-5.1%	74.1%	25.9%	162,115	8.0%	74.1%	56,710	-29.1%	25.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	200409	2,658,919	-3.2%	65.1%	34.9%	1,728,043	-1.8%	65.1%	926,457	-5.8%	34.9%	2,740	180.7%	62.0%	1,679	86.3%	38.0%
	YE	200509	2,861,604	7.6%	65.0%	35.0%	1,854,627	7.3%	65.0%	999,102	7.8%	35.0%	6,165	125.0%	78.3%	1,710	1.8%	21.7%
	YE	200609	3,096,636	8.2%	68.3%	31.7%	2,109,952	13.8%	68.3%	980,945	-1.8%	31.7%	4,205	-31.8%	73.3%	1,534	-10.3%	26.7%
Taiwan	2005	9	234,212	9.3%	1.6%	98.4%	3,720	-7.7%	1.6%	230,492	9.6%	98.4%	-	0.0%	0.0%	-	0.0%	0.0%
	2006	9	228,402	-2.5%	0.0%	100.0%	-	-100.0%	0.0%	228,402	-0.9%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200409	2,596,131	-1.3%	1.7%	98.3%	44,640	-68.5%	1.7%	2,551,491	2.6%	98.3%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	200509	2,746,698	5.8%	1.8%	98.2%	48,980	9.7%	1.8%	2,696,623	5.7%	98.2%	1,095	0.0%	100.0%	-	0.0%	0.0%
	YE	200609	2,832,894	3.1%	0.2%	99.8%	4,340	-91.1%	0.2%	2,826,074	4.8%	99.8%	2,480	126.5%	100.0%	-	0.0%	0.0%
Hong Kong-China	2005	9	214,276	30.9%	31.5%	68.5%	67,500	18.7%	31.5%	146,776	37.4%	68.5%	-	0.0%	0.0%	-	0.0%	0.0%
	2006	9	212,359	-0.9%	31.9%	68.1%	67,821	0.5%	31.9%	144,538	-1.5%	68.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200409	1,841,885	23.0%	37.2%	62.8%	685,454	39.5%	37.2%	1,156,431	14.9%	62.8%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200509	2,266,881	23.1%	33.3%	66.7%	755,885	10.3%	33.3%	1,510,714	30.6%	66.7%	-	0.0%	0.0%	282	0.0%	100.0%
	YE	200609	2,578,863	13.8%	31.8%	68.2%	820,014	8.5%	31.8%	1,758,831	16.4%	68.2%	18	0.0%	100.0%	-	-100.0%	0.0%

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Ireland	2005	9	217,326	13.4%	41.4%	58.6%	85,895	37.7%	41.4%	121,429	-1.1%	58.6%	4,056	171.7%	40.6%	5,946	19.9%	59.4%
	2006	9	240,255	10.6%	50.9%	49.1%	121,194	41.1%	51.5%	114,315	-5.9%	48.5%	977	-75.9%	20.6%	3,769	-36.6%	79.4%
	YE 200409		1,915,627	6.4%	28.1%	71.9%	521,295	3.8%	27.7%	1,358,737	6.9%	72.3%	16,290	10.0%	45.8%	19,305	63.2%	54.2%
	YE 200509		2,056,309	7.3%	34.3%	65.7%	671,912	28.9%	33.3%	1,345,413	-1.0%	66.7%	32,990	102.5%	84.6%	5,994	-69.0%	15.4%
	YE 200609		2,402,207	16.8%	43.9%	56.1%	1,023,273	52.3%	43.4%	1,332,725	-0.9%	56.6%	31,723	-3.8%	68.7%	14,486	141.7%	31.3%
Costa Rica	2005	9	148,124	-13.5%	84.8%	15.2%	111,738	-7.5%	83.4%	22,170	-55.3%	16.6%	13,840	1366.1%	97.4%	376	0.0%	2.6%
	2006	9	129,536	-12.5%	80.9%	19.1%	103,298	-7.6%	80.7%	24,746	11.6%	19.3%	1,492	-89.2%	100.0%	-	-100.0%	0.0%
	YE 200409		2,393,351	28.7%	70.9%	29.1%	1,647,980	41.5%	70.3%	697,265	5.4%	29.7%	48,106	59.3%	100.0%	-	-100.0%	0.0%
	YE 200509		2,649,872	10.7%	81.9%	18.1%	1,979,140	20.1%	80.5%	477,940	-31.5%	19.5%	192,296	299.7%	99.7%	496	0.0%	0.3%
	YE 200609		2,228,057	-15.9%	87.2%	12.8%	1,907,044	-3.6%	87.0%	285,026	-40.4%	13.0%	35,987	-81.3%	100.0%	-	-100.0%	0.0%
Australia	2005	9	169,441	2.5%	32.1%	67.9%	54,383	0.0%	32.1%	115,058	3.9%	67.9%	-	-100.0%	0.0%	-	0.0%	0.0%
	2006	9	176,615	4.2%	29.6%	70.4%	52,247	-3.9%	29.6%	124,368	8.1%	70.4%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 200409		1,872,229	8.0%	31.9%	68.1%	596,009	12.0%	31.8%	1,275,615	6.2%	68.2%	538	150.2%	88.9%	67	36.7%	11.1%
	YE 200509		2,081,987	11.2%	33.2%	66.8%	691,447	16.0%	33.2%	1,390,206	9.0%	66.8%	316	-41.3%	94.6%	18	-73.1%	5.4%
	YE 200609		2,184,968	4.9%	31.6%	68.4%	691,408	0.0%	31.6%	1,493,560	7.4%	68.4%	-	-100.0%	0.0%	-	-100.0%	0.0%
Colombia	2005	9	161,221	11.6%	48.5%	51.5%	78,197	8.7%	48.5%	83,024	14.7%	51.5%	-	0.0%	0.0%	-	-100.0%	0.0%
	2006	9	180,770	12.1%	43.9%	56.1%	79,433	1.6%	43.9%	101,337	22.1%	56.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 200409		1,950,272	1.0%	50.6%	49.4%	948,775	5.0%	50.1%	945,548	-7.7%	49.9%	38,911	5547.5%	69.5%	17,038	627.2%	30.5%
	YE 200509		2,029,212	4.0%	49.4%	50.6%	1,001,845	5.6%	49.4%	1,026,169	8.5%	50.6%	1,198	-96.9%	100.0%	-	-100.0%	0.0%
	YE 200609		2,173,281	7.1%	47.5%	52.5%	1,014,640	1.3%	47.1%	1,140,719	11.2%	52.9%	17,922	1396.0%	100.0%	-	0.0%	0.0%
China	2005	9	167,989	34.3%	55.8%	44.2%	93,777	83.9%	55.8%	74,212	0.2%	44.2%	-	0.0%	0.0%	-	0.0%	0.0%
	2006	9	191,643	14.1%	57.0%	43.0%	109,189	16.4%	57.0%	82,454	11.1%	43.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 200409		1,286,934	31.4%	39.2%	60.8%	504,963	33.7%	39.2%	781,953	30.0%	60.8%	18	0.0%	100.0%	-	0.0%	0.0%
	YE 200509		1,766,104	37.2%	53.1%	46.9%	936,713	85.5%	53.1%	826,019	5.6%	46.9%	1,638	9000.0%	48.6%	1,734	0.0%	51.4%
	YE 200609		2,146,655	21.5%	56.3%	43.7%	1,208,420	29.0%	56.3%	937,862	13.5%	43.7%	373	-77.2%	100.0%	-	-100.0%	0.0%

