



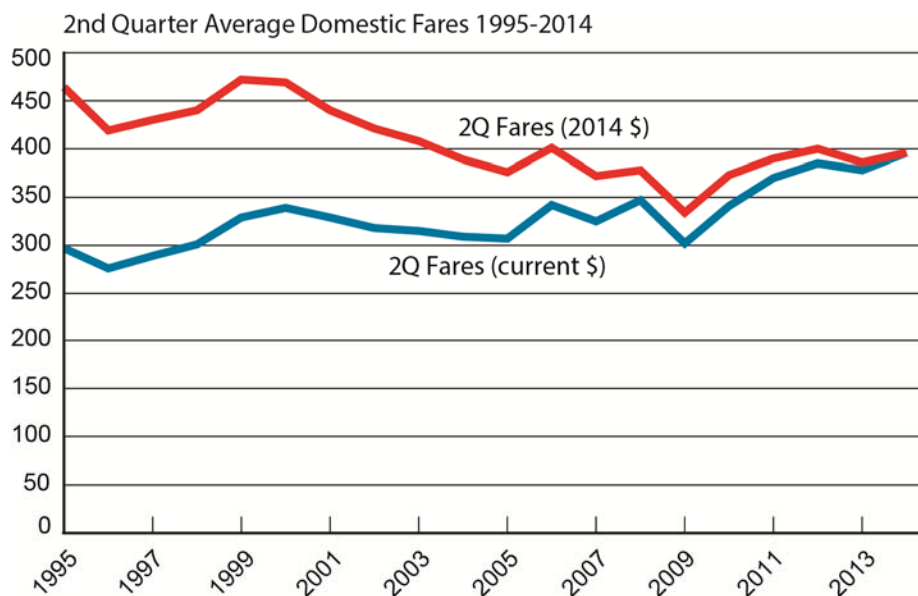
BTS Data

BTS 50-14
Tuesday, October 28, 2014
Contact: Dave Smallen
Tel: 202-366-5568

2nd-Quarter 2014 Air Fare Data

The average domestic air fare increased to \$396 in the second quarter of 2014, up 2.5 percent from the average fare of \$386 in the second quarter of 2013, adjusted for inflation (Table 1), the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today. During that April to June period, passengers originating in Cincinnati, Ohio, paid the highest average fare, \$523, while passengers originating in Sanford, Florida, paid the lowest, \$111 (Table 6).

U.S. Domestic Air Fares



Source: Bureau of Transportation Statistics, [BTS Air Fares, Origin and Destination Survey](#)

BTS reports average fares based on domestic itinerary fares. Itinerary fares consist of round-trip fares, unless the customer does not purchase a return trip. In that case, the one-way fare is included. One-way trips accounted for 33 percent of fares calculated for the second quarter of 2014. Fares are based on the total ticket value, which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares include only the price paid at the time of the ticket purchase and do not include other fees, such as baggage fees, paid at either the airport or onboard the aircraft. Averages do not include frequent-flyer or “zero fares,” or abnormally high reported fares. Constant 2014 dollars are used for inflation adjustment.

Inflation-Adjusted Air Fares

Second-quarter fares rose 17.0 percent adjusted for inflation from the recession-affected low of \$334 in 2009 to the second quarter of 2011. Since 2011, second quarter fares have shown little change, increasing 1.4 percent from 2011 to 2014 (Table 1).

The second-quarter 2014 fare was down 16.2 percent adjusted for inflation from the average fare of \$472 in 1999, the highest inflation-adjusted second quarter average fare in the 19 years since BTS began collecting air fare records in 1995. The 16.2 percent decline took place while overall consumer prices rose 43.4 percent. Since 1995, inflation-adjusted fares declined 14.7 percent compared to a 56.3 percent increase in overall consumer prices (Table 2). See [BTS Air Fare web page](#) for historic data.

U.S. passenger airlines collected 71.4 percent of their total revenue from passenger fares during the second quarter of 2014, down from 1990 when 87.6 percent of airline revenue was received from fares (Table 1A).

Quarter-to-Quarter Change

In the three-year period from the second quarter of 2011 to the second quarter of 2014, inflation-adjusted fares increased 0.3 percent. In the two-year period from the second quarter of 2012 to the second quarter of 2014, inflation-adjusted fares decreased 1.0 percent (Table 3).

