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BTS Data

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1st-Quarter 2010 Air Fare Data: Average 1st-Quarter Domestic Air Fares Increased 4.7% from 1st Quarter 2009

Top 100 Airports: Highest Fare in Huntsville, Lowest Fare in Atlantic City

Average domestic air fares in the first quarter of 2010 increased to the second highest January-to-March level since 2001, rising 4.7 percent from the first quarter of 2009 (Table 1), the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today.

BTS, a part of the Research and Innovative Technology Administration, reports average fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. 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.

The \$328 first-quarter 2010 average fares were down 8.3 percent from the all-time high, not inflation-adjusted, of \$358 in the third quarter of 2008. Adjusted for inflation, first-quarter 2010 fares were down 25.0 percent from 1999, the inflation-adjusted high for any first-quarter since 1995. The first quarter 2010 average fares were up 8.9 percent from the post-9/11 fourth-quarter low of \$301.39 in 2005 (Table 1). BTS air fare records reach back to 1995. See [BTS Air Fare web page](#) for historic data.

First quarter 2010 average fares were up 2.8 percent from the fourth quarter of 2009. Quarter-to-quarter changes may be affected by seasonal factors (Table 2).

Air fares in the first quarter of 2010 declined 5.6 percent since the first quarter of 2001, compared to an overall increase in consumer prices of 23.5 percent during that period (Table 6). In the 15 years from 1995, the first year of BTS records, air fares rose 10.5 percent compared to a 43.7 percent inflation rate. In 1995 dollars, the average air fare in the first quarter of 2010 was \$228, compared to \$297 in 1995 and \$301 in 2000 (Table 1).

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See tables below for the following information about the [top 100 airports](#) based on 2009 originating passengers. For 2009, Lubbock, TX and Moline, IL were added to the top 100 rankings, replacing Sarasota, FL and Savannah, GA.

Table 3: Five highest and five lowest average fares in the first quarter: Huntsville, AL, had the highest average fare, \$500, while Atlantic City, NJ, had the lowest, \$188. For the Top 100 Airports, see [Table 8](#) on the BTS website.

Table 4: Five largest increases and five largest decreases from the first quarter of 2009 to the first quarter of 2010: Charleston, SC, had the largest increase, 16.1 percent, and Milwaukee, WI had the largest decrease, 16.6 percent. For the Top 100 Airports, see [Table 9](#) on the BTS website.

Table 5: Five largest increases and five largest decreases from the first quarter of 2001 to the first quarter of 2010: Dallas Love had the largest increase, 31.7 percent, and White Plains, NY, had the largest decrease, 51.9 percent. For the Top 100 Airports, see [Table 10](#) on the BTS website.

See the [BTS Air Fare web page](#) for average fares for the top 100 airports. Rankings can also be found on the [BTS website](#). Fares for Alaska, Hawaii and Puerto Rico airports, which are not included in rankings, are available on the web page. Average fares for [all airports](#) are also available. Since average fares are based on the [Origin and Destination Survey](#) 10 percent ticket sample, averages for airports smaller samples may be less reliable.

Second-quarter 2010 average fare data will be released on Oct. 28.

The [Air Travel Price Index](#) (ATPI) for the first quarter of 2010 will be posted on the [BTS website](#) on Aug. 4. The ATPI is a separate statistical measure of the level of air fares.

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Table 1: 1st Quarter Average Fares 1995-2010 Compared to Inflation Rate

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. 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. Averages do not include frequent flyer fares.

	Percent change from previous year			Percent change from 1995		
	Average Domestic 1Q Fares (\$)	Average Fares (1Q to 1Q)	Inflation (Mar from previous Mar)*	Cumulative Average Fares (1Q 1995 to 1Q of each year)	Cumulative inflation rate (Mar of each year from Mar 1995)*	Average Fare in 1995 dollars
1995	297					297
1996	284	-4.4	2.8	-4.4	2.8	276
1997	283	-0.2	2.8	-4.5	5.7	268
1998	305	7.5	1.4	2.6	7.1	284
1999	332	8.9	1.7	11.7	9.0	304
2000	340	2.6	3.8	14.6	13.1	301
2001	348	2.2	2.9	17.1	16.4	299
2002	320	-8.0	1.5	7.8	18.1	271
2003	319	-0.3	3.0	7.5	21.7	262
2004	320	0.3	1.7	7.9	23.8	259
2005	301	-5.9	3.1	1.5	27.7	236
2006	323	7.3	3.4	8.9	32.0	245
2007	318	-1.7	2.8	7.1	35.6	234
2008	333	4.9	4.0	12.3	41.0	236
2009	313	-6.0	-0.4	5.5	40.5	223
2010	328	4.7	2.3	10.5	43.7	228

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 2: Quarterly Change in Average Domestic Airline Fares

Percent Change by Quarter

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. 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.

	Avg Fare* (\$)	Pct. Change from Previous Quarter
2Q 2008	346	3.8
3Q 2008	358	3.4
4Q 2008	345	-3.7
1Q 2009	313	-9.1
2Q 2009	301	-3.8
3Q 2009	306	1.7
4Q 2009	319	4.2
1Q 2010	328	2.8

SOURCE: Bureau of Transportation Statistics

* Average fares from 2Q 2008 to 1Q 2009 revised from July 29, 2009 release.

Note: Percent change based on unrounded numbers

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

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Table 3: Highest and Lowest U.S. Domestic Average Itinerary Fares 1st Quarter 2010

Top 100 Airports* Based on 2009 U.S. Originating Domestic Passengers

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. 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	1st Quarter 2010 (\$)
Highest Average Fares		
1	Huntsville, AL	500
2	Charleston, SC	443
3	Knoxville TN	441
4	Memphis, TN	433
5	Newark-Liberty, NJ	423
Average Fare at All Airports		328
Lowest Average Fares		
1	Atlantic City, NJ	188
2	Long Beach, CA	208
3	Burbank/Glendale/Pasadena, CA	241
4	Orlando, FL	245
5	Dallas Love, TX	248

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: Top 5 Increases/Smallest Decreases and Top 5 Decreases in U.S. Domestic Average Itinerary Fare, 2009 – 2010

Top 100 Airports* Based on 2009 U.S. Originating Domestic Passengers

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. 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	1st Quarter 2009 (\$)	1st Quarter 2010 (\$)	Percent Change
Largest Increases/Smallest Decreases				
1	Charleston, SC	382	443	16.1
2	Detroit, MI	300	349	16.0
3	Manchester, NH	279	323	15.7
4	Atlantic City, NJ	163	188	15.2
5	Albany, NY	315	361	14.6
Average Fare at All Airports		313	328	4.7
Largest Decreases				
1	Milwaukee, WI	300	250	-16.6
2	Cincinnati, OH	446	404	-9.3
3	Des Moines, IA	403	388	-3.8
4	Boston, MA	342	332	-3.0
5	Grand Rapids, MI	418	406	-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: Top 5 U.S. Domestic Average Itinerary Fare Increases and Decreases, 2001-2010

Top 100 Airports* Based on 2009 U.S. Originating Domestic Passengers

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. 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	1st Quarter 2001 (\$)	1st Quarter 2010 (\$)	Percent Change
Largest Increases				
1	Dallas Love, TX	189	248	31.7
2	Lubbock, TX	230	302	31.6
3	Burbank/Glendale/Pasadena, CA	185	241	30.6
4	Reno, NV	223	288	29.1
5	Houston Hobby, TX	219	275	25.2
Average Fare at All Airports		348	328	-5.6
Largest Decreases				
1	White Plains, NY	606	291	-51.9
2	Denver, CO	452	291	-35.8
3	Long Beach, CA	321	208	-35.1
4	Milwaukee, WI	383	250	-34.5
5	Richmond, VA	494	326	-34.0

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 2010 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, round-trip or one-way for which no return is purchased. 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 1st Quarter ...	Duration in Years	Average 1Q Itinerary Fare (\$)	1st Quarter 2010 Average Fare Compared to Previous Years (% change)	Inflation Rate to Mar 2010
2010		328		
2009	1	313	4.7	2.3
2008	2	333	-1.6	1.9
2007	3	318	3.2	6.0
2006	4	323	1.5	8.9
2005	5	301	8.9	12.6
2004	6	320	2.5	16.1
2003	7	319	2.8	18.1
2002	8	320	2.5	21.7
2001	9	348	-5.6	23.5
2000	10	340	-3.6	27.1
1999	11	332	-1.1	31.9
1998	12	305	7.7	34.2
1997	13	283	15.8	36.0
1996	14	284	15.5	39.8
1995	15	297	10.5	43.7

Source: Bureau of Transportation Statistics

* Rate calculated using Bureau of Labor Statistics Consumer Price Index

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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, Moline
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
Tennessee	Knoxville, Memphis, Nashville
Texas	Austin, Dallas Love, Dallas/Ft. Worth, El Paso, Houston Bush, Houston Hobby, Lubbock, San Antonio
Utah	Salt Lake City
Vermont	Burlington
Virginia	Newport News/Williamsburg, Norfolk, Richmond
Washington	Seattle, Spokane
Wisconsin	Madison, Milwaukee

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