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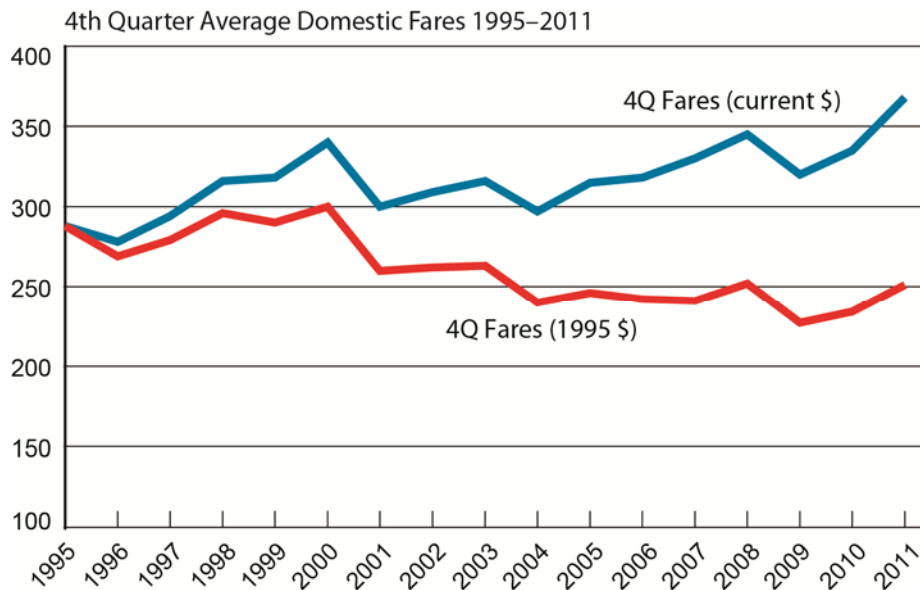
BTS Data

BTS 21-12
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BTS Releases 4th-Quarter 2011 Air Fare Data; 4th-Quarter Domestic Air Fares Rose 10% from 4th Quarter 2010

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

Domestic Air Fares



Average domestic air fares rose to \$368 in the fourth quarter of 2011, up 10 percent from the average fare of \$335 in the fourth quarter of 2010 (Table 1), the U.S. Department of Transportation’s Bureau of Transportation Statistics (BTS) reported today. Cincinnati had the highest average fare, \$502, while Atlantic City, NJ, had the lowest, \$189 (Table 3).

Fourth-quarter fares increased 2.1 percent from the third quarter (Table 2). Quarter-to-quarter changes may be affected by seasonal factors.

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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 a few abnormally high reported fares.

When not adjusted for inflation, the \$368 fourth-quarter 2011 average fares were up 6.6 percent from the previous fourth-quarter high of \$345 in 2008. Unadjusted fourth-quarter fares dropped to \$320 in 2009 during the recession. Fourth-quarter 2011 fares were up 15.2 percent from 2009, not adjusted for inflation. They were also up 23.9 percent from the post 9/11 low of \$297 in 2004 (Table 6).

Fourth-quarter 2011 fares, not adjusted for inflation, were the second highest of any quarter, exceeded only by the high of \$370 in the second quarter of 2011. Adjusted for inflation, fourth-quarter 2011 fares in 1995 dollars were \$251, down 16.3 percent from the fourth quarter of 2000, which, at \$300, was the inflation-adjusted high for any fourth quarter since 1995 (Table 1). BTS air fare records begin in 1995. See [BTS Air Fare web page](#) for historic data.

Average fares for the full year in 2011 were the highest on record at \$364, up 8.3 percent from 2010. The 2011 fares were up 5.2 percent from 2008, which at \$346 was previously the highest year on record since 1995, not adjusted for inflation. Adjusting for inflation in 1995 dollars, fares in 2011 averaged \$247, up 4.9 percent from 2010 but down 17.6 percent from the inflation-adjusted high of \$300 in 2000. See [Annual Fares](#).

Passenger airlines collected 71.4 percent of their total revenue from passenger fares during the third quarter of 2011, the most recent quarter available (Table 1A).

Air fares in the fourth quarter of 2011 increased 8.3 percent from the fourth quarter of 2000, not adjusted for inflation, compared to an overall increase in consumer prices of 29.7 percent during that period. In the 16 years from 1995, the first year of BTS air fare records, air fares rose 28 percent compared to a 47 percent inflation rate (Table 6). The average inflation-adjusted fourth-quarter 2011 fare in 1995 dollars was \$251 compared to \$288 in 1995 and \$300 in 2000 (Table 1).

See Tables 3-5 for data about the [top 100 airports](#) based on 2010 originating passengers.

Table 3: Five highest and five lowest average fares in the fourth quarter: Cincinnati, a market with a high representation of business travelers, had the highest average fare, \$502, while Atlantic City, a leisure-dominated market, had the lowest, \$189. For the Top 100 Airports, see [Table 8](#) on the BTS website.

Table 4: Five largest increases and five largest decreases from the fourth quarter of 2010 to the fourth quarter of 2011: Fort Myers, FL, had the largest increase, 26.4 percent, and Charleston, SC, had the largest decrease, 8.3 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 fourth quarter of 2000 to the fourth quarter of 2011: Burbank/Glendale/Pasadena, CA, had the largest increase, 59.1 percent, and White Plains, NY, had the largest decrease, 34.9 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. First-quarter 2012 average fare data will be released on July 26.

Table 1: 4th Quarter Average Fares 1995-2011 Compared to Inflation Rate

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 a few abnormally high reported fares.