Unadjusted Air Fares

Not adjusting for inflation, the \$396 second-quarter 2014 average fare was the highest average fare for any quarter since 1995. The previous highest unadjusted quarterly fare was \$390 in the third quarter of 2013 and the previous highest unadjusted second-quarter fare was \$385 in 2012. Since 1995, unadjusted fares rose 33.3 percent compared to a 56.3 percent increase in overall consumer prices (Table 4).

Unadjusted second-quarter 2014 fares were up 3.6 percent from the first quarter of 2014 (Table 5). See [Tables 13-16](#) for additional unadjusted fare data by airport.

Fares by Airport

Tables 6-8 provide fare data on the [top 100 airports](#) based on 2013 originating passengers. All figures are reported in constant 2014 dollars.

Table 6: Five highest and five lowest average fares in the second quarter: Cincinnati had the highest average fare (\$523) while Sanford had the lowest (\$111). For the Top 100 Airports, see [Table 10](#) on the BTS website.

Table 7: Five largest increases and five largest decreases adjusted for inflation from the second quarter of 2013 to the second quarter of 2014: Atlantic City, New Jersey, had the largest increase (15.4 percent) and Savannah, Georgia, had the largest decrease (-13.7 percent). For the Top 100 Airports, see [Table 11](#) on the BTS website.

Table 8: Five largest increases and five largest decreases adjusted for inflation from the second quarter of 2000 to the second quarter of 2014: Dallas Love, Texas, had the largest increase (26.1 percent) and Bellingham, Washington, had the largest decrease (-59.7 percent). For the Top 100 Airports, see [Table 12](#) on the BTS website.

For additional data, see [Top 100 Airports, Rankings](#) or [All Airports](#). Since average fares are based on the [Origin and Destination Survey](#) 10 percent ticket sample, averages for airports with smaller samples may be less reliable. Fares for Alaska, Hawaii and Puerto Rico airports are not included in rankings but are available on the web page. Third-quarter 2014 average fare data will be released in January.

Table 1. 2nd Quarter Average Fare 1995-2014, Adjusted for Inflation

	Average Fare in constant 2014 dollars (\$)	Year-to-Year Percent Change in Average Fare (2Q to 2Q) (%)	Cumulative Percent Change in Average Fare (2Q 1995 to 2Q of each year) (%)
1995	464	-	-
1996	419	-9.6	-9.6
1997	430	2.6	-7.2
1998	440	2.3	-5.1
1999	472	7.3	1.8
2000	469	-0.7	1.1
2001	440	-6.1	-5.1
2002	421	-4.3	-9.2
2003	408	-3.1	-12.0
2004	389	-4.7	-16.2
2005	376	-3.3	-19.0
2006	401	6.8	-13.5
2007	372	-7.2	-19.8
2008	378	1.5	-18.5
2009	334	-11.8	-28.1
2010	373	11.7	-19.7
2011	390	4.8	-15.8
2012	400	2.4	-13.9
2013	386	-3.4	-16.8
2014	396	2.5	-14.7

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

Note: Percent change based on unrounded numbers

Table 1A. Passenger Airline Revenue from Fares 1990-2014

Year	Revenue from Passenger Fares as Percent of Total Scheduled Passenger Airline Revenue* (%)
1990	87.6
1995	85.6
2000	84.1
2001	82.7
2002	82.3
2003	79.5
2004	76.6
2005	75.0
2006	74.4
2007	74.3
2008	72.9
2009	70.2
2010	71.3
2011	71.0
2012	70.3
2013	70.7
2014 (1Q)	70.2
2014 (2Q)	71.4
2014 (1Q+2Q)	70.8

Source: Bureau of Transportation Statistics, P-12

* Scheduled passenger airline total revenue is the sum of the following Schedule P12 accounts with account numbers: Reservation cancellation fees (3919.1), Baggage fees (3906.2), Miscellaneous Operating Revenue (3919.2), Transport-Related Revenue (4898) and Passenger Revenue (Fares) (3901).

