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U.S. International Air Passenger and Freight Statistics

December 2011



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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 its 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 actual 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.

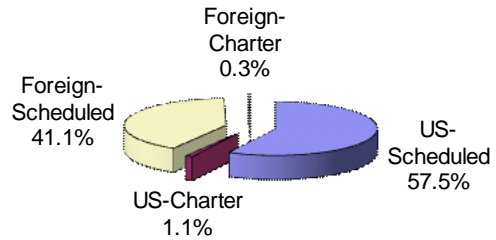
- T-100 data represents only nonstop service. The absence of U.S. nonstop service, or a low U.S. flag market share, does not necessarily correlate to the amount of service provided to that point by U.S. carriers. Many international destinations are served by U.S. carriers via connecting points. Those 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 December 2011 and year-ended December 2011

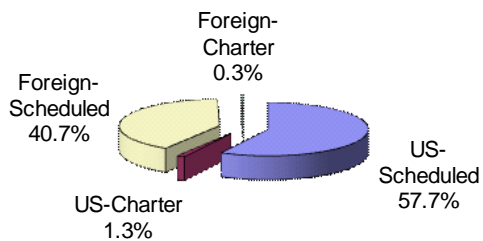
U.S. and foreign air carriers transported 166.4 million passengers between the United States and the rest of the world for the year-ended December 2011, up 3.9% from the previous year . U.S. flag market share increased from a 58.6% share to a 58.6% share.

U.S.-International Passengers YE December 2011



U.S.-International Seats December 2011

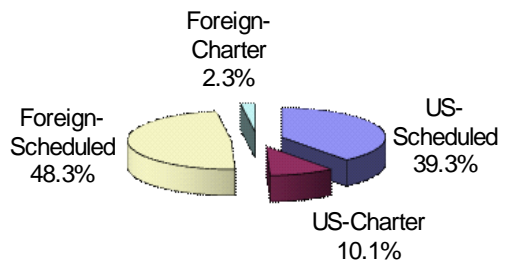
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For the year-ended December 2011, available seats into and out of the United States increased 4.2% from the previous year to 212.4 million. During the most recent period, there were 1.48 million flights into and out of the U.S., an increase of 1.6% from the previous year . The market share of seats for U.S. flag carriers rose to 59% from 59%, and U.S. carriers performed 66.1% of all departures.

U.S. and foreign airlines carried 9.62 million freight tons to and from the United States during the 12 months ended December 2011, a 1.1% decline from the previous year . U.S. flag share rose from 48% to 49.4%.

U.S.-International Freight YE December 2011



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of December 2011 increased 5% from a year ago to 13,734,159 passengers. U.S. airlines carried 58.5% of total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.2% of international travel.

For the year-ended December 2011, U.S.-world traffic was up 3.9% from the previous year to 166,394,546 passengers. U.S. airlines carried 58.6% of total passengers, compared to 58.6% the previous year. U.S. and foreign charter passengers accounted for 1.4% of international travel.

World Area Trends

All regions experienced passenger growth between the year-ended periods December 2011 and 2010. The Middle East experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the year-ended December 2011, rising 9.7%. Passenger traffic between the U.S. and Africa was unchanged at 0.2% to 1,399,991 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 52.0 million passengers were transported during the year-ended December 2011 period. Europe is followed by Central America at 26.6 million passengers, and the Far East was third at 23.9 million passengers.

Country Trends

The top five U.S.-international country passenger gateways for the year-ended December 2011 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 country markets, 19 posted a positive passenger growth rate for the year-ended period and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in nine of the top 25 country markets, was unchanged in four country markets, and decreased in 12 country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the year-ended December 2011 were New York, NY (JFK), Miami, FL (MIA), Los Angeles, CA (LAX), Newark, NJ (EWR), and Chicago, IL (ORD). Load factors were 70% or higher in 34 out of the top 40 domestic gateway airports. Load factors were below 60% in two of the top 40 domestic gateway airports. Passenger traffic for the year-ended December 2011 compared to year-ended December 2010 was up in 29 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the year-ended December 2011 were London, United Kingdom (LHR), Toronto, Canada (YYZ), Tokyo, Japan (NRT), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 25 international gateways, Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Sao Paulo, Brazil (GRU); Hong Kong, Hong Kong (HKG); Montego Bay, Jamaica (MBJ); Munich, Germany (MUC); Rome, Italy (FCO); San Jose, Costa Rica (SJO); Taipei, Taiwan (TPE); Sydney, Australia (SYD); Beijing, China (PEK); Zurich, Switzerland (ZRH); Shanghai, China (PVG); Bogota, Colombia (BOG); Dublin, Ireland (DUB); Tel Aviv, Israel (TLV); Lima, Peru (LIM); London, United Kingdom (LGW); Punta Cana, Dominican Republic (PUJ); Puerto Vallarta, Mexico (PVR); Ezeiza, Argentina (EZE) and Manchester, United Kingdom (MAN), 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, 13 reported traffic losses compared to the year-ended December 2010. The top U.S.-international gateway segments were 1) New York, NY (JFK)-London, United Kingdom (LHR); 2) Los Angeles, CA (LAX)-London, United Kingdom

(LHR); 3) Honolulu, HI (HNL)-Tokyo, Japan (NRT); 4) New York, NY (JFK)-Paris, France (CDG); and 5) Chicago, IL (ORD)-London, United Kingdom (LHR).

Departures and Seat Capacity

Departures between the U.S. and the rest of the world for the month of December 2011 increased 3.9% from December 2010. Available seats increased by 5.4% over the same period. U.S. airlines provided 58.7% of international seats and 65.8% of departures. Charter service for all airlines accounted for 1.5% of international seats and 3.4% of international departures.

For the year-ended December 2011, U.S.-world seats increased 4.2% from the previous year to 212.4 million. Departures increased by 1.6% to 1.48 million. U.S. airlines provided 59.0% of seats, compared to 59.0% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.6% of international departures

World Area Trends

Eight of the nine world area regions recorded an increase in annual seat capacity between the year-ended periods December 2011 and 2010. The Middle East reported the largest relative increase in available seats to and from the U.S., rising 14.2% to 6.7 million, while the Caribbean-U.S. seat capacity experienced the only decline, down 0.3% to 23.8 million seats.

Between the U.S. and Europe, 64.3 million seats were available for the year-ended December 2011, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 34.7 million seats, Canada with 31.6 million seats, and the Far East with 30 million seats.

Country Trends

The top five U.S.-international country gateways for seat capacity in the year-ended December 2011 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, seven posted negative growth rates. U.S. flag share was down in ten of the 25 country markets, was unchanged in seven country markets, and increased in the remaining eight country markets.

Freight Traffic

Air freight between the U.S. and the rest of the world in the month of December 2011 decreased 1.7% from December 2010 to 806,364 tons. U.S. airlines carried 50.0% of total freight to and from international destinations. Charter service accounted for 12.4% of international freight traffic.

For the year-ended December 2011, U.S.-world airfreight decreased 1.1% over the previous year to 9.62 million tons. U.S. airlines carried 49.4% of total freight, compared to 48.0% the previous year.