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

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

Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 200609 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
Spain	2005	9	218,434	14.0%	47.2%	52.8%	102,941	10.9%	54.2%	87,052	-11.9%	45.8%	185	0.0%	0.7%	28,256	0.0%	99.3%
	2006	9	204,409	-6.4%	55.0%	45.0%	112,417	9.2%	55.0%	91,928	5.6%	45.0%	-	-100.0%	0.0%	64	-99.8%	100.0%
	YE 200409		2,180,049	8.9%	44.6%	55.4%	963,650	14.0%	44.4%	1,207,644	4.8%	55.6%	7,798	0.0%	89.1%	957	-81.0%	10.9%
	YE 200509		2,136,619	-2.0%	47.5%	52.5%	1,010,998	4.9%	49.8%	1,018,494	-15.7%	50.2%	2,915	-62.6%	2.7%	104,212	10789.4%	97.3%
	YE 200609		2,046,141	-4.2%	51.7%	48.3%	1,055,469	4.4%	52.3%	964,561	-5.3%	47.7%	1,869	-35.9%	7.2%	24,242	-76.7%	92.8%
Venezuela	2005	9	189,327	3.1%	81.6%	18.4%	109,565	9.4%	75.9%	34,821	9.3%	24.1%	44,941	-12.8%	100.0%	-	-100.0%	0.0%
	2006	9	145,276	-23.3%	76.2%	23.8%	103,815	-5.2%	75.0%	34,541	-0.8%	25.0%	6,920	-84.6%	100.0%	-	0.0%	0.0%
	YE 200409		1,968,218	28.3%	79.5%	20.5%	1,216,686	43.2%	75.1%	402,675	9.0%	24.9%	348,833	10.9%	100.0%	24	-96.2%	0.0%
	YE 200509		2,138,080	8.6%	81.4%	18.6%	1,235,456	1.5%	75.6%	398,571	-1.0%	24.4%	504,053	44.5%	100.0%	-	-100.0%	0.0%
	YE 200609		1,823,751	-14.7%	79.6%	20.4%	1,131,452	-8.4%	75.3%	371,919	-6.7%	24.7%	320,380	-36.4%	100.0%	-	0.0%	0.0%
El Salvador	2005	9	127,875	-5.4%	43.2%	56.8%	55,185	-6.7%	43.2%	72,690	-4.4%	56.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2006	9	129,910	1.6%	43.6%	56.4%	56,292	2.0%	43.4%	73,318	0.9%	56.6%	300	0.0%	100.0%	-	0.0%	0.0%
	YE 200409		1,675,349	10.2%	42.1%	57.9%	703,888	16.2%	42.1%	969,274	7.9%	57.9%	2,187	-86.8%	100.0%	-	0.0%	0.0%
	YE 200509		1,783,335	6.4%	43.6%	56.4%	776,084	10.3%	43.6%	1,005,180	3.7%	56.4%	2,071	-5.3%	100.0%	-	0.0%	0.0%
	YE 200609		1,756,199	-1.5%	43.6%	56.4%	763,733	-1.6%	43.5%	991,273	-1.4%	56.5%	1,193	-42.4%	100.0%	-	0.0%	0.0%
Switzerland	2005	9	146,943	-1.5%	48.0%	52.0%	70,470	1.6%	48.3%	75,415	-4.9%	51.7%	-	0.0%	0.0%	1,058	103.5%	100.0%
	2006	9	154,614	5.2%	46.0%	54.0%	71,182	1.0%	46.2%	82,928	10.0%	53.8%	-	0.0%	0.0%	504	-52.4%	100.0%
	YE 200409		1,750,181	-3.5%	41.2%	58.8%	721,512	20.6%	41.4%	1,023,369	-15.2%	58.6%	-	0.0%	0.0%	5,300	-35.6%	100.0%
	YE 200509		1,760,984	0.6%	46.9%	53.1%	825,646	14.4%	47.0%	929,339	-9.2%	53.0%	-	0.0%	0.0%	5,999	13.2%	100.0%
	YE 200609		1,751,314	-0.5%	48.0%	52.0%	840,934	1.9%	48.2%	904,840	-2.6%	51.8%	39	0.0%	0.7%	5,501	-8.3%	99.3%
Aruba	2005	9	108,070	11.2%	100.0%	0.0%	103,242	11.4%	100.0%	-	0.0%	0.0%	4,828	7.1%	100.0%	-	0.0%	0.0%
	2006	9	94,043	-13.0%	100.0%	0.0%	94,043	-8.9%	100.0%	-	0.0%	0.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE 200409		1,431,089	15.7%	100.0%	0.0%	1,302,665	17.0%	100.0%	-	-100.0%	0.0%	128,424	11.9%	100.0%	-	-100.0%	0.0%
	YE 200509		1,560,379	9.0%	99.4%	0.6%	1,438,498	10.4%	100.0%	-	0.0%	0.0%	113,025	-12.0%	92.7%	8,856	0.0%	7.3%
	YE 200609		1,468,303	-5.9%	100.0%	0.0%	1,402,775	-2.5%	100.0%	-	0.0%	0.0%	65,528	-42.0%	100.0%	-	-100.0%	0.0%

