



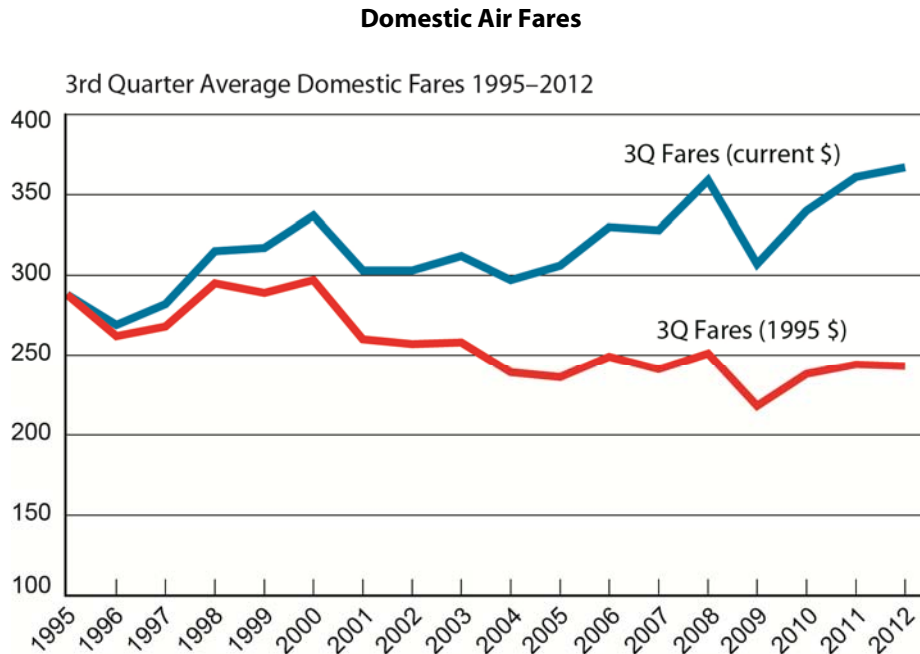
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BTS Data

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3rd-Quarter 2012 Domestic Air Fares Rose 1.8% from 3rd Quarter 2011

Top 100 Airports: Highest Fares at Huntsville, Lowest Fares at Atlantic City



Average domestic air fares rose to \$367 in the third quarter of 2012, up 1.8 percent from the average fare of \$361 in the third quarter of 2011 (Table 1), the U.S. Department of Transportation’s Bureau of Transportation Statistics (BTS) reported today. Huntsville, Ala., had the highest average fare, \$522, while Atlantic City, N.J., had the lowest, \$133 (Table 3).

Not adjusted for inflation, the \$367 third-quarter 2012 average fare is the fifth-highest average fare for any quarter since BTS began collecting air fare records in 1995. The highest was \$385 in the second quarter of 2012. The previous third-quarter high was \$361 in 2011. Third-quarter 2012 fares were \$243 in 1995 dollars, down 18.1 percent from the average fare of \$297 in 2000, the inflation-adjusted high for any third quarter (Tables 1 and 2).

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BTS, a part of the Research and Innovative Technology Administration, 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. 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 the airport or onboard the aircraft. Averages do not include frequent-flyer or “zero fares” or abnormally high reported fares.

Passenger airlines collected 71.2 percent of their total revenue from passenger fares during the third quarter of 2012, down from 1990 when 87.6 percent of airline revenue was received from fares (Table 1A).

Unadjusted third-quarter fares increased 9.0 percent from the third quarter of 2000 to the third quarter of 2012. During those 12 years, inflation-adjusted fares declined 18.1 percent while there was an overall increase in consumer prices of 33.2 percent. In the 17 years from 1995, unadjusted air fares rose 27.7 percent compared to a 15.5 percent decline in inflation-adjusted fares and a 51.0 percent increase in consumer prices (Table 6). See [BTS Air Fare web page](#) for historic data.

Unadjusted third-quarter 2012 fares were up 19.6 percent from the recession low of \$307 in 2009 (Table 1).

Unadjusted third-quarter fares decreased 4.6 percent from the second quarter of 2012 while inflation-adjusted fares declined 5.0 percent. Both declines were the largest quarter-to-quarter decreases in the last two years (Table 2). Quarter-to-quarter changes may be affected by seasonal factors such as the number of passengers. In the last 18 years, U.S. airlines carried an average of 1.3 percent fewer originating passengers in the third quarter of the year than in the second quarter. The number of originating passengers decreased by 1.6 percent in the third quarter of 2012 from the second quarter.