Table 2. Percent Changes to 2014 in Average Domestic Average Fares and the Inflation Rate* by Year Since 1995

(2nd Quarter to 2nd Quarter for fares; Jun to Jun for inflation)

Since 2nd Quarter of ...	Duration in Years	Average Fare in constant 2014 dollars (\$)	Percent Change in Average Fare to 2ndQuarter 2014 (%)	Inflation Rate Change to Jun 2014
2014		396		
2013	1	386	2.5	2.1
2012	2	400	-1.0	3.9
2011	3	390	1.4	5.6
2010	4	373	6.2	9.3
2009	5	334	18.6	10.5
2008	6	378	4.7	8.9
2007	7	372	6.3	14.4
2006	8	401	-1.4	17.5
2005	9	376	5.3	22.5
2004	10	389	1.8	25.6
2003	11	408	-3.1	29.7
2002	12	421	-6.1	32.5
2001	13	440	-10.1	33.9
2000	14	469	-15.6	38.3
1999	15	472	-16.2	43.4
1998	16	440	-10.1	46.2
1997	17	430	-8.1	48.7
1996	18	419	-5.7	52.1
1995	19	464	-14.7	56.3

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

* Rate calculated using Bureau of Labor Statistics Consumer Price Index

Table 3. Inflation-Adjusted Average Domestic Airline Fares by Quarter
Average Fare and Percent Change by Quarter

Average Domestic Fare (2014\$)		
Quarter/Year	Average Fare in constant 2014 dollars (\$)	Quarter-to-Quarter Percent Change in Average Fare (%)
2Q 2011	394	1.9
3Q 2011	381	-3.4
4Q 2011	387	1.6
1Q 2012	394	1.8
2Q 2012	400	1.5
3Q 2012	381	-4.6
4Q 2012	385	1.1
1Q 2013	392	1.8
2Q 2013	387	-1.3
3Q 2013*	390	0.8
4Q 2013*	382	-2.0
1Q 2014*	382	0.0
2Q 2014*	396	3.5

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

Note: Percent change based on unrounded numbers

* Fares for the most recent four quarters are in current dollars, not adjusted for inflation.

Table 4. Unadjusted 2nd Quarter Average Fares, 1995-2014

	Average Fare in current dollars (\$)	Year-to-Year Percent Change in Average Fare (2Q to 2Q) (%)	Cumulative Percent Change in Average Fare (2Q 1995 to 2Q of each year) (%)
1995	297		
1996	276	-7.1	-7.1
1997	289	5.0	-2.5
1998	301	4.0	1.4
1999	329	9.4	11.0
2000	339	3.0	14.3
2001	329	-3.1	10.7
2002	318	-3.3	7.1
2003	315	-1.1	6.0
2004	309	-1.6	4.3
2005	307	-0.9	3.3
2006	342	11.4	15.1
2007	325	-4.7	9.6
2008	347	6.6	16.9
2009	302	-13.0	1.7
2010	341	12.9	14.8
2011	370	8.5	24.6
2012	385	4.1	29.6
2013	378	-1.7	27.4
2014	396	4.7	33.3

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

Note: Percent change based on unrounded numbers

Table 5. Unadjusted Average Domestic Airline Fares by Quarter

Average Fare and Percent Change by Quarter

Quarter/Year	Average Domestic Fare (current\$)	
	Average Fare in current dollars (\$)	Quarter-to-Quarter Percent Change in Average Fare (%)
2Q 2011	370	3.9
3Q 2011	361	-2.4
4Q 2011	368	2.1
1Q 2012	373	1.2
2Q 2012	385	3.2
3Q 2012	367	-4.6
4Q 2012	374	2.0
1Q 2013	378	1.0
2Q 2013	378	0.0
3Q 2013	390	3.2
4Q 2013	382	-2.0
1Q 2014	382	-2.0
2Q 2014	396	3.6

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

Note: Percent change based on unrounded numbers

**Table 6. Airports with Highest and Lowest U.S. Domestic Average Itinerary Fares
2nd Quarter 2014**

Top 100 Airports* Based on 2013 U.S. Originating Domestic Passengers

Rank	Origin	2nd Quarter 2014 (\$)
Highest Average Fares		
1	Cincinnati, OH	523
2	Madison, WI	512
3	Houston Bush, TX	507
4	Washington Dulles	496
5	Jackson/Vicksburg, MS	492
Average Fare at All Airports		396
Lowest Average Fares		
1	Sanford, FL	111
2	Mesa, AZ	138
3	Atlantic City, NJ	188
4	Bellingham, WA	192
5	Long Beach, CA	250

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

Table 7. One-Year Change by Airport: Top 5 Percentage Increases and Decreases in U.S. Domestic Average Itinerary Fare, 2Q 2013 to 2Q 2014