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

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

Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 200609 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	2005	9	107,842	-2.5%	55.7%	44.3%	51,646	-7.8%	52.1%	47,502	7.1%	47.9%	8,385	-17.5%	96.4%	309	275.1%	3.6%
	2006	9	101,486	-5.9%	57.1%	42.9%	50,823	-1.6%	53.9%	43,471	-8.5%	46.1%	7,127	-15.0%	99.1%	65	-78.8%	0.9%
	YE	200409	1,220,099	3.0%	58.1%	41.9%	634,718	3.5%	55.4%	510,650	1.6%	44.6%	73,647	9.6%	98.5%	1,084	-8.5%	1.5%
	YE	200509	1,242,203	1.8%	57.5%	42.5%	624,004	-1.7%	54.3%	525,361	2.9%	45.7%	90,384	22.7%	97.4%	2,454	126.5%	2.6%
	YE	200609	1,162,347	-6.4%	59.0%	41.0%	610,276	-2.2%	56.4%	472,143	-10.1%	43.6%	76,068	-15.8%	95.2%	3,860	57.3%	4.8%
United Kingdom	2005	9	82,466	4.5%	52.5%	47.5%	32,918	-2.7%	46.9%	37,259	-1.5%	53.1%	10,340	76.8%	84.1%	1,950	33.1%	15.9%
	2006	9	81,419	-1.3%	48.2%	51.8%	33,624	2.1%	45.4%	40,486	8.7%	54.6%	5,613	-45.7%	76.8%	1,696	-13.0%	23.2%
	YE	200409	952,375	4.7%	49.4%	50.6%	396,500	-4.4%	45.7%	471,382	6.0%	54.3%	74,257	78.9%	87.9%	10,236	14.4%	12.1%
	YE	200509	981,271	3.0%	49.7%	50.3%	400,033	0.9%	45.5%	479,541	1.7%	54.5%	87,612	18.0%	86.1%	14,085	37.6%	13.9%
	YE	200609	993,481	1.2%	48.6%	51.4%	397,654	-0.6%	44.6%	494,382	3.1%	55.4%	84,749	-3.3%	83.5%	16,696	18.5%	16.5%
South Korea	2005	9	75,610	-8.7%	34.4%	65.6%	11,425	-14.2%	22.6%	39,060	-9.7%	77.4%	14,585	-11.0%	58.0%	10,541	7.1%	42.0%
	2006	9	91,164	20.6%	40.3%	59.7%	18,366	60.8%	35.3%	33,700	-13.7%	64.7%	18,400	26.2%	47.1%	20,698	96.4%	52.9%
	YE	200409	935,487	15.9%	35.8%	64.2%	165,162	-6.3%	24.8%	501,235	3.0%	75.2%	169,895	113.6%	63.1%	99,195	53.8%	36.9%
	YE	200509	939,912	0.5%	35.8%	64.2%	170,853	3.4%	26.1%	484,040	-3.4%	73.9%	165,368	-2.7%	58.0%	119,652	20.6%	42.0%
	YE	200609	961,895	2.3%	37.5%	62.5%	195,541	14.5%	29.7%	462,990	-4.3%	70.3%	165,536	0.1%	54.6%	137,828	15.2%	45.4%
Taiwan	2005	9	64,719	1.9%	14.7%	85.3%	4,262	2.5%	7.2%	55,216	-1.2%	92.8%	5,241	51.7%	100.0%	-	0.0%	0.0%
	2006	9	65,864	1.8%	13.1%	86.9%	3,736	-12.3%	6.1%	57,258	3.7%	93.9%	4,870	-7.1%	100.0%	-	0.0%	0.0%
	YE	200409	735,933	18.0%	15.8%	84.2%	48,042	16.6%	7.2%	619,295	17.3%	92.8%	68,596	26.0%	100.0%	-	-100.0%	0.0%
	YE	200509	737,212	0.2%	12.0%	88.0%	46,129	-4.0%	6.6%	648,372	4.7%	93.4%	42,649	-37.8%	99.9%	61	0.0%	0.1%
	YE	200609	767,239	4.1%	13.5%	86.5%	46,500	0.8%	6.6%	663,364	2.3%	93.4%	57,374	34.5%	100.0%	-	-100.0%	0.0%
Germany	2005	9	62,766	9.3%	49.9%	50.1%	19,472	16.1%	41.0%	27,990	-1.0%	59.0%	11,861	55.6%	77.5%	3,444	-27.8%	22.5%
	2006	9	59,059	-5.9%	47.1%	52.9%	22,546	15.8%	43.8%	28,986	3.6%	56.2%	5,251	-55.7%	69.8%	2,275	-33.9%	30.2%
	YE	200409	629,733	4.3%	41.6%	58.4%	188,313	7.6%	34.6%	355,750	-8.9%	65.4%	73,752	116.3%	86.1%	11,918	166.6%	13.9%
	YE	200509	698,559	10.9%	47.1%	52.9%	210,508	11.8%	39.3%	324,537	-8.8%	60.7%	118,491	60.7%	72.5%	45,022	277.8%	27.5%
	YE	200609	699,614	0.2%	47.7%	52.3%	248,021	17.8%	43.1%	327,218	0.8%	56.9%	85,992	-27.4%	69.1%	38,383	-14.7%	30.9%

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

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Freight (Tons)

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
China	2005	9	43,252	24.0%	51.1%	48.9%	15,805	50.7%	42.9%	21,048	-0.4%	57.1%	6,288	95.5%	98.3%	111	184.2%	1.7%
	2006	9	52,243	20.8%	52.2%	47.8%	19,911	26.0%	46.0%	23,340	10.9%	54.0%	7,381	17.4%	82.1%	1,611	1345.7%	17.9%
	YE	200409	299,957	35.0%	34.1%	65.9%	93,984	67.7%	32.2%	197,640	28.6%	67.8%	8,294	-33.4%	99.5%	39	-11.1%	0.5%
	YE	200509	449,867	50.0%	45.5%	54.5%	151,791	61.5%	38.2%	245,085	24.0%	61.8%	52,880	537.6%	99.8%	111	184.2%	0.2%
	YE	200609	543,440	20.8%	51.6%	48.4%	200,183	31.9%	43.7%	258,046	5.3%	56.3%	80,066	51.4%	94.0%	5,145	4516.9%	6.0%
Colombia	2005	9	37,877	-9.8%	41.7%	58.3%	3,546	79.1%	18.8%	15,277	-8.6%	81.2%	12,229	-34.2%	64.2%	6,824	45.2%	35.8%
	2006	9	56,521	49.2%	46.6%	53.4%	13,091	269.1%	32.0%	27,880	82.5%	68.0%	13,247	8.3%	85.2%	2,303	-66.2%	14.8%
	YE	200409	470,756	26.3%	48.0%	52.0%	45,590	-45.2%	18.6%	199,780	27.2%	81.4%	180,303	70.4%	80.0%	45,083	69.0%	20.0%
	YE	200509	504,599	7.2%	47.4%	52.6%	37,222	-18.4%	15.6%	201,386	0.8%	84.4%	202,088	12.1%	76.0%	63,904	41.7%	24.0%
	YE	200609	523,131	3.7%	48.6%	51.4%	102,644	175.8%	31.8%	220,366	9.4%	68.2%	151,536	-25.0%	75.7%	48,585	-24.0%	24.3%
Netherlands	2005	9	29,680	-6.2%	30.6%	69.4%	8,324	2.4%	28.8%	20,593	-7.2%	71.2%	764	-41.8%	100.0%	-	0.0%	0.0%
	2006	9	38,549	29.9%	34.3%	65.7%	9,234	10.9%	26.7%	25,342	23.1%	73.3%	3,973	420.3%	100.0%	-	0.0%	0.0%
	YE	200409	380,426	9.2%	33.0%	67.0%	93,210	3.4%	26.8%	254,704	5.3%	73.2%	32,499	101.3%	100.0%	14	-66.3%	0.0%
	YE	200509	396,229	4.2%	32.4%	67.6%	112,314	20.5%	29.5%	267,906	5.2%	70.5%	16,008	-50.7%	100.0%	-	-100.0%	0.0%
	YE	200609	421,113	6.3%	31.1%	68.9%	102,640	-8.6%	26.1%	290,044	8.3%	73.9%	28,405	77.4%	99.9%	25	0.0%	0.1%
France	2005	9	32,085	-2.9%	47.5%	52.5%	15,251	-1.6%	47.7%	16,690	5.2%	52.3%	-	-100.0%	0.0%	145	-91.0%	100.0%
	2006	9	34,517	7.6%	47.2%	52.8%	16,163	6.0%	47.0%	18,213	9.1%	53.0%	142	0.0%	100.0%	-	-100.0%	0.0%
	YE	200409	377,748	2.7%	49.7%	50.3%	186,003	1.0%	50.0%	186,130	2.4%	50.0%	1,873	149.4%	33.4%	3,742	267.8%	66.6%
	YE	200509	400,124	5.9%	48.1%	51.9%	192,184	3.3%	48.6%	203,027	9.1%	51.4%	402	-78.6%	8.2%	4,511	20.6%	91.8%
	YE	200609	403,273	0.8%	47.5%	52.5%	191,028	-0.6%	47.5%	211,530	4.2%	52.5%	344	-14.4%	48.1%	371	-91.8%	51.9%
Hong Kong-China	2005	9	32,092	14.6%	28.2%	71.8%	7,525	-10.4%	24.8%	22,861	38.3%	75.2%	1,533	-50.0%	89.8%	173	0.0%	10.2%
	2006	9	36,571	14.0%	26.7%	73.3%	9,709	29.0%	26.6%	26,805	17.3%	73.4%	57	-96.3%	100.0%	-	-100.0%	0.0%
	YE	200409	289,395	1.3%	33.5%	66.5%	88,800	-12.0%	31.6%	192,308	15.8%	68.4%	8,256	-55.6%	99.6%	31	0.0%	0.4%
	YE	200509	348,405	20.4%	34.9%	65.1%	93,793	5.6%	29.5%	224,378	16.7%	70.5%	27,830	237.1%	92.0%	2,404	7546.9%	8.0%
	YE	200609	397,705	14.2%	27.2%	72.8%	98,391	4.9%	25.4%	289,401	29.0%	74.6%	9,685	-65.2%	97.7%	228	-90.5%	2.3%