	Percent change from previous year			Percent change from 1995		
	Average Domestic 4Q Fares (\$)	Average Fares (4Q to 4Q)	Inflation (Dec from previous Dec)*	Cumulative Average Fares (4Q of each year)	Cumulative inflation rate (Dec of each year from Dec 1995)*	Average Fare in 1995 dollars
1995	288					288
1996	278	-3.3	3.3	-3.3	3.3	269
1997	294	5.5	1.7	2.0	5.1	279
1998	316	7.7	1.6	9.9	6.8	296
1999	318	0.6	2.7	10.5	9.6	290
2000	340	7.0	3.4	18.2	13.4	300
2001	300	-11.8	1.6	4.2	15.1	260
2002	309	3.0	2.4	7.3	17.9	262
2003	316	2.2	1.9	9.7	20.1	263
2004	297	-5.9	3.3	3.3	24.0	240
2005	315	5.9	3.4	9.4	28.2	246
2006	318	1.1	2.5	10.6	31.5	242
2007	330	3.6	4.1	14.6	36.8	241
2008	345	4.7	0.1	20.0	37.0	252
2009	320	-7.4	2.7	11.1	40.7	227
2010	335	4.7	1.5	16.3	42.8	234
2011	368	10.0	3.0	28.0	47.0	251

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 1990-2011

Revenue from Passenger Fares as Percent of Scheduled Passenger Airline Total Revenue*

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 (1Q)	70.4
2011 (2Q)	71.3
2011 (3Q)	71.4
2011 (thru Sept)	71.1

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

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 a few abnormally high reported fares.

Average Domestic Fares		
Quarter/Year	Avg Fare (\$)	Pct. Change from Previous Quarter (%)
3Q 2009	307	1.7
4Q 2009	320	4.2
1Q 2010	328	2.6
2Q 2010	341	3.8
3Q 2010	340	-0.3
4Q 2010	335	-1.5
1Q 2011	356	6.3
2Q 2011	370	3.9
3Q 2011	361	-2.4
4Q 2011	368	2.1

SOURCE: Bureau of Transportation Statistics

Note: Percent change based on unrounded numbers

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

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Table 3: Airports with Highest and Lowest U.S. Domestic Average Itinerary Fares 4th Quarter 2011

Top 100 Airports* Based on 2010 U.S. Originating Domestic Passengers

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 a few abnormally high reported fares.

Rank	Origin	4th Quarter 2011 (\$)
Highest Average Fares		
1	Cincinnati, OH	502
2	Houston Bush, TX	494
3	Memphis, TN	484
4	Washington Dulles	474
5	Newark-Liberty, NJ	474
Average Fare at All Airports		368
Lowest Average Fares		
1	Atlantic City, NJ	189
2	Long Beach, CA	229
3	Las Vegas, NV	267
4	Ft. Lauderdale, FL	269
5	Bellingham, WA	271

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, 2010 – 2011

Top 100 Airports* Based on 2010 U.S. Originating Domestic Passengers

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 a few abnormally high reported fares.

Rank	Origin	4th Quarter 2010 (\$)	4th Quarter 2011 (\$)	Percent Change (%)
Largest Increases				
1	Ft. Myers, FL	247	313	26.4
2	Colorado Springs, CO	381	469	23.1
3	Atlantic City, NJ	156	189	21.1
4	Pensacola, FL	358	433	20.8
5	Flint, MI	290	349	20.4
Average Fare at All Airports		335	368	10.0
Largest Decreases/Smallest Increases				
1	Charleston, SC	448	411	-8.3
2	Greenville/Spartanburg, SC	410	380	-7.2
3	Long Beach, CA	234	229	-2.0
4	Knoxville TN	428	425	-0.6
5	Newark-Liberty, NJ	460	474	2.9

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, 2000-2011

Top 100 Airports* Based on 2010 U.S. Originating Domestic Passengers

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 a few abnormally high reported fares.

Rank	Origin	4th Quarter 2000 (\$)	4th Quarter 2011 (\$)	Percent Change (%)
Largest Increases				
1	Burbank/Glendale/Pasadena, CA	188	299	59.1
2	Reno, NV	221	338	53.1
3	El Paso, TX	258	374	44.8
4	Dallas Love, TX	198	277	40.2
5	Houston Hobby, TX	219	304	38.7
Average Fare at All Airports		340	368	8.3
Largest Decreases				
1	White Plains, NY	552	359	-34.9
2	Bellingham, WA	357	271	-24.3
3	Long Beach, CA	300	229	-23.7
4	Denver, CO	419	329	-21.5
5	Greenville/Spartanburg, SC	481	380	-20.9

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 2011 in Domestic Average Itinerary Fares and the Inflation Rate* by Year Since 1995

(1st Quarter to 1st Quarter for fares; March to March for inflation)

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 a few abnormally high reported fares.

Since 4th Quarter ...	Duration in Years	Average 4Q Itinerary Fare (\$)	Percent Change in Average Fare to 4th Quarter 2011	Inflation Rate to Dec 2011
2011		368		
2010	1	335	10.0	3.0
2009	2	320	15.2	4.5
2008	3	345	6.6	7.3
2007	4	330	11.7	7.4
2006	5	318	15.8	11.8
2005	6	315	17.0	14.7
2004	7	297	23.9	18.6
2003	8	316	16.7	22.4
2002	9	309	19.3	24.7
2001	10	300	22.9	27.7
2000	11	340	8.3	29.7
1999	12	318	15.9	34.1
1998	13	316	16.5	37.7
1997	14	294	25.5	39.9
1996	15	278	32.4	42.3
1995	16	288	28.0	47.0

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://www.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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ADD TEN

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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