Top 100 Airports* Based on 2013 U.S. Originating Domestic Passengers, Fares Adjusted for Inflation

Rank	Origin	2nd Quarter 2013 (2014\$)	2nd Quarter 2014 (2014\$)	Percent Change (%)
Largest Increases				
1	Atlantic City, NJ	163	188	15.4
2	Albuquerque, NM	350	391	11.6
3	Atlanta, GA	391	435	11.3
4	Jackson/Vicksburg, MS	444	492	10.8
5	Dayton, OH	378	413	9.4
Average Fare at All Airports		386	396	2.5
Largest Decreases				
1	Savannah/Hilton Head	503	434	-13.7
2	Bellingham, WA	214	192	-10.1
3	Hartford, CT	422	399	-5.5
4	Burlington, VT	435	414	-4.8
5	Memphis, TN	486	466	-4.2

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

Table 8. 14-Year Change by Airport: Top 5 Percentage Increases and Decreases in U.S. Domestic Average Itinerary Fare, 2000-2014

Top 100 Airports* Based on 2013 U.S. Originating Domestic Passengers, Fares Adjusted for Inflation

Rank	Origin	2nd Quarter 2000 (2014\$)	2nd Quarter 2014 (2014\$)	Percent Change (%)
Largest Increases				
1	Dallas Love, TX	241	304	26.1
2	Reno, NV	309	369	19.5
3	Houston Hobby, TX	303	359	18.5
4	Burbank, CA	257	297	15.4
5	Chicago Midway, IL	300	338	12.8
Average Fare at All Airports		469	396	-15.6
Largest Decreases				
1	Bellingham, WA	478	192	-59.7
2	White Plains, NY	789	389	-50.6
3	Denver, CO	612	338	-44.8
4	Long Beach, CA	452	250	-44.6
5	Greenville-Spartanburg, SC	690	415	-39.8

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

For **air fares** for the following airports, go to
<http://apps.bts.gov/xml/atpi/src/index.xml>

Multiple airport areas for which a single average fare calculation is available are:
Boston, Chicago, Dallas-Fort Worth, Houston, Los Angeles, New York, San Francisco
and Washington, DC.

Top 100 airports based on 2013 originating domestic passengers:

Alabama	Birmingham
Arizona	Mesa, Phoenix, Tucson
Arkansas	Little Rock
California	Burbank, Fresno, Long Beach, Los Angeles Intl, Oakland, Ontario/San Bernardino, Sacramento, San Diego, San Francisco, San Jose, Santa Ana (Orange County)
Colorado	Colorado Springs, Denver
Connecticut	Hartford
District of Columbia	Dulles, Reagan National
Florida	Ft. Lauderdale, Ft. Myers, Jacksonville, Miami, Orlando, Pensacola, Sanford, Tampa, West Palm Beach
Georgia	Atlanta, Savannah
Idaho	Boise
Illinois	Chicago Midway, Chicago O'Hare
Indiana	Indianapolis
Iowa	Des Moines
Kansas	Wichita
Kentucky	Louisville
Louisiana	New Orleans
Maine	Portland
Maryland	Baltimore
Massachusetts	Boston
Michigan	Detroit, Grand Rapids
Minnesota	Minneapolis/St. Paul
Mississippi	Jackson/Vicksburg
Missouri	Kansas City, St. Louis
Nebraska	Omaha
Nevada	Las Vegas, Reno
New Hampshire	Manchester
New Jersey	Atlantic City, Newark
New Mexico	Albuquerque
New York	Albany, Buffalo, Islip, New York JFK, New York LaGuardia, Rochester, Syracuse, White Plains

North Carolina	Charlotte, Greensboro, Raleigh/Durham
Ohio	Akron/Canton, Cincinnati, Cleveland, Columbus, Dayton
Oklahoma	Oklahoma City, Tulsa
Oregon	Portland
Pennsylvania	Harrisburg, Philadelphia, Pittsburgh
Rhode Island	Providence
South Carolina	Charleston, Greenville-Spartanburg
Tennessee	Knoxville, Memphis, Nashville
Texas	Austin, Dallas Love, Dallas/Ft. Worth, El Paso, Houston Bush, Houston Hobby, San Antonio
Utah	Salt Lake City
Vermont	Burlington
Virginia	Norfolk, Richmond
Washington	Bellingham, Seattle, Spokane
Wisconsin	Madison, Milwaukee