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 200609 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	2005	9	34,297	10.7%	73.2%	26.8%	15,849	-5.9%	71.2%	6,401	7.4%	28.8%	9,265	47.8%	76.9%	2,781	45.8%	23.1%
	2006	9	32,688	-4.7%	72.1%	27.9%	19,515	23.1%	71.6%	7,759	21.2%	28.4%	4,040	-56.4%	74.6%	1,374	-50.6%	25.4%
	YE 200409		351,048	4.5%	72.9%	27.1%	195,672	4.9%	71.5%	78,127	-10.4%	28.5%	60,075	45.4%	77.8%	17,173	-18.0%	22.2%
	YE 200509		377,162	7.4%	71.5%	28.5%	187,089	-4.4%	69.4%	82,563	5.7%	30.6%	82,645	37.6%	76.9%	24,865	44.8%	23.1%
	YE 200609		379,699	0.7%	73.4%	26.6%	198,802	6.3%	69.7%	86,377	4.6%	30.3%	79,782	-3.5%	84.4%	14,738	-40.7%	15.6%
Mexico	2005	9	29,610	22.0%	70.6%	29.4%	14,699	36.8%	65.2%	7,850	4.9%	34.8%	6,215	15.3%	88.0%	845	30.8%	12.0%
	2006	9	30,925	4.4%	66.1%	33.9%	14,761	0.4%	59.9%	9,885	25.9%	40.1%	5,678	-8.6%	90.4%	601	-28.9%	9.6%
	YE 200409		313,223	3.4%	67.7%	32.3%	130,840	4.1%	58.5%	92,913	-14.5%	41.5%	81,236	32.6%	90.8%	8,234	10.6%	9.2%
	YE 200509		328,246	4.8%	67.6%	32.4%	157,343	20.3%	61.6%	97,912	5.4%	38.4%	64,605	-20.5%	88.5%	8,387	1.9%	11.5%
	YE 200609		366,354	11.6%	66.7%	33.3%	172,392	9.6%	60.6%	112,231	14.6%	39.4%	72,101	11.6%	88.2%	9,629	14.8%	11.8%
Brazil	2005	9	20,131	1.2%	55.0%	45.0%	7,886	-12.6%	49.1%	8,169	14.3%	50.9%	3,182	-6.3%	78.0%	895	176.0%	22.0%
	2006	9	23,361	16.0%	71.2%	28.8%	12,398	57.2%	65.0%	6,670	-18.4%	35.0%	4,243	33.4%	98.8%	51	-94.3%	1.2%
	YE 200409		239,876	14.4%	58.0%	42.0%	103,013	-8.7%	52.6%	92,892	52.1%	47.4%	36,190	343.2%	82.3%	7,781	-71.8%	17.7%
	YE 200509		244,613	2.0%	59.8%	40.2%	107,627	4.5%	53.5%	93,634	0.8%	46.5%	38,644	6.8%	89.1%	4,708	-39.5%	10.9%
	YE 200609		269,305	10.1%	65.8%	34.2%	129,161	20.0%	59.2%	89,196	-4.7%	40.8%	48,136	24.6%	94.5%	2,811	-40.3%	5.5%
Belgium	2005	9	16,266	-18.5%	58.4%	41.6%	2,579	-32.2%	27.6%	6,766	-23.3%	72.4%	6,921	-5.6%	100.0%	-	0.0%	0.0%
	2006	9	15,966	-1.8%	49.0%	51.0%	2,908	12.8%	26.3%	8,148	20.4%	73.7%	4,909	-29.1%	100.0%	-	0.0%	0.0%
	YE 200409		253,570	13.7%	57.0%	43.0%	59,330	-40.9%	35.3%	108,930	34.5%	64.7%	85,250	111.1%	99.9%	60	-95.1%	0.1%
	YE 200509		209,553	-17.4%	58.5%	41.5%	37,213	-37.3%	29.9%	87,057	-20.1%	70.1%	85,283	0.0%	100.0%	-	-100.0%	0.0%
	YE 200609		208,528	-0.5%	51.6%	48.4%	33,269	-10.6%	26.0%	94,745	8.8%	74.0%	74,352	-12.8%	92.3%	6,163	0.0%	7.7%
Luxembourg	2005	9	12,474	151.6%	42.0%	58.0%	-	0.0%	0.0%	6,647	2059.6%	100.0%	5,239	83.9%	89.9%	588	-67.4%	10.1%
	2006	9	12,251	-1.8%	24.6%	75.4%	-	0.0%	0.0%	8,481	27.6%	100.0%	3,010	-42.5%	79.8%	760	29.2%	20.2%
	YE 200409		78,815	-23.1%	35.6%	64.4%	-	0.0%	0.0%	29,061	-30.5%	100.0%	28,028	-11.3%	56.3%	21,726	-25.1%	43.7%
	YE 200509		115,055	46.0%	40.5%	59.5%	-	0.0%	0.0%	56,052	92.9%	100.0%	46,597	66.3%	79.0%	12,405	-42.9%	21.0%
	YE 200609		141,316	22.8%	31.4%	68.6%	1,152	0.0%	1.3%	84,441	50.6%	98.7%	43,184	-7.3%	77.5%	12,539	1.1%	22.5%