World Area Trends

The Middle East experienced the greatest relative increase in nonstop freight shipments to and from the U.S. between the year-ended December 2011 and 2010, rising 11%. Africa posted the second largest increase, up 7.5%. Five of the nine regions recorded a gain of freight traffic between the two 12 month ended periods. On an absolute basis, Europe posted the largest increase, up 75 thousand tons to 3.1 million tons.

Between the U.S. and the Far East, 3.6 million tons were transported for the year-ended December 2011, this area making the Far East the largest U.S. international regional freight gateway, followed closely by Europe with 3.1 million tons of freight.

Country Trends

The top five U.S.-international country gateways for freight in the year-ended December 2011 were Japan, Germany, the United Kingdom, South Korea, and China. Of the top 25 country markets, 13 posted positive freight growth rates for the year-ended December 2011 versus the year-ended December 2010. Taiwan had the highest loss rate at 14.3%. U.S. flag share was down in nine of the 25 country markets, was unchanged in 2 country markets, and increased in the remaining 14 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 |
|------|--------|-------------|--------------|----------|---------------|-----------------|--------------|----------|---------------|---------------|--------------|----------|---------------|
| 2010 | 1 | 12,592,398 | 3.2% | 57.8% | 42.2% | 12,451,221 | 2.8% | 57.5% | 42.5% | 141,177 | 47.3% | 82.0% | 18.0% |
| 2010 | 2 | 10,855,088 | 3.2% | 58.5% | 41.5% | 10,732,384 | 2.9% | 58.3% | 41.7% | 122,704 | 42.2% | 78.3% | 21.7% |
| 2010 | 3 | 13,454,683 | 6.5% | 59.1% | 40.9% | 13,303,475 | 6.1% | 58.9% | 41.1% | 151,208 | 45.6% | 76.9% | 23.1% |
| 2010 | 4 | 12,574,366 | -1.5% | 58.6% | 41.4% | 12,441,643 | -1.7% | 58.3% | 41.7% | 132,723 | 24.5% | 79.6% | 20.4% |
| 2010 | 5 | 13,538,156 | 13.4% | 57.9% | 42.1% | 13,408,142 | 13.5% | 57.9% | 42.1% | 130,014 | 2.0% | 59.7% | 40.3% |
| 2010 | 6 | 14,609,064 | 9.0% | 59.0% | 41.0% | 14,442,785 | 9.2% | 58.9% | 41.1% | 166,279 | -2.8% | 64.1% | 35.9% |
| 2010 | 7 | 16,305,908 | 7.4% | 59.4% | 40.6% | 16,067,319 | 7.3% | 59.3% | 40.7% | 238,589 | 17.6% | 66.8% | 33.2% |
| 2010 | 8 | 15,583,563 | 3.6% | 59.3% | 40.7% | 15,372,344 | 3.4% | 59.4% | 40.6% | 211,219 | 22.1% | 57.8% | 42.2% |
| 2010 | 9 | 12,769,627 | 8.1% | 57.4% | 42.6% | 12,632,565 | 8.1% | 57.5% | 42.5% | 137,062 | 11.3% | 52.7% | 47.3% |
| 2010 | 10 | 13,029,119 | 8.2% | 57.6% | 42.4% | 12,921,358 | 8.4% | 57.6% | 42.4% | 107,761 | -13.2% | 66.7% | 33.3% |
| 2010 | 11 | 11,767,870 | 5.1% | 59.1% | 40.9% | 11,677,796 | 5.0% | 58.8% | 41.2% | 90,074 | 18.5% | 87.1% | 12.9% |
| 2010 | 12 | 13,083,975 | 2.3% | 59.5% | 40.5% | 12,956,283 | 2.1% | 59.2% | 40.8% | 127,692 | 33.5% | 83.9% | 16.1% |
| 2011 | 1 | 12,906,205 | 2.5% | 59.8% | 40.2% | 12,709,351 | 2.1% | 59.5% | 40.5% | 196,854 | 39.4% | 81.5% | 18.5% |
| 2011 | 2 | 11,166,018 | 2.9% | 59.8% | 40.2% | 10,971,643 | 2.2% | 59.4% | 40.6% | 194,375 | 58.4% | 85.8% | 14.2% |
| 2011 | 3 | 13,715,210 | 1.9% | 60.5% | 39.5% | 13,494,901 | 1.4% | 60.0% | 40.0% | 220,309 | 45.7% | 88.9% | 11.1% |
| 2011 | 4 | 13,725,439 | 9.2% | 58.6% | 41.4% | 13,529,549 | 8.7% | 58.2% | 41.8% | 195,890 | 47.6% | 86.1% | 13.9% |
| 2011 | 5 | 14,098,325 | 4.1% | 58.3% | 41.7% | 13,937,060 | 3.9% | 58.1% | 41.9% | 161,265 | 24.0% | 75.3% | 24.7% |
| 2011 | 6 | 15,017,031 | 2.8% | 59.2% | 40.8% | 14,819,073 | 2.6% | 58.9% | 41.1% | 197,958 | 19.1% | 75.8% | 24.2% |
| 2011 | 7 | 16,968,320 | 4.1% | 60.0% | 40.0% | 16,660,595 | 3.7% | 59.7% | 40.3% | 307,725 | 29.0% | 78.0% | 22.0% |
| 2011 | 8 | 16,033,732 | 2.9% | 58.6% | 41.4% | 15,784,969 | 2.7% | 58.5% | 41.5% | 248,763 | 17.8% | 68.5% | 31.5% |
| 2011 | 9 | 13,404,467 | 5.0% | 56.1% | 43.9% | 13,245,089 | 4.8% | 56.0% | 44.0% | 159,378 | 16.3% | 65.1% | 34.9% |
| 2011 | 10 | 13,336,395 | 2.4% | 56.0% | 44.0% | 13,209,353 | 2.2% | 55.9% | 44.1% | 127,042 | 17.9% | 75.3% | 24.7% |
| 2011 | 11 | 12,289,245 | 4.4% | 57.1% | 42.9% | 12,159,822 | 4.1% | 56.8% | 43.2% | 129,423 | 43.7% | 91.0% | 9.0% |
| 2011 | 12 | 13,734,159 | 5.0% | 58.5% | 41.5% | 13,571,214 | 4.7% | 58.1% | 41.9% | 162,945 | 27.6% | 88.2% | 11.8% |
| YE | 200912 | 151,536,388 | -5.6% | 57.4% | 42.6% | 150,050,503 | -5.2% | 57.4% | 42.6% | 1,485,885 | -37.9% | 60.6% | 39.4% |
| YE | 201012 | 160,163,817 | 5.7% | 58.6% | 41.4% | 158,407,315 | 5.6% | 58.5% | 41.5% | 1,756,502 | 18.2% | 70.0% | 30.0% |
| YE | 201112 | 166,394,546 | 3.9% | 58.6% | 41.4% | 164,092,619 | 3.6% | 58.3% | 41.7% | 2,301,927 | 31.1% | 79.7% | 20.3% |