See Tables 3-5 for data about the [top 100 airports](#) based on 2011 originating passengers.

Table 3: Five highest and five lowest average fares in the third quarter: Huntsville, a market with a high representation of business, military and government travelers, had the highest average fare (\$522) while Atlantic City, a leisure-dominated market, had the lowest (\$133). For the Top 100 Airports, see [Table 8](#) on the BTS website.

Table 4: Five largest increases and five largest decreases from the third quarter of 2011 to the third quarter of 2012: Newport News/Williamsburg, Va., had the largest increase, 33.1 percent, and Atlantic City, had the largest decrease, 19.7 percent. For the Top 100 Airports, see [Table 9](#) on the BTS website.

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Table 5: Five largest increases and five largest decreases from the third quarter of 2000 to the third quarter of 2012: Newport News/Williamsburg had the largest increase, 83.7 percent, and White Plains, N.Y., had the largest decrease, 41.4 percent. For the Top 100 Airports, see [Table 10](#) 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. Fourth-quarter 2012 average fare data will be released on April 24.

Table 1: 3rd Quarter Average Fares 1995-2012 Compared to Inflation Rate

	Percent change from previous year			Percent change from 1995		
	Average Domestic 3Q Fares (\$)	Average Fares (3Q to 3Q)	Inflation (Sep from previous Sep)*	Cumulative Average Fares (3Q 1995 to 3Q of each year)	Cumulative inflation rate (Sep of each year from Sep 1995)*	Average Fare in 1995 dollars
1995	288	-	-	-	-	288
1996	269	-6.3	3.0	-6.3	3.0	262
1997	282	4.7	2.2	-1.8	5.2	268
1998	315	11.7	1.5	9.6	6.8	295
1999	317	0.6	2.6	10.3	9.6	289
2000	337	6.1	3.5	17.1	13.4	297
2001	303	-10.0	2.6	5.4	16.4	260
2002	303	0.1	1.5	5.5	18.1	257
2003	312	3.0	2.3	8.7	20.9	258
2004	297	-5.1	2.5	3.1	24.0	239
2005	306	3.2	4.7	6.4	29.8	236
2006	330	7.9	2.1	14.8	32.4	249
2007	328	-0.8	2.8	13.9	36.1	241
2008	359	9.6	4.9	24.8	42.8	251
2009	307	-14.5	-1.3	6.8	41.0	218
2010	340	10.7	1.1	18.2	42.6	238
2011	361	6.2	3.9	25.5	48.1	244
2012	367	1.8	2.0	27.7	51.0	243

Source: Bureau of Transportation Statistics

* Rate calculated using Bureau of Labor Statistics Consumer Price Index.

Note: Percent change based on unrounded numbers

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Table 1A Passenger Airline Revenue from Fares 1990-2012

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 (1Q)	70.0
2012 (2Q)	70.8
2012 (3Q)	71.2
2012 (thru 3Q)	70.7

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).

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Table 2: Quarterly Change in Average Domestic Airline Fares
Percent Change by Quarter

Quarter/Year	Current \$		Inflation-Adjusted	
	Avg Fare (current\$)	Pct. Change from Previous Quarter (%)	Inflation-Adjusted Avg Fare (1995\$)	Pct. Change from Previous Quarter (%)
2Q 2010	341	3.8	237	3.7
3Q 2010	340	-0.3	235	-0.5
4Q 2010	335	-1.5	231	-1.8
1Q 2011	356	6.3	241	4.2
2Q 2011	370	3.9	248	2.9
3Q 2011	361	-2.4	241	-2.9
4Q 2011	368	2.1	251	3.9
1Q 2012	373	1.2	246	-1.9
2Q 2012	385	3.2	256	3.9
3Q 2012	367	-4.6	243	-5.0

SOURCE: Bureau of Transportation Statistics

Note: Percent change based on unrounded numbers

Note: Quarter-to-quarter changes may be affected by seasonal factors.