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

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

Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 200609 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	
Peru	2005	9	12,747	-5.0%	29.3%	70.7%	2,175	45.3%	31.6%	4,717	0.2%	68.4%	1,556	19.3%	26.6%	4,299	-27.3%	73.4%
	2006	9	19,962	56.6%	48.7%	51.3%	5,938	173.0%	51.0%	5,705	20.9%	49.0%	3,777	142.7%	45.4%	4,542	5.7%	54.6%
	YE	200409	117,572	2.2%	28.0%	72.0%	12,229	-55.6%	20.9%	46,289	-1.9%	79.1%	20,722	31.7%	35.1%	38,331	56.3%	64.9%
	YE	200509	127,467	8.4%	23.7%	76.3%	21,348	74.6%	30.4%	48,901	5.6%	69.6%	8,858	-57.3%	15.5%	48,361	26.2%	84.5%
	YE	200609	131,978	3.5%	35.8%	64.2%	30,059	40.8%	37.1%	50,869	4.0%	62.9%	17,193	94.1%	33.7%	33,857	-30.0%	66.3%
Chile	2005	9	8,177	5.2%	37.1%	62.9%	2,387	-12.3%	42.1%	3,289	-12.7%	57.9%	644	-18.0%	25.8%	1,856	270.6%	74.2%
	2006	9	8,896	8.8%	40.5%	59.5%	2,232	-6.5%	35.1%	4,127	25.5%	64.9%	1,371	112.7%	54.0%	1,167	-37.2%	46.0%
	YE	200409	120,255	14.0%	49.5%	50.5%	44,755	-1.9%	44.5%	55,903	24.8%	55.5%	14,805	84.4%	75.5%	4,792	-32.4%	24.5%
	YE	200509	121,579	1.1%	47.9%	52.1%	44,503	-0.6%	46.0%	52,330	-6.4%	54.0%	13,679	-7.6%	55.3%	11,068	131.0%	44.7%
	YE	200609	128,854	6.0%	45.0%	55.0%	37,492	-15.8%	40.8%	54,375	3.9%	59.2%	20,513	50.0%	55.5%	16,473	48.8%	44.5%
Ecuador	2005	9	6,963	-13.1%	52.1%	47.9%	2,224	25.7%	40.0%	3,332	14.5%	60.0%	1,406	-56.9%	100.0%	-	-100.0%	0.0%
	2006	9	10,307	48.0%	37.5%	62.5%	2,842	27.8%	37.3%	4,771	43.2%	62.7%	1,020	-27.5%	37.9%	1,674	0.0%	62.1%
	YE	200409	108,054	-12.0%	64.1%	35.9%	24,922	-41.2%	39.2%	38,711	19.2%	60.8%	44,359	-6.2%	99.9%	62	-89.8%	0.1%
	YE	200509	98,444	-8.9%	63.0%	37.0%	32,791	31.6%	47.4%	36,404	-6.0%	52.6%	29,228	-34.1%	99.9%	22	-64.8%	0.1%
	YE	200609	109,096	10.8%	47.6%	52.4%	35,101	7.0%	40.7%	51,246	40.8%	59.3%	16,813	-42.5%	73.9%	5,936	26882.4%	26.1%
Australia	2005	9	8,220	7.8%	46.3%	53.7%	2,027	-41.9%	31.5%	4,418	35.9%	68.5%	1,775	100.4%	100.0%	-	0.0%	0.0%
	2006	9	10,280	25.1%	53.9%	46.1%	3,302	62.9%	41.1%	4,741	7.3%	58.9%	2,236	26.0%	100.0%	-	0.0%	0.0%
	YE	200409	71,162	5.4%	59.6%	40.4%	35,858	-15.5%	55.6%	28,623	30.5%	44.4%	6,569	108.7%	98.3%	111	200.4%	1.7%
	YE	200509	99,412	39.7%	49.9%	50.1%	26,812	-25.2%	35.0%	49,698	73.6%	65.0%	22,826	247.5%	99.7%	75	-32.4%	0.3%
	YE	200609	108,185	8.8%	51.0%	49.0%	31,227	16.5%	37.1%	52,976	6.6%	62.9%	23,982	5.1%	100.0%	-	-100.0%	0.0%
Italy	2005	9	7,827	-27.1%	42.3%	57.7%	3,315	-2.6%	42.3%	4,513	-9.3%	57.7%	-	-100.0%	0.0%	-	0.0%	0.0%
	2006	9	11,182	42.9%	43.0%	57.0%	2,732	-17.6%	30.0%	6,373	41.2%	70.0%	2,077	0.0%	100.0%	-	0.0%	0.0%
	YE	200409	129,114	-10.1%	50.7%	49.3%	35,267	5.7%	35.7%	63,580	-11.4%	64.3%	30,250	-21.0%	99.9%	16	-94.6%	0.1%
	YE	200509	121,610	-5.8%	49.9%	50.1%	35,662	1.1%	37.0%	60,749	-4.5%	63.0%	24,995	-17.4%	99.2%	204	1164.0%	0.8%
	YE	200609	106,443	-12.5%	36.1%	63.9%	33,354	-6.5%	32.9%	68,051	12.0%	67.1%	5,034	-79.9%	99.9%	4	-97.9%	0.1%

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	
Switzerland	2005	9	5,960	-6.1%	35.3%	64.7%	2,101	5.1%	35.3%	3,859	-11.3%	64.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2006	9	6,012	0.9%	30.5%	69.5%	1,831	-12.9%	30.5%	4,181	8.4%	69.5%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200409	83,070	-9.9%	26.1%	73.9%	21,707	12.6%	26.1%	61,363	-15.8%	73.9%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE	200509	77,783	-6.4%	33.9%	66.1%	26,372	21.5%	33.9%	51,411	-16.2%	66.1%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	200609	73,224	-5.9%	33.4%	66.6%	24,396	-7.5%	33.3%	48,757	-5.2%	66.7%	72	0.0%	100.0%	-	0.0%	0.0%
Dominican Republic	2005	9	5,842	-16.2%	95.3%	4.7%	5,517	-5.7%	96.7%	189	-46.1%	3.3%	51	-84.8%	37.8%	85	-80.5%	62.2%
	2006	9	6,292	7.7%	96.3%	3.7%	5,632	2.1%	97.0%	174	-8.0%	3.0%	424	725.2%	87.3%	62	-27.2%	12.7%
	YE	200409	77,598	6.6%	85.7%	14.3%	58,706	23.2%	90.0%	6,497	11.5%	10.0%	7,794	-19.2%	62.9%	4,601	-52.1%	37.1%
	YE	200509	74,614	-3.8%	92.4%	7.6%	67,353	14.7%	95.8%	2,980	-54.1%	4.2%	1,608	-79.4%	37.6%	2,672	-41.9%	62.4%
	YE	200609	71,712	-3.9%	94.9%	5.1%	65,289	-3.1%	95.9%	2,768	-7.1%	4.1%	2,760	71.7%	75.5%	895	-66.5%	24.5%
Argentina	2005	9	5,396	3.0%	54.2%	45.8%	2,676	6.7%	58.1%	1,933	5.8%	41.9%	250	-53.8%	31.7%	537	47.9%	68.3%
	2006	9	6,207	15.0%	55.3%	44.7%	3,325	24.3%	60.8%	2,145	11.0%	39.2%	107	-57.0%	14.6%	630	17.3%	85.4%
	YE	200409	68,182	34.2%	59.4%	40.6%	32,194	1.4%	59.9%	21,551	70.2%	40.1%	8,296	4992.1%	57.5%	6,140	-1.3%	42.5%
	YE	200509	66,663	-2.2%	60.6%	39.4%	34,087	5.9%	63.9%	19,238	-10.7%	36.1%	6,315	-23.9%	47.3%	7,023	14.4%	52.7%
	YE	200609	68,598	2.9%	54.6%	45.4%	35,004	2.7%	58.8%	24,526	27.5%	41.2%	2,477	-60.8%	27.3%	6,591	-6.2%	72.7%
Venezuela	2005	9	5,164	-25.3%	38.3%	61.7%	1,421	24.1%	53.5%	1,236	10.7%	46.5%	556	-71.1%	22.2%	1,951	-28.4%	77.8%
	2006	9	6,856	32.8%	46.5%	53.5%	1,689	18.9%	64.0%	952	-23.0%	36.0%	1,501	169.8%	35.6%	2,714	39.1%	64.4%
	YE	200409	66,056	53.1%	45.1%	54.9%	14,517	5.9%	45.9%	17,136	1.4%	54.1%	15,304	93.5%	44.5%	19,100	313.0%	55.5%
	YE	200509	75,291	14.0%	43.8%	56.2%	16,284	12.2%	49.4%	16,663	-2.8%	50.6%	16,709	9.2%	39.5%	25,635	34.2%	60.5%
	YE	200609	68,220	-9.4%	48.0%	52.0%	18,168	11.6%	62.1%	11,106	-33.3%	37.9%	14,571	-12.8%	37.4%	24,376	-4.9%	62.6%
Costa Rica	2005	9	5,300	11.7%	78.6%	21.4%	3,006	36.1%	72.6%	1,136	-13.2%	27.4%	1,158	-5.7%	100.0%	-	0.0%	0.0%
	2006	9	5,930	11.9%	72.7%	27.3%	3,043	1.2%	65.2%	1,621	42.7%	34.8%	1,267	9.4%	100.0%	-	0.0%	0.0%
	YE	200409	67,555	3.3%	76.9%	23.1%	34,253	-22.9%	68.7%	15,575	38.8%	31.3%	17,678	82.1%	99.7%	49	155.5%	0.3%
	YE	200509	60,976	-9.7%	73.6%	26.4%	31,871	-7.0%	66.4%	16,126	3.5%	33.6%	12,980	-26.6%	100.0%	-	-100.0%	0.0%
	YE	200609	63,983	4.9%	72.6%	27.4%	31,672	-0.6%	64.5%	17,401	7.9%	35.5%	14,780	13.9%	99.1%	131	0.0%	0.9%