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 |
|------|--------|-------------|--------------|----------|---------------|-----------------|--------------|----------|---------------|---------------|--------------|----------|---------------|
| 2010 | 1 | 16,914,453 | -1.3% | 58.6% | 41.4% | 16,697,115 | -1.6% | 58.3% | 41.7% | 217,338 | 34.9% | 84.3% | 15.7% |
| 2010 | 2 | 14,886,601 | -2.5% | 58.9% | 41.1% | 14,712,789 | -2.8% | 58.7% | 41.3% | 173,812 | 31.5% | 80.2% | 19.8% |
| 2010 | 3 | 17,245,706 | -0.8% | 59.6% | 40.4% | 17,032,409 | -1.2% | 59.4% | 40.6% | 213,297 | 37.3% | 78.8% | 21.2% |
| 2010 | 4 | 16,416,388 | -3.7% | 59.2% | 40.8% | 16,205,348 | -4.0% | 58.9% | 41.1% | 211,040 | 35.4% | 81.3% | 18.7% |
| 2010 | 5 | 17,383,020 | 5.8% | 58.6% | 41.4% | 17,178,280 | 5.7% | 58.5% | 41.5% | 204,740 | 11.5% | 69.0% | 31.0% |
| 2010 | 6 | 17,861,411 | 3.9% | 59.6% | 40.4% | 17,607,889 | 3.9% | 59.4% | 40.6% | 253,522 | 7.2% | 73.5% | 26.5% |
| 2010 | 7 | 19,477,162 | 5.4% | 59.6% | 40.4% | 19,151,858 | 5.1% | 59.4% | 40.6% | 325,304 | 24.0% | 72.1% | 27.9% |
| 2010 | 8 | 18,708,159 | 3.0% | 59.4% | 40.6% | 18,421,222 | 2.7% | 59.4% | 40.6% | 286,937 | 25.0% | 64.4% | 35.6% |
| 2010 | 9 | 16,101,689 | 4.3% | 57.7% | 42.3% | 15,902,840 | 4.3% | 57.6% | 42.4% | 198,849 | 2.7% | 63.5% | 36.5% |
| 2010 | 10 | 16,429,704 | 6.3% | 58.1% | 41.9% | 16,259,140 | 6.6% | 57.9% | 42.1% | 170,564 | -16.5% | 71.2% | 28.8% |
| 2010 | 11 | 15,471,707 | 3.2% | 59.2% | 40.8% | 15,329,776 | 3.1% | 59.0% | 41.0% | 141,931 | 16.3% | 89.3% | 10.7% |
| 2010 | 12 | 16,895,463 | 2.2% | 59.7% | 40.3% | 16,681,066 | 1.9% | 59.3% | 40.7% | 214,397 | 31.6% | 87.6% | 12.4% |
| 2011 | 1 | 17,424,869 | 3.0% | 60.2% | 39.8% | 17,133,828 | 2.6% | 59.8% | 40.2% | 291,041 | 33.9% | 84.3% | 15.7% |
| 2011 | 2 | 15,626,597 | 5.0% | 60.5% | 39.5% | 15,360,323 | 4.4% | 60.0% | 40.0% | 266,274 | 53.2% | 86.7% | 13.3% |
| 2011 | 3 | 18,030,279 | 4.5% | 60.8% | 39.2% | 17,741,822 | 4.2% | 60.4% | 39.6% | 288,457 | 35.2% | 88.6% | 11.4% |
| 2011 | 4 | 17,740,000 | 8.1% | 59.5% | 40.5% | 17,462,584 | 7.8% | 59.0% | 41.0% | 277,416 | 31.5% | 87.9% | 12.1% |
| 2011 | 5 | 17,735,374 | 2.0% | 59.1% | 40.9% | 17,497,380 | 1.9% | 58.8% | 41.2% | 237,994 | 16.2% | 80.1% | 19.9% |
| 2011 | 6 | 18,309,956 | 2.5% | 59.8% | 40.2% | 18,031,134 | 2.4% | 59.5% | 40.5% | 278,822 | 10.0% | 79.9% | 20.1% |
| 2011 | 7 | 20,050,718 | 2.9% | 60.1% | 39.9% | 19,646,004 | 2.6% | 59.7% | 40.3% | 404,714 | 24.4% | 80.4% | 19.6% |
| 2011 | 8 | 19,159,398 | 2.4% | 58.9% | 41.1% | 18,816,431 | 2.1% | 58.6% | 41.4% | 342,967 | 19.5% | 74.4% | 25.6% |
| 2011 | 9 | 17,172,116 | 6.6% | 56.6% | 43.4% | 16,916,164 | 6.4% | 56.3% | 43.7% | 255,952 | 28.7% | 73.5% | 26.5% |
| 2011 | 10 | 17,251,859 | 5.0% | 56.6% | 43.4% | 17,044,458 | 4.8% | 56.3% | 43.7% | 207,401 | 21.6% | 81.4% | 18.6% |
| 2011 | 11 | 16,116,400 | 4.2% | 57.4% | 42.6% | 15,895,602 | 3.7% | 56.9% | 43.1% | 220,798 | 55.6% | 92.9% | 7.1% |
| 2011 | 12 | 17,809,339 | 5.4% | 58.7% | 41.3% | 17,536,766 | 5.1% | 58.2% | 41.8% | 272,573 | 27.1% | 90.8% | 9.2% |
| YE | 200912 | 199,505,292 | -6.1% | 57.6% | 42.4% | 197,305,898 | -5.7% | 57.5% | 42.5% | 2,199,394 | -33.3% | 67.7% | 32.3% |
| YE | 201012 | 203,791,463 | 2.1% | 59.0% | 41.0% | 201,179,732 | 2.0% | 58.8% | 41.2% | 2,611,731 | 18.7% | 75.5% | 24.5% |
| YE | 201112 | 212,426,905 | 4.2% | 59.0% | 41.0% | 209,082,496 | 3.9% | 58.7% | 41.3% | 3,344,409 | 28.1% | 83.1% | 16.9% |