Table 3: Airports with Highest and Lowest U.S. Domestic Average Itinerary Fares 3rd Quarter 2012

Top 100 Airports* Based on 2011 U.S. Originating Domestic Passengers

Rank	Origin	3rd Quarter 2012 (\$)
Highest Average Fares		
1	Huntsville, AL	522
2	Cincinnati, OH	519
3	Houston Bush, TX	503
4	Washington Dulles	499
5	Memphis, TN	485
Average Fare at All Airports		367
Lowest Average Fares		
1	Atlantic City, NJ	133
2	Long Beach, CA	230
3	Bellingham, WA	246
4	Fort Lauderdale, FL	261
5	Las Vegas, NV	262

Source: Bureau of Transportation Statistics

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

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Table 4: One-Year Change by Airport: Top 5 Percentage Increases and Decreases/Smallest Increases in U.S. Domestic Average Itinerary Fare, 3rd Quarter 2011 to 3rd Quarter 2012
 Top 100 Airports* Based on 2011 U.S. Originating Domestic Passengers

Rank	Origin	3rd Quarter 2011 (\$)	3rd Quarter 2012 (\$)	Percent Change (%)
Largest Increases				
1	Newport News/Williamsburg, VA	321	428	33.1
2	Boise, ID	340	390	14.9
3	Grand Rapids, MI	397	446	12.4
4	Greensboro/High Point, NC	383	426	11.4
5	Milwaukee, WI	285	317	11.1
Average Fare at All Airports		361	367	1.8
Largest Decreases/Smallest Increases				
1	Atlantic City, NJ	166	133	-19.7
2	Colorado Springs, CO	418	380	-9.0
3	Burbank/Glendale/Pasadena, CA	299	277	-7.3
4	Oakland, CA	307	289	-5.7
5	Portland, OR	372	357	-4.2

Source: Bureau of Transportation Statistics

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

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Table 5: 11-Year Change by Airport: Top 5 Percentage Increases and Decreases in U.S. Domestic Average Itinerary Fare, 2000-2012

Top 100 Airports* Based on 2011 U.S. Originating Domestic Passengers

Rank	Origin	3rd Quarter 2000 (\$)	3rd Quarter 2012 (\$)	Percent Change (%)
Largest Increases				
1	Newport News/Williamsburg, VA	233	428	83.7
2	El Paso, TX	260	384	47.9
3	Houston Hobby, TX	219	324	47.6
4	Burbank/Glendale/Pasadena, CA	189	277	46.1
5	Reno, NV	232	334	43.9
Average Fare at All Airports		337	367	9.1
Largest Decreases				
1	White Plains, NY	555	326	-41.4
2	Bellingham, WA	379	246	-35.2
3	Atlantic City, NJ	188	133	-29.4
4	Denver, CO	436	316	-27.5
5	Long Beach, CA	316	230	-27.1

Source: Bureau of Transportation Statistics

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

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Table 6: Percent Changes to 2012 in Domestic Average Itinerary Fares and the Inflation Rate* by Year Since 1995

(3rd Quarter to 3rd Quarter for fares; Sept to Sept for inflation)

Since 3rd Quarter ...	Duration in Years	Average 3Q Itinerary Fare (\$)	Percent Change in Average Fare to 3rd Quarter 2012	Inflation Rate to Sept 2012
2012		367		
2011	1	361	1.8	2.0
2010	2	340	8.1	5.9
2009	3	307	19.6	7.1
2008	4	359	2.3	5.8
2007	5	328	12.1	11.0
2006	6	330	11.2	14.0
2005	7	306	20.0	16.4
2004	8	297	23.8	21.9
2003	9	312	17.5	24.9
2002	10	303	21.0	27.8
2001	11	303	21.2	29.8
2000	12	337	9.0	33.2
1999	13	317	15.7	37.8
1998	14	315	16.5	41.4
1997	15	282	30.1	43.6
1996	16	269	36.2	46.6
1995	17	288	27.7	51.0

Source: Bureau of Transportation Statistics

* Rate calculated using Bureau of Labor Statistics Consumer Price Index

Note: Percent change based on unrounded numbers

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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.

Airports covered by average fare calculations are:

Alabama	Birmingham, Huntsville
Arizona	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, Tampa, West Palm Beach
Georgia	Atlanta
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, Flint, 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

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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	Newport News/Williamsburg, Norfolk, Richmond
Washington	Bellingham, Seattle, Spokane
Wisconsin	Madison, Milwaukee

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