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

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2/ Ranked in descending order according to YE 200609 data.

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

Gateway City	Apt.	YE Sept. 2006			YE Sept. 2005			Yr/Yr Growth	YE Sept. 2006 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	18,775,500	37.0%	63.0%	18,028,414	38.8%	61.2%	4.1%	77.0%
Los Angeles, CA	LAX	16,647,187	21.1%	78.9%	16,689,909	20.7%	79.3%	-0.3%	77.7%
Miami, FL	MIA	14,189,381	62.6%	37.4%	14,000,752	60.5%	39.5%	1.3%	71.1%
Chicago, IL	ORD	11,114,521	59.3%	40.7%	10,569,275	58.0%	42.0%	5.2%	76.6%
Newark, NJ	EWR	9,653,988	69.0%	31.0%	9,022,984	65.5%	34.5%	7.0%	78.1%
Atlanta, GA	ATL	8,123,871	84.5%	15.5%	7,113,534	79.3%	20.7%	14.2%	75.7%
San Francisco, CA	SFO	8,044,444	43.3%	56.7%	7,707,810	43.8%	56.2%	4.4%	81.7%
Houston, TX	IAH	6,943,878	83.0%	17.0%	6,424,072	82.2%	17.8%	8.1%	73.8%
Washington, DC	IAD	5,041,692	47.9%	52.1%	4,734,068	46.3%	53.7%	6.5%	77.9%
Dallas/Ft.Worth, TX	DFW	4,947,236	89.8%	10.2%	4,658,451	89.2%	10.8%	6.2%	72.9%
Honolulu, HI	HNL	4,087,620	31.9%	68.1%	4,364,139	30.7%	69.3%	-6.3%	80.8%
Boston, MA	BOS	3,632,751	31.3%	68.7%	3,700,458	30.2%	69.8%	-1.8%	76.9%
Detroit, MI	DTW	3,574,893	89.6%	10.4%	3,629,209	90.6%	9.4%	-1.5%	78.3%
Philadelphia, PA	PHL	3,526,506	79.8%	20.2%	3,716,182	80.1%	19.9%	-5.1%	73.8%
Guam, TT	GUM	2,577,922	58.3%	41.7%	2,370,788	54.0%	46.0%	8.7%	74.2%
Seattle, WA	SEA	2,272,083	57.1%	42.9%	2,257,876	59.3%	40.7%	0.6%	78.3%
Minneapolis/St. Paul, MN	MSP	2,269,017	94.8%	5.2%	2,430,767	94.5%	5.5%	-6.7%	76.3%
Fort Lauderdale, FL	FLL	2,258,435	57.1%	42.9%	1,955,963	54.6%	45.4%	15.5%	69.1%
Charlotte, NC	CLT	2,015,215	92.8%	7.2%	1,948,443	92.3%	7.7%	3.4%	73.8%
Orlando, FL	MCO	1,991,284	7.9%	92.1%	2,007,148	6.3%	93.7%	-0.8%	77.4%
San Juan, PR	SJU	1,963,096	89.7%	10.3%	1,937,404	88.3%	11.7%	1.3%	59.0%
Las Vegas, NV	LAS	1,799,767	21.0%	79.0%	1,364,151	30.9%	69.1%	31.9%	77.9%
Phoenix, AZ	PHX	1,768,521	75.6%	24.4%	1,712,578	77.3%	22.7%	3.3%	76.0%
Denver, CO	DEN	1,732,925	61.4%	38.6%	1,447,047	59.2%	40.8%	19.8%	79.6%
New York, NY	LGA	1,366,494	35.8%	64.2%	1,532,157	36.6%	63.4%	-10.8%	68.8%
Cincinnati, OH	CVG	930,305	91.8%	8.2%	1,079,307	93.7%	6.3%	-13.8%	73.9%
Saipan, TT	SPN	780,901	70.3%	29.7%	954,793	45.0%	55.0%	-18.2%	81.0%
Anchorage, AK	ANC	584,114	4.9%	95.1%	614,514	4.9%	95.1%	-4.9%	85.7%
Baltimore, MD	BWI	551,895	25.8%	74.2%	555,980	30.7%	69.3%	-0.7%	71.1%
Portland, OR	PDX	494,017	44.2%	55.8%	472,132	45.9%	54.1%	4.6%	75.3%
Salt Lake City, UT	SLC	448,561	98.4%	1.6%	313,243	91.5%	8.5%	43.2%	70.1%
Tampa, FL	TPA	390,216	10.0%	90.0%	334,619	9.0%	91.0%	16.6%	77.5%
Memphis, TN	MEM	378,252	100.0%	0.0%	382,388	100.0%	0.0%	-1.1%	81.0%
Washington, DC	DCA	354,663	38.4%	61.6%	324,570	37.4%	62.6%	9.3%	61.5%
San Diego, CA	SAN	318,063	49.4%	50.6%	305,833	63.5%	36.5%	4.0%	70.6%
San Jose, CA	SJC	289,113	42.4%	57.6%	273,118	51.1%	48.9%	5.9%	69.5%
Cleveland, OH	CLE	253,462	87.1%	12.9%	239,271	85.8%	14.2%	5.9%	61.6%
Oakland, CA	OAK	187,421	8.1%	91.9%	197,238	3.9%	96.1%	-5.0%	64.4%
Ft. Myers, FL	RSW	182,590	2.1%	97.9%	140,081	5.1%	94.9%	30.3%	73.1%
Raleigh/Durham, NC	RDU	181,531	58.5%	41.5%	177,694	61.0%	39.0%	2.2%	65.9%

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. 2006			YE Sept. 2005			Yr/Yr Growth	YE Sept. 2006 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	11,421,345	33.2%	66.8%	10,393,618	33.2%	66.8%	9.9%	79.4%
Tokyo, Japan	NRT	9,656,941	59.8%	40.2%	8,342,975	59.2%	40.8%	15.7%	81.2%
Toronto, Canada	YYZ	7,716,745	46.7%	53.3%	6,979,163	40.6%	59.4%	10.6%	62.9%
Frankfurt, Germany	FRA	6,194,975	37.5%	62.5%	5,594,546	36.6%	63.4%	10.7%	83.1%
Paris, France	CDG	5,801,423	41.9%	58.1%	5,334,375	43.5%	56.5%	8.8%	81.2%
Can Cun, Mexico	CUN	3,397,600	90.9%	9.1%	2,663,568	87.6%	12.4%	27.6%	73.4%
Amsterdam, Netherlands	AMS	4,354,459	58.9%	41.1%	4,124,062	58.9%	41.1%	5.6%	85.0%
Mexico City, Mexico	MEX	4,015,540	52.9%	47.1%	3,775,551	53.9%	46.1%	6.4%	65.7%
Vancouver, Canada	YVR	4,032,531	67.5%	32.5%	3,872,654	66.6%	33.4%	4.1%	68.9%
London, United Kingdom	LGW	3,647,948	61.2%	38.8%	3,716,476	57.8%	42.2%	-1.8%	78.5%
Montreal, Canada	YUL	2,728,572	59.7%	40.3%	2,422,968	58.5%	41.5%	12.6%	61.8%
Seoul, South Korea	ICN	2,688,376	6.0%	94.0%	2,331,896	2.4%	97.6%	15.3%	76.3%
Nassau, Bahamas	NAS	2,047,701	81.9%	18.1%	1,953,566	83.4%	16.6%	4.8%	64.3%
Taipei, Taiwan	TPE	2,078,162	1.4%	98.6%	1,807,803	5.4%	94.6%	15.0%	80.0%
Osaka, Japan	KIX	2,024,829	34.7%	65.3%	1,657,025	43.5%	56.5%	22.2%	80.9%
Montego Bay, Jamaica	MBJ	1,755,517	48.5%	51.5%	1,586,843	46.6%	53.4%	10.6%	68.1%
Sao Paulo, Brazil	GRU	1,755,804	63.2%	36.8%	1,681,310	60.4%	39.6%	4.4%	74.4%
Guadalajara, Mexico	GDL	1,747,790	38.0%	62.0%	1,471,678	38.8%	61.2%	18.8%	70.0%
Santo Domingo, Dominican Rep	SDQ	1,597,932	95.7%	4.3%	1,386,669	93.6%	6.4%	15.2%	65.3%
Manchester, United Kingdom	MAN	1,372,782	45.7%	54.3%	1,103,155	51.3%	48.7%	24.4%	80.3%
Madrid, Spain	MAD	1,615,035	40.7%	59.3%	1,435,612	40.2%	59.8%	12.5%	81.4%
San Jose, Costa Rica	SJO	1,579,868	67.2%	32.8%	1,316,147	64.2%	35.8%	20.0%	71.7%
Calgary, Canada	YYC	1,554,609	77.3%	22.7%	1,506,808	72.6%	27.4%	3.2%	67.4%
Hong Kong, Hong Kong-China	HKG	1,463,495	39.2%	60.8%	1,058,685	34.4%	65.6%	38.2%	79.5%
San Jose Del Cabo, Mexico	SJD	1,350,944	83.4%	16.6%	1,143,036	85.4%	14.6%	18.2%	72.1%
Rome, Italy	FCO	1,260,357	65.7%	34.3%	970,922	66.8%	33.2%	29.8%	84.6%
Munich, Germany	MUC	1,245,779	33.1%	66.9%	920,653	37.2%	62.8%	35.3%	85.7%
Zurich, Switzerland	ZRH	1,202,927	39.0%	61.0%	1,244,910	30.7%	69.3%	-3.4%	80.9%
Puerto Vallarta, Mexico	PVR	985,505	90.6%	9.4%	838,085	89.6%	10.4%	17.6%	78.9%
San Salvador, El Salvador	SAL	1,187,287	39.9%	60.1%	1,065,478	39.7%	60.3%	11.4%	71.0%
Sydney, Australia	SYD	1,150,799	38.0%	62.0%	1,100,380	33.7%	66.3%	4.6%	75.4%
Lima, Peru	LIM	1,050,632	60.5%	39.5%	983,408	60.0%	40.0%	6.8%	75.5%
Aruba, Aruba	AUA	945,002	100.0%	0.0%	810,018	99.7%	0.3%	16.7%	72.6%
Milan, Italy	MXP	1,036,610	29.7%	70.3%	903,552	30.1%	69.9%	14.7%	77.9%
Guatemala City, Guatemala	GUA	967,277	68.8%	31.2%	933,200	68.8%	31.2%	3.7%	70.8%
Monterrey, Mexico	MTY	957,246	50.8%	49.2%	772,911	55.6%	44.4%	23.8%	61.0%
Caracas, Venezuela	CCS	816,133	82.3%	17.7%	666,246	78.2%	21.8%	22.5%	62.0%
Tel Aviv, Israel	TLV	908,376	28.8%	71.2%	688,480	22.9%	77.1%	31.9%	84.5%
Auckland, New Zealand	AKL	905,028	0.0%	100.0%	849,449	9.9%	90.1%	6.5%	73.5%
Nagoya, Japan	NGO	867,907	59.4%	40.6%	697,666	55.6%	44.4%	24.4%	75.8%

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

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

US Airport	Foreign Airport	Passenger Data					Seat Data					YE Sept. 2006 LF
		US Market Share	Foreign Market Share	YE Sept. 2006	YE Sept. 2005	Yr/Yr Growth	US Market Share	Foreign Market Share	YE Sept. 2006	YE Sept. 2005	Yr/Yr Growth	
JFK	LHR	33.0%	67.0%	2,793,420	2,993,969	-6.7%	35.2%	64.8%	3,748,889	3,824,907	-2.0%	74.5%
HNL	NRT	34.3%	65.7%	1,876,990	1,909,922	-1.7%	35.6%	64.4%	2,196,374	2,270,232	-3.3%	85.5%
ORD	LHR	67.7%	32.3%	1,573,315	1,556,049	1.1%	67.3%	32.7%	2,018,339	1,983,916	1.7%	78.0%
LAX	LHR	27.6%	72.4%	1,569,320	1,516,868	3.5%	25.3%	74.7%	1,887,987	1,804,364	4.6%	83.1%
LAX	NRT	43.1%	56.9%	1,398,318	1,439,652	-2.9%	37.4%	62.6%	1,756,855	1,875,198	-6.3%	79.6%
LAX	TPE	0.0%	100.0%	1,266,521	1,187,568	6.6%	0.0%	100.0%	1,557,595	1,468,574	6.1%	81.3%
JFK	CDG	34.0%	66.0%	1,190,185	1,193,534	-0.3%	41.5%	58.5%	1,439,489	1,394,347	3.2%	82.7%
GUM	NRT	66.0%	34.0%	1,034,888	992,136	4.3%	63.3%	36.7%	1,289,669	1,262,603	2.1%	80.2%
IAD	LHR	48.4%	51.6%	1,018,599	1,044,403	-2.5%	48.7%	51.3%	1,316,322	1,358,175	-3.1%	77.4%
SFO	LHR	36.0%	64.0%	973,471	947,862	2.7%	33.2%	66.8%	1,149,464	1,148,837	0.1%	84.7%
ORD	YYZ	78.8%	21.2%	928,783	948,439	-2.1%	76.4%	23.6%	1,412,858	1,558,846	-9.4%	65.7%
LAX	MEX	28.6%	71.4%	916,172	781,263	17.3%	17.5%	82.5%	1,251,411	1,092,855	14.5%	73.2%
ORD	FRA	48.6%	51.4%	906,935	895,537	1.3%	48.5%	51.5%	1,118,613	1,086,259	3.0%	81.1%
BOS	LHR	29.1%	70.9%	885,622	882,450	0.4%	29.7%	70.3%	1,155,403	1,106,846	4.4%	76.7%
SFO	NRT	63.5%	36.5%	864,114	856,830	0.9%	62.4%	37.6%	1,067,205	1,088,392	-1.9%	81.0%
LGA	YYZ	32.6%	67.4%	852,382	949,190	-10.2%	34.9%	65.1%	1,217,130	1,433,073	-15.1%	70.0%
LAX	GDL	19.4%	80.6%	809,334	718,037	12.7%	21.2%	78.8%	1,136,329	995,024	14.2%	71.2%
MIA	LHR	22.9%	77.1%	803,120	851,724	-5.7%	20.4%	79.6%	990,067	1,013,661	-2.3%	81.1%
ORD	NRT	64.6%	35.4%	781,287	708,642	10.3%	68.0%	32.0%	1,015,147	891,845	13.8%	77.0%
IAD	FRA	58.4%	41.6%	749,490	695,970	7.7%	54.4%	45.6%	891,560	807,310	10.4%	84.1%
LAX	YVR	57.3%	42.7%	747,609	812,891	-8.0%	57.0%	43.0%	949,930	1,105,422	-14.1%	78.7%
JFK	FRA	14.9%	85.1%	745,655	767,401	-2.8%	15.2%	84.8%	987,464	966,655	2.2%	75.5%
LAX	ICN	0.0%	100.0%	737,650	797,860	-7.5%	0.0%	100.0%	929,987	1,024,750	-9.2%	79.3%
LAX	SYD	33.2%	66.8%	726,060	716,735	1.3%	29.7%	70.3%	943,290	946,716	-0.4%	77.0%
JFK	NRT	40.9%	59.1%	709,721	936,597	-24.2%	54.5%	45.5%	872,930	1,172,619	-25.6%	81.3%
DTW	AMS	100.0%	0.0%	706,467	763,387	-7.5%	100.0%	0.0%	777,470	845,432	-8.0%	90.9%
JFK	STI	100.0%	0.0%	685,401	661,528	3.6%	100.0%	0.0%	928,951	948,876	-2.1%	73.8%
EWR	LHR	0.0%	100.0%	677,087	698,163	-3.0%	0.0%	100.0%	895,167	901,682	-0.7%	75.6%
SFO	HKG	32.8%	67.2%	675,417	664,515	1.6%	31.4%	68.6%	801,593	803,806	-0.3%	84.3%
HNL	KIX	52.1%	47.9%	669,859	770,724	-13.1%	40.4%	59.6%	767,045	949,753	-19.2%	87.3%
EWR	CDG	39.0%	61.0%	671,044	688,188	-2.5%	39.4%	60.6%	844,679	839,032	0.7%	79.4%
LAX	AKL	0.0%	100.0%	664,258	689,939	-3.7%	0.0%	100.0%	867,810	887,130	-2.2%	76.5%
MIA	GRU	50.0%	50.0%	654,176	685,020	-4.5%	49.0%	51.0%	888,051	923,651	-3.9%	73.7%
MCO	LGW	0.0%	100.0%	652,164	717,865	-9.2%	0.0%	100.0%	848,761	878,281	-3.4%	76.8%
IAH	MEX	76.4%	23.6%	612,632	587,665	4.2%	68.9%	31.1%	838,921	807,592	3.9%	73.0%
SFO	YVR	72.5%	27.5%	597,717	559,296	6.9%	74.5%	25.5%	879,676	801,044	9.8%	67.9%
LAX	HKG	0.0%	100.0%	597,227	448,857	33.1%	0.0%	100.0%	794,551	602,548	31.9%	75.2%
ATL	CDG	62.7%	37.3%	591,666	607,097	-2.5%	50.6%	49.4%	693,311	703,936	-1.5%	85.3%
MIA	NAS	61.8%	38.2%	578,068	567,104	1.9%	56.7%	43.3%	859,148	953,209	-9.9%	67.3%
LAX	CDG	0.0%	100.0%	565,107	535,069	5.6%	0.0%	100.0%	659,691	623,923	5.7%	85.7%
JFK	SDQ	100.0%	0.0%	562,267	719,707	-21.9%	100.0%	0.0%	712,096	1,072,953	-33.6%	79.0%
JFK	TLV	0.1%	99.9%	526,309	507,909	3.6%	0.0%	100.0%	608,567	593,622	2.5%	86.5%
MIA	MEX	47.5%	52.5%	554,909	511,771	8.4%	54.4%	45.6%	878,226	867,008	1.3%	63.2%
IAD	CDG	28.6%	71.4%	550,156	528,196	4.2%	29.9%	70.1%	661,956	629,876	5.1%	83.1%
SFO	TPE	0.0%	100.0%	535,993	507,658	5.6%	0.0%	100.0%	617,015	603,934	2.2%	86.9%
LAX	YYZ	17.1%	82.9%	534,442	568,249	-5.9%	25.3%	74.7%	685,009	772,175	-11.3%	78.0%
MIA	CCS	74.6%	25.4%	485,140	565,849	-14.3%	75.9%	24.1%	637,382	769,561	-17.2%	76.1%
MSP	AMS	100.0%	0.0%	528,746	526,620	0.4%	97.1%	2.9%	581,193	593,601	-2.1%	91.0%
DFW	CUN	100.0%	0.0%	415,840	456,266	-8.9%	100.0%	0.0%	578,059	644,424	-10.3%	71.9%
DTW	NRT	100.0%	0.0%	520,180	507,148	2.6%	100.0%	0.0%	580,976	583,544	-0.4%	89.5%

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

1/ Passenger and seat data is for traffic traveling in both directions. For example, JFK-LHR figures encompass traffic flowing from New York-JFK to London-Heathrow as well as traffic flowing from London-Heathrow to New York-JFK.

2/ Ranked in descending order according to latest year ended data.