**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 |
|------|--------|-----------|--------------|----------|---------------|-----------------|--------------|----------|---------------|---------------|--------------|----------|---------------|
| 2010 | 1 | 120,346 | 0.5% | 65.3% | 34.7% | 116,581 | 0.1% | 64.7% | 35.3% | 3,765 | 16.3% | 83.1% | 16.9% |
| 2010 | 2 | 107,484 | -1.3% | 65.1% | 34.9% | 103,848 | -1.8% | 64.5% | 35.5% | 3,636 | 15.5% | 82.3% | 17.7% |
| 2010 | 3 | 124,859 | 1.4% | 66.0% | 34.0% | 120,335 | 0.7% | 65.6% | 34.4% | 4,524 | 26.0% | 76.8% | 23.2% |
| 2010 | 4 | 119,606 | 0.1% | 66.0% | 34.0% | 115,233 | -0.6% | 65.3% | 34.7% | 4,373 | 21.1% | 82.7% | 17.3% |
| 2010 | 5 | 123,335 | 11.6% | 65.6% | 34.4% | 119,168 | 11.3% | 65.0% | 35.0% | 4,167 | 20.2% | 81.6% | 18.4% |
| 2010 | 6 | 127,199 | 7.6% | 66.3% | 33.7% | 122,432 | 6.9% | 65.6% | 34.4% | 4,767 | 27.9% | 83.6% | 16.4% |
| 2010 | 7 | 136,760 | 7.2% | 66.2% | 33.8% | 131,523 | 6.5% | 65.5% | 34.5% | 5,237 | 27.6% | 82.5% | 17.5% |
| 2010 | 8 | 130,750 | 4.3% | 66.0% | 34.0% | 126,155 | 3.7% | 65.4% | 34.6% | 4,595 | 23.5% | 81.3% | 18.7% |
| 2010 | 9 | 113,301 | 3.8% | 64.6% | 35.4% | 109,237 | 3.5% | 64.0% | 36.0% | 4,064 | 11.6% | 81.1% | 18.9% |
| 2010 | 10 | 116,718 | 4.8% | 64.9% | 35.1% | 112,270 | 4.4% | 64.2% | 35.8% | 4,448 | 16.3% | 83.0% | 17.0% |
| 2010 | 11 | 111,590 | 2.0% | 66.0% | 34.0% | 107,404 | 1.5% | 65.3% | 34.7% | 4,186 | 16.7% | 85.6% | 14.4% |
| 2010 | 12 | 120,086 | 1.2% | 66.0% | 34.0% | 115,446 | 0.6% | 65.2% | 34.8% | 4,640 | 19.6% | 85.4% | 14.6% |
| 2011 | 1 | 122,301 | 1.6% | 66.7% | 33.3% | 117,518 | 0.8% | 65.9% | 34.1% | 4,783 | 27.0% | 86.4% | 13.6% |
| 2011 | 2 | 110,629 | 2.9% | 66.9% | 33.1% | 106,241 | 2.3% | 66.1% | 33.9% | 4,388 | 20.7% | 86.6% | 13.4% |
| 2011 | 3 | 128,348 | 2.8% | 67.1% | 32.9% | 123,626 | 2.7% | 66.4% | 33.6% | 4,722 | 4.4% | 86.0% | 14.0% |
| 2011 | 4 | 124,061 | 3.7% | 66.4% | 33.6% | 119,470 | 3.7% | 65.6% | 34.4% | 4,591 | 5.0% | 86.4% | 13.6% |
| 2011 | 5 | 122,610 | -0.6% | 66.3% | 33.7% | 118,663 | -0.4% | 65.7% | 34.3% | 3,947 | -5.3% | 84.4% | 15.6% |
| 2011 | 6 | 125,311 | -1.5% | 66.8% | 33.2% | 120,888 | -1.3% | 66.2% | 33.8% | 4,423 | -7.2% | 84.8% | 15.2% |
| 2011 | 7 | 136,263 | -0.4% | 66.9% | 33.1% | 131,154 | -0.3% | 66.2% | 33.8% | 5,109 | -2.4% | 84.6% | 15.4% |
| 2011 | 8 | 130,302 | -0.3% | 66.2% | 33.8% | 125,496 | -0.5% | 65.5% | 34.5% | 4,806 | 4.6% | 84.8% | 15.2% |
| 2011 | 9 | 117,794 | 4.0% | 64.3% | 35.7% | 113,564 | 4.0% | 63.5% | 36.5% | 4,230 | 4.1% | 84.1% | 15.9% |
| 2011 | 10 | 118,795 | 1.8% | 64.2% | 35.8% | 115,130 | 2.5% | 63.5% | 36.5% | 3,665 | -17.6% | 86.7% | 13.3% |
| 2011 | 11 | 114,473 | 2.6% | 65.0% | 35.0% | 110,727 | 3.1% | 64.2% | 35.8% | 3,746 | -10.5% | 90.8% | 9.2% |
| 2011 | 12 | 124,773 | 3.9% | 65.8% | 34.2% | 120,590 | 4.5% | 65.0% | 35.0% | 4,183 | -9.8% | 89.5% | 10.5% |
| YE | 200912 | 1,401,588 | -6.4% | 65.0% | 35.0% | 1,358,050 | -5.9% | 64.4% | 35.6% | 43,538 | -20.3% | 82.2% | 17.8% |
| YE | 201012 | 1,452,034 | 3.6% | 65.7% | 34.3% | 1,399,632 | 3.1% | 65.1% | 34.9% | 52,402 | 20.4% | 82.4% | 17.6% |
| YE | 201112 | 1,475,660 | 1.6% | 66.1% | 33.9% | 1,423,067 | 1.7% | 65.3% | 34.7% | 52,593 | 0.4% | 86.2% | 13.8% |

**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 |
|------|--------|-----------|--------------|----------|---------------|-----------------|--------------|----------|---------------|---------------|--------------|----------|---------------|
| 2010 | 1 | 702,821 | 23.5% | 47.7% | 52.3% | 619,095 | 27.6% | 43.7% | 56.3% | 83,725 | -0.3% | 77.5% | 22.5% |
| 2010 | 2 | 706,480 | 24.7% | 48.4% | 51.6% | 611,993 | 26.3% | 43.9% | 56.1% | 94,486 | 15.6% | 76.9% | 23.1% |
| 2010 | 3 | 835,584 | 31.1% | 47.0% | 53.0% | 709,054 | 30.7% | 43.9% | 56.1% | 126,530 | 33.8% | 64.7% | 35.3% |
| 2010 | 4 | 807,025 | 30.7% | 48.6% | 51.4% | 689,103 | 32.4% | 43.5% | 56.5% | 117,922 | 21.8% | 78.1% | 21.9% |
| 2010 | 5 | 866,960 | 37.1% | 46.7% | 53.3% | 759,885 | 37.3% | 42.6% | 57.4% | 107,075 | 35.2% | 75.3% | 24.7% |
| 2010 | 6 | 823,891 | 22.8% | 47.5% | 52.5% | 723,193 | 22.1% | 43.4% | 56.6% | 100,699 | 27.7% | 76.7% | 23.3% |
| 2010 | 7 | 830,604 | 21.2% | 47.1% | 52.9% | 721,401 | 20.2% | 42.7% | 57.3% | 109,203 | 28.3% | 76.1% | 23.9% |
| 2010 | 8 | 801,982 | 15.6% | 47.8% | 52.2% | 690,086 | 14.2% | 43.0% | 57.0% | 111,896 | 25.4% | 77.7% | 22.3% |
| 2010 | 9 | 810,920 | 11.8% | 48.1% | 51.9% | 696,219 | 10.3% | 43.1% | 56.9% | 114,701 | 21.8% | 78.3% | 21.7% |
| 2010 | 10 | 882,250 | 8.6% | 47.9% | 52.1% | 756,330 | 7.4% | 42.9% | 57.1% | 125,920 | 16.2% | 77.6% | 22.4% |
| 2010 | 11 | 838,082 | 6.9% | 49.4% | 50.6% | 714,883 | 6.0% | 44.2% | 55.8% | 123,199 | 12.6% | 79.6% | 20.4% |
| 2010 | 12 | 820,381 | 6.5% | 49.6% | 50.4% | 698,908 | 4.8% | 45.1% | 54.9% | 121,473 | 17.4% | 75.6% | 24.4% |
| 2011 | 1 | 754,184 | 7.3% | 49.4% | 50.6% | 648,941 | 4.8% | 44.6% | 55.4% | 105,243 | 25.7% | 79.1% | 20.9% |
| 2011 | 2 | 715,909 | 1.3% | 49.8% | 50.2% | 627,597 | 2.5% | 46.0% | 54.0% | 88,313 | -6.5% | 76.9% | 23.1% |
| 2011 | 3 | 885,564 | 6.0% | 49.7% | 50.3% | 781,337 | 10.2% | 46.1% | 53.9% | 104,227 | -17.6% | 76.7% | 23.3% |
| 2011 | 4 | 838,372 | 3.9% | 50.0% | 50.0% | 724,933 | 5.2% | 45.2% | 54.8% | 113,439 | -3.8% | 80.4% | 19.6% |
| 2011 | 5 | 818,288 | -5.6% | 49.2% | 50.8% | 720,287 | -5.2% | 45.4% | 54.6% | 98,002 | -8.5% | 77.0% | 23.0% |
| 2011 | 6 | 790,491 | -4.1% | 47.8% | 52.2% | 697,287 | -3.6% | 43.7% | 56.3% | 93,204 | -7.4% | 78.7% | 21.3% |
| 2011 | 7 | 808,517 | -2.7% | 47.7% | 52.3% | 708,835 | -1.7% | 43.4% | 56.6% | 99,683 | -8.7% | 78.8% | 21.2% |
| 2011 | 8 | 780,203 | -2.7% | 49.2% | 50.8% | 687,557 | -0.4% | 44.9% | 55.1% | 92,645 | -17.2% | 80.9% | 19.1% |
| 2011 | 9 | 778,804 | -4.0% | 49.4% | 50.6% | 684,034 | -1.8% | 44.9% | 55.1% | 94,770 | -17.4% | 82.0% | 18.0% |
| 2011 | 10 | 828,918 | -6.0% | 50.0% | 50.0% | 725,071 | -4.1% | 45.0% | 55.0% | 103,847 | -17.5% | 84.9% | 15.1% |
| 2011 | 11 | 812,579 | -3.0% | 50.7% | 49.3% | 714,047 | -0.1% | 45.0% | 55.0% | 98,532 | -20.0% | 92.6% | 7.4% |
| 2011 | 12 | 806,364 | -1.7% | 50.0% | 50.0% | 706,142 | 1.0% | 44.5% | 55.5% | 100,222 | -17.5% | 88.9% | 11.1% |
| YE | 200912 | 8,165,219 | -14.0% | 48.1% | 51.9% | 7,060,270 | -12.3% | 43.3% | 56.7% | 1,104,949 | -23.2% | 78.8% | 21.2% |
| YE | 201012 | 9,726,981 | 19.1% | 48.0% | 52.0% | 8,390,151 | 18.8% | 43.5% | 56.5% | 1,336,829 | 21.0% | 76.1% | 23.9% |
| YE | 201112 | 9,618,192 | -1.1% | 49.4% | 50.6% | 8,426,067 | 0.4% | 44.9% | 55.1% | 1,192,126 | -10.8% | 81.4% | 18.6% |

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

**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 | 2010 | 12 | 128,550 | 13.6% | 47.3% | 52.7% | 58,470 | 25.6% | 46.3% | 67,690 | 4.4% | 53.7% | 2,390 | 37.8% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 128,643 | 0.1% | 49.1% | 50.9% | 60,360 | 3.2% | 48.0% | 65,436 | -3.3% | 52.0% | 2,847 | 19.1% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,195,974 | -3.4% | 44.4% | 55.6% | 507,036 | 10.5% | 43.3% | 665,157 | -11.4% | 56.7% | 23,781 | -13.9% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201012 | 1,397,840 | 16.9% | 45.9% | 54.1% | 619,848 | 22.2% | 45.1% | 755,984 | 13.7% | 54.9% | 22,008 | -7.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 1,399,991 | 0.2% | 42.1% | 57.9% | 561,737 | -9.4% | 40.9% | 810,496 | 7.2% | 59.1% | 27,749 | 26.1% | 100.0% | 9 | 0.0% | 0.0% |
| Australia/Oceania | 2010 | 12 | 351,857 | 7.5% | 41.7% | 58.3% | 146,865 | 17.0% | 41.7% | 204,986 | 1.6% | 58.3% | 6 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 340,477 | -3.2% | 38.0% | 62.0% | 129,499 | -11.8% | 38.0% | 210,977 | 2.9% | 62.0% | 1 | -83.3% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 3,430,182 | 4.9% | 31.9% | 68.1% | 1,085,955 | 42.5% | 31.7% | 2,334,635 | -6.5% | 68.3% | 8,240 | -23.5% | 85.9% | 1,352 | 0.0% | 14.1% |
| | YE | 201012 | 3,639,571 | 6.1% | 38.9% | 61.1% | 1,414,346 | 30.2% | 38.9% | 2,224,205 | -4.7% | 61.1% | 660 | -92.0% | 64.7% | 360 | -73.4% | 35.3% |
| | YE | 201112 | 3,824,247 | 5.1% | 39.8% | 60.2% | 1,519,706 | 7.4% | 39.8% | 2,303,121 | 3.5% | 60.2% | 971 | 47.1% | 68.4% | 449 | 24.7% | 31.6% |
| Canada | 2010 | 12 | 1,857,338 | 5.3% | 50.9% | 49.1% | 924,527 | 2.0% | 50.4% | 909,943 | 7.3% | 49.6% | 20,770 | 187.7% | 90.8% | 2,098 | 7.4% | 9.2% |
| | 2011 | 12 | 1,875,544 | 1.0% | 48.2% | 51.8% | 884,847 | -4.3% | 47.7% | 968,408 | 6.4% | 52.3% | 19,434 | -6.4% | 87.2% | 2,855 | 36.1% | 12.8% |
| | YE | 200912 | 20,519,447 | -7.0% | 56.9% | 43.1% | 11,541,525 | -6.3% | 56.6% | 8,837,276 | -8.1% | 43.4% | 126,734 | 0.8% | 90.1% | 13,912 | -24.9% | 9.9% |
| | YE | 201012 | 22,190,416 | 8.1% | 54.6% | 45.4% | 11,947,168 | 3.5% | 54.3% | 10,054,939 | 13.8% | 45.7% | 170,410 | 34.5% | 90.5% | 17,899 | 28.7% | 9.5% |
| | YE | 201112 | 23,166,989 | 4.4% | 52.1% | 47.9% | 11,817,745 | -1.1% | 51.6% | 11,073,438 | 10.1% | 48.4% | 256,633 | 50.6% | 93.0% | 19,173 | 7.1% | 7.0% |
| Central America | 2010 | 12 | 2,314,411 | -1.6% | 82.4% | 17.6% | 1,882,551 | 10.3% | 82.2% | 406,705 | -35.3% | 17.8% | 23,614 | 117.8% | 93.9% | 1,541 | -70.2% | 6.1% |
| | 2011 | 12 | 2,573,506 | 11.2% | 80.8% | 19.2% | 2,062,288 | 9.5% | 80.8% | 489,162 | 20.3% | 19.2% | 17,071 | -27.7% | 77.4% | 4,985 | 223.5% | 22.6% |
| | YE | 200912 | 24,625,642 | -9.8% | 72.4% | 27.6% | 17,759,311 | -9.2% | 72.6% | 6,713,680 | -5.7% | 27.4% | 80,493 | -80.9% | 52.7% | 72,158 | -63.1% | 47.3% |
| | YE | 201012 | 25,914,156 | 5.2% | 76.9% | 23.1% | 19,689,531 | 10.9% | 76.9% | 5,930,816 | -11.7% | 23.1% | 226,839 | 181.8% | 77.2% | 66,970 | -7.2% | 22.8% |
| | YE | 201112 | 26,591,016 | 2.6% | 81.5% | 18.5% | 21,370,074 | 8.5% | 81.5% | 4,841,906 | -18.4% | 18.5% | 312,633 | 37.8% | 82.5% | 66,403 | -0.8% | 17.5% |
| Europe | 2010 | 12 | 3,568,661 | -0.7% | 46.0% | 54.0% | 1,638,591 | 1.0% | 46.0% | 1,920,278 | -2.2% | 54.0% | 1,352 | -62.5% | 13.8% | 8,440 | 91.3% | 86.2% |
| | 2011 | 12 | 3,648,644 | 2.2% | 44.3% | 55.7% | 1,613,318 | -1.5% | 44.3% | 2,030,967 | 5.8% | 55.7% | 2,965 | 119.3% | 68.0% | 1,394 | -83.5% | 32.0% |
| | YE | 200912 | 49,465,219 | -7.0% | 46.4% | 53.6% | 22,891,069 | -5.0% | 46.8% | 26,060,484 | -7.5% | 53.2% | 69,301 | 22.4% | 13.5% | 444,365 | -46.8% | 86.5% |
| | YE | 201012 | 49,792,781 | 0.7% | 46.9% | 53.1% | 23,359,776 | 2.0% | 47.3% | 26,047,310 | -0.1% | 52.7% | 16,897 | -75.6% | 4.4% | 368,798 | -17.0% | 95.6% |
| | YE | 201112 | 51,955,786 | 4.3% | 46.1% | 53.9% | 23,926,211 | 2.4% | 46.3% | 27,772,552 | 6.6% | 53.7% | 21,491 | 27.2% | 8.4% | 235,532 | -36.1% | 91.6% |

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 | 2010 | 12 | 1,927,846 | 4.1% | 45.6% | 54.4% | 876,206 | 15.9% | 45.7% | 1,041,194 | -3.9% | 54.3% | 1,940 | 176.7% | 18.6% | 8,506 | -26.5% | 81.4% |
| | 2011 | 12 | 2,034,352 | 5.5% | 45.0% | 55.0% | 907,474 | 3.6% | 45.0% | 1,109,339 | 6.5% | 55.0% | 7,531 | 288.2% | 42.9% | 10,008 | 17.7% | 57.1% |
| | YE | 200912 | 21,356,283 | -7.8% | 43.2% | 56.8% | 9,209,626 | -10.3% | 43.3% | 12,075,512 | -5.5% | 56.7% | 18,537 | -50.9% | 26.1% | 52,608 | -25.5% | 73.9% |
| | YE | 201012 | 23,393,115 | 9.5% | 44.3% | 55.7% | 10,348,657 | 12.4% | 44.4% | 12,949,773 | 7.2% | 55.6% | 22,436 | 21.0% | 23.7% | 72,249 | 37.3% | 76.3% |
| | YE | 201112 | 23,904,253 | 2.2% | 45.9% | 54.1% | 10,936,166 | 5.7% | 46.1% | 12,779,956 | -1.3% | 53.9% | 43,703 | 94.8% | 23.2% | 144,428 | 99.9% | 76.8% |
| Middle East | 2010 | 12 | 418,066 | 11.8% | 47.0% | 53.0% | 196,504 | 7.0% | 47.0% | 221,554 | 16.5% | 53.0% | 8 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 463,528 | 10.9% | 42.6% | 57.4% | 197,566 | 0.5% | 42.6% | 265,962 | 20.0% | 57.4% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 3,973,188 | 22.0% | 47.8% | 52.2% | 1,900,227 | 38.6% | 47.8% | 2,072,698 | 10.1% | 52.2% | 141 | -86.9% | 53.6% | 122 | -94.6% | 46.4% |
| | YE | 201012 | 4,794,564 | 20.7% | 49.1% | 50.9% | 2,351,850 | 23.8% | 49.1% | 2,442,591 | 17.8% | 50.9% | 21 | -85.1% | 17.1% | 102 | -16.4% | 82.9% |
| | YE | 201112 | 5,261,744 | 9.7% | 43.6% | 56.4% | 2,293,163 | -2.5% | 43.6% | 2,968,331 | 21.5% | 56.4% | 115 | 447.6% | 46.0% | 135 | 32.4% | 54.0% |
| South America | 2010 | 12 | 1,078,694 | 12.4% | 69.6% | 30.4% | 750,122 | 13.5% | 69.5% | 328,415 | 11.6% | 30.5% | 157 | -96.6% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 1,106,389 | 2.6% | 68.6% | 31.4% | 755,210 | 0.7% | 68.5% | 347,678 | 5.9% | 31.5% | 3,501 | 2129.9% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 10,056,882 | 1.5% | 69.5% | 30.5% | 6,972,528 | -0.5% | 69.4% | 3,070,976 | 8.4% | 30.6% | 12,518 | -80.1% | 93.6% | 860 | -62.6% | 6.4% |
| | YE | 201012 | 11,250,759 | 11.9% | 69.8% | 30.2% | 7,837,357 | 12.4% | 69.8% | 3,398,687 | 10.7% | 30.2% | 14,711 | 17.5% | 100.0% | 4 | -99.5% | 0.0% |
| | YE | 201112 | 12,059,549 | 7.2% | 67.7% | 32.3% | 8,151,370 | 4.0% | 67.7% | 3,889,849 | 14.5% | 32.3% | 18,313 | 24.5% | 99.9% | 17 | 325.0% | 0.1% |
| The Carribean | 2010 | 12 | 1,438,552 | -1.0% | 87.5% | 12.5% | 1,202,160 | -2.0% | 87.0% | 179,522 | -1.3% | 13.0% | 56,869 | 29.8% | 100.0% | 1 | 0.0% | 0.0% |
| | 2011 | 12 | 1,563,076 | 8.7% | 87.5% | 12.5% | 1,277,643 | 6.3% | 86.8% | 195,080 | 8.7% | 13.2% | 90,353 | 58.9% | 100.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 16,913,571 | -1.9% | 87.6% | 12.4% | 14,259,955 | -1.5% | 87.2% | 2,092,853 | -7.1% | 12.8% | 560,491 | 7.3% | 100.0% | 272 | -46.9% | 0.0% |
| | YE | 201012 | 17,790,615 | 5.2% | 89.2% | 10.8% | 15,117,843 | 6.0% | 88.7% | 1,916,634 | -8.4% | 11.3% | 755,076 | 34.7% | 99.9% | 1,062 | 290.4% | 0.1% |
| | YE | 201112 | 18,230,971 | 2.5% | 88.9% | 11.1% | 15,057,932 | -0.4% | 88.2% | 2,018,866 | 5.3% | 11.8% | 1,152,736 | 52.7% | 99.9% | 1,437 | 35.3% | 0.1% |

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.

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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 | Foreign Share | Total | Yr/Yr Change | Market Share | Total | Yr/Yr Change | Market Share |
| Africa | 2010 | 12 | 166,241 | 16.0% | 45.2% | 54.8% | 69,949 | 29.8% | 43.4% | 91,066 | 9.8% | 56.6% | 5,226 | -19.7% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 173,780 | 4.5% | 47.9% | 52.1% | 78,573 | 12.3% | 46.5% | 90,462 | -0.7% | 53.5% | 4,745 | -9.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,659,365 | 0.8% | 43.3% | 56.7% | 640,876 | 10.7% | 40.5% | 941,417 | -6.1% | 59.5% | 77,072 | 17.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201012 | 1,834,706 | 10.6% | 46.9% | 53.1% | 785,010 | 22.5% | 44.6% | 973,418 | 3.4% | 55.4% | 76,278 | -1.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 1,892,695 | 3.2% | 43.6% | 56.4% | 767,144 | -2.3% | 41.9% | 1,065,380 | 9.4% | 58.1% | 58,567 | -23.2% | 97.3% | 1,604 | 0.0% | 2.7% |
| Australia/Oceania | 2010 | 12 | 427,091 | 5.9% | 41.5% | 58.5% | 177,374 | 17.3% | 41.6% | 249,470 | -1.1% | 58.4% | 20 | 0.0% | 8.1% | 227 | 0.0% | 91.9% |
| | 2011 | 12 | 422,938 | -1.0% | 38.2% | 61.8% | 161,231 | -9.1% | 38.1% | 261,585 | 4.9% | 61.9% | 122 | 510.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 4,446,030 | -27.3% | 33.4% | 66.6% | 1,472,290 | 33.2% | 33.2% | 2,957,541 | -11.7% | 66.8% | 14,689 | 6.5% | 90.7% | 1,510 | 0.0% | 9.3% |
| | YE | 201012 | 4,605,580 | 3.6% | 38.8% | 61.2% | 1,783,110 | 21.1% | 38.8% | 2,817,471 | -4.7% | 61.2% | 1,978 | -86.5% | 39.6% | 3,021 | 100.1% | 60.4% |
| | YE | 201112 | 4,776,003 | 3.7% | 40.5% | 59.5% | 1,924,942 | 8.0% | 40.4% | 2,840,760 | 0.8% | 59.6% | 9,847 | 397.8% | 95.6% | 454 | -85.0% | 4.4% |
| Canada | 2010 | 12 | 2,643,854 | 6.6% | 52.1% | 47.9% | 1,345,152 | 1.3% | 51.6% | 1,263,543 | 11.4% | 48.4% | 32,033 | 100.3% | 91.1% | 3,126 | 6.2% | 8.9% |
| | 2011 | 12 | 2,673,740 | 1.1% | 50.2% | 49.8% | 1,310,049 | -2.6% | 49.7% | 1,326,439 | 5.0% | 50.3% | 33,298 | 3.9% | 89.4% | 3,954 | 26.5% | 10.6% |
| | YE | 200912 | 29,471,380 | -21.1% | 58.5% | 41.5% | 17,012,341 | -5.1% | 58.2% | 12,220,514 | -6.6% | 41.8% | 216,774 | 2.4% | 90.9% | 21,751 | -19.9% | 9.1% |
| | YE | 201012 | 30,894,842 | 4.8% | 55.8% | 44.2% | 16,969,794 | -0.3% | 55.5% | 13,632,455 | 11.6% | 44.5% | 266,726 | 23.0% | 91.2% | 25,867 | 18.9% | 8.8% |
| | YE | 201112 | 31,553,157 | 2.1% | 53.8% | 46.2% | 16,589,023 | -2.2% | 53.3% | 14,562,769 | 6.8% | 46.7% | 375,142 | 40.6% | 93.5% | 26,223 | 1.4% | 6.5% |
| Central America | 2010 | 12 | 2,978,328 | -3.4% | 82.0% | 18.0% | 2,397,908 | 8.6% | 81.8% | 532,973 | -37.5% | 18.2% | 45,091 | 199.7% | 95.0% | 2,356 | -68.6% | 5.0% |
| | 2011 | 12 | 3,267,205 | 9.7% | 80.2% | 19.8% | 2,587,573 | 7.9% | 80.2% | 640,769 | 20.2% | 19.8% | 31,627 | -29.9% | 81.4% | 7,236 | 207.1% | 18.6% |
| | YE | 200912 | 32,787,377 | -55.7% | 71.2% | 28.8% | 23,194,773 | -7.5% | 71.3% | 9,357,640 | -12.5% | 28.7% | 139,094 | -76.9% | 59.2% | 95,870 | -59.9% | 40.8% |
| | YE | 201012 | 33,435,776 | 2.0% | 75.9% | 24.1% | 24,989,470 | 7.7% | 75.8% | 7,957,559 | -15.0% | 24.2% | 401,533 | 188.7% | 82.2% | 87,214 | -9.0% | 17.8% |
| | YE | 201112 | 34,703,290 | 3.8% | 81.2% | 18.8% | 27,684,199 | 10.8% | 81.2% | 6,421,839 | -19.3% | 18.8% | 503,052 | 25.3% | 84.2% | 94,200 | 8.0% | 15.8% |
| Europe | 2010 | 12 | 4,465,008 | 2.2% | 46.1% | 53.9% | 2,054,207 | 5.2% | 46.1% | 2,397,229 | -0.2% | 53.9% | 4,157 | -53.0% | 30.6% | 9,415 | 92.7% | 69.4% |
| | 2011 | 12 | 4,590,145 | 2.8% | 44.6% | 55.4% | 2,043,822 | -0.5% | 44.6% | 2,538,672 | 5.9% | 55.4% | 5,414 | 30.2% | 70.8% | 2,237 | -76.2% | 29.2% |
| | YE | 200912 | 62,034,636 | -56.3% | 46.4% | 53.6% | 28,620,331 | -6.5% | 46.6% | 32,758,886 | -9.9% | 53.4% | 139,746 | 18.2% | 21.3% | 515,673 | -47.4% | 78.7% |
| | YE | 201012 | 60,403,828 | -2.6% | 47.1% | 52.9% | 28,408,461 | -0.7% | 47.4% | 31,518,798 | -3.8% | 52.6% | 46,727 | -66.6% | 9.8% | 429,842 | -16.6% | 90.2% |
| | YE | 201112 | 64,257,059 | 6.4% | 46.6% | 53.4% | 29,914,794 | 5.3% | 46.8% | 34,025,238 | 8.0% | 53.2% | 55,106 | 17.9% | 17.4% | 261,921 | -39.1% | 82.6% |

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

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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 | 2010 | 12 | 2,426,202 | 5.0% | 44.3% | 55.7% | 1,070,862 | 16.2% | 44.4% | 1,340,352 | -2.5% | 55.6% | 3,493 | 291.2% | 23.3% | 11,495 | -15.8% | 76.7% |
| | 2011 | 12 | 2,612,827 | 7.7% | 43.3% | 56.7% | 1,120,864 | 4.7% | 43.2% | 1,471,175 | 9.8% | 56.8% | 10,208 | 192.2% | 49.1% | 10,580 | -8.0% | 50.9% |
| | YE | 200912 | 27,645,103 | -83.9% | 42.7% | 57.3% | 11,785,137 | -8.5% | 42.8% | 15,753,795 | -6.8% | 57.2% | 32,645 | -46.4% | 30.7% | 73,526 | -23.4% | 69.3% |
| | YE | 201012 | 28,459,079 | 2.9% | 43.7% | 56.3% | 12,410,644 | 5.3% | 43.8% | 15,925,800 | 1.1% | 56.2% | 33,441 | 2.4% | 27.3% | 89,194 | 21.3% | 72.7% |
| | YE | 201112 | 30,013,576 | 5.5% | 45.2% | 54.8% | 13,476,069 | 8.6% | 45.3% | 16,296,083 | 2.3% | 54.7% | 76,157 | 127.7% | 31.5% | 165,267 | 85.3% | 68.5% |
| Middle East | 2010 | 12 | 507,789 | 12.4% | 46.4% | 53.6% | 235,395 | 7.0% | 46.4% | 272,344 | 17.6% | 53.6% | 50 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 556,652 | 9.6% | 41.4% | 58.6% | 230,512 | -2.1% | 41.5% | 325,012 | 19.3% | 58.5% | - | -100.0% | 0.0% | 1,128 | 0.0% | 100.0% |
| | YE | 200912 | 5,218,730 | -97.0% | 48.1% | 51.9% | 2,510,998 | 44.6% | 48.1% | 2,705,833 | 12.1% | 51.9% | 908 | -66.6% | 47.8% | 991 | -70.9% | 52.2% |
| | YE | 201012 | 5,849,542 | 12.1% | 48.9% | 51.1% | 2,860,310 | 13.9% | 48.9% | 2,985,087 | 10.3% | 51.1% | 1,467 | 61.6% | 35.4% | 2,678 | 170.2% | 64.6% |
| | YE | 201112 | 6,679,186 | 14.2% | 41.7% | 58.3% | 2,783,247 | -2.7% | 41.8% | 3,882,896 | 30.1% | 58.2% | 470 | -68.0% | 3.6% | 12,573 | 369.5% | 96.4% |
| South America | 2010 | 12 | 1,327,977 | 12.4% | 69.8% | 30.2% | 926,617 | 14.9% | 69.8% | 400,864 | 8.7% | 30.2% | 496 | -91.6% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 1,351,688 | 1.8% | 69.4% | 30.6% | 932,858 | 0.7% | 69.3% | 413,521 | 3.2% | 30.7% | 5,309 | 970.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 13,398,616 | -92.9% | 68.5% | 31.5% | 9,155,143 | 1.3% | 68.4% | 4,222,842 | 9.2% | 31.6% | 19,101 | -82.7% | 92.6% | 1,530 | -37.9% | 7.4% |
| | YE | 201012 | 14,438,227 | 7.8% | 70.1% | 29.9% | 10,105,931 | 10.4% | 70.1% | 4,309,961 | 2.1% | 29.9% | 22,303 | 16.8% | 99.9% | 32 | -97.9% | 0.1% |
| | YE | 201112 | 14,761,669 | 2.2% | 68.6% | 31.4% | 10,083,682 | -0.2% | 68.5% | 4,639,608 | 7.6% | 31.5% | 38,335 | 71.9% | 99.9% | 44 | 37.5% | 0.1% |
| The Carribean | 2010 | 12 | 1,952,973 | -7.3% | 87.8% | 12.2% | 1,617,946 | -8.8% | 87.2% | 237,815 | -5.8% | 12.8% | 97,198 | 20.6% | 100.0% | 14 | 0.0% | 0.0% |
| | 2011 | 12 | 2,160,364 | 10.6% | 87.9% | 12.1% | 1,742,481 | 7.7% | 87.0% | 261,168 | 9.8% | 13.0% | 156,715 | 61.2% | 100.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 22,844,055 | -89.3% | 87.4% | 12.6% | 19,113,372 | -1.1% | 86.9% | 2,882,169 | -12.4% | 13.1% | 848,156 | 10.9% | 100.0% | 358 | -50.8% | 0.0% |
| | YE | 201012 | 23,869,883 | 4.5% | 88.7% | 11.3% | 20,041,001 | 4.9% | 88.1% | 2,705,452 | -6.1% | 11.9% | 1,120,877 | 32.2% | 99.8% | 2,553 | 613.1% | 0.2% |
| | YE | 201112 | 23,790,270 | -0.3% | 88.6% | 11.4% | 19,423,659 | -3.1% | 87.8% | 2,701,164 | -0.2% | 12.2% | 1,662,528 | 48.3% | 99.8% | 2,919 | 14.3% | 0.2% |

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

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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 | | 2010 | 12 | 662 | 22.6% | 50.5% | 49.5% | 307 | 37.7% | 48.3% | 328 | 13.1% | 51.7% | 27 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | | 2011 | 12 | 676 | 2.1% | 53.3% | 46.7% | 332 | 8.1% | 51.2% | 316 | -3.7% | 48.8% | 28 | 3.7% | 100.0% | - | 0.0% | 0.0% |
| | | YE | 200912 | 6,448 | -0.4% | 48.2% | 51.8% | 2,768 | 6.7% | 45.4% | 3,335 | -5.9% | 54.6% | 337 | 3.1% | 97.7% | 8 | 0.0% | 2.3% |
| | | YE | 201012 | 7,314 | 13.4% | 51.0% | 49.0% | 3,390 | 22.5% | 48.7% | 3,577 | 7.3% | 51.3% | 340 | 0.9% | 98.0% | 7 | -12.5% | 2.0% |
| | | YE | 201112 | 7,429 | 1.6% | 49.4% | 50.6% | 3,334 | -1.7% | 47.1% | 3,752 | 4.9% | 52.9% | 333 | -2.1% | 97.1% | 10 | 42.9% | 2.9% |
| Australia/Oceania | | 2010 | 12 | 2,051 | 8.0% | 37.9% | 62.1% | 702 | 17.0% | 35.6% | 1,269 | 4.7% | 64.4% | 75 | -13.8% | 93.8% | 5 | 0.0% | 6.3% |
| | | 2011 | 12 | 2,048 | -0.1% | 34.6% | 65.4% | 634 | -9.7% | 32.1% | 1,339 | 5.5% | 67.9% | 75 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | | YE | 200912 | 19,734 | -25.4% | 35.4% | 64.6% | 5,955 | 8.9% | 31.9% | 12,740 | -5.0% | 68.1% | 1,029 | -4.6% | 99.0% | 10 | 42.9% | 1.0% |
| | | YE | 201012 | 20,566 | 4.2% | 39.7% | 60.3% | 7,294 | 22.5% | 37.1% | 12,362 | -3.0% | 62.9% | 869 | -15.5% | 95.5% | 41 | 310.0% | 4.5% |
| | | YE | 201112 | 21,785 | 5.9% | 39.8% | 60.2% | 7,822 | 7.2% | 37.4% | 13,097 | 5.9% | 62.6% | 854 | -1.7% | 98.6% | 12 | -70.7% | 1.4% |
| Canada | | 2010 | 12 | 33,774 | 4.6% | 61.2% | 38.8% | 20,110 | 1.4% | 60.9% | 12,918 | 8.2% | 39.1% | 571 | 64.1% | 76.5% | 175 | -0.6% | 23.5% |
| | | 2011 | 12 | 33,588 | -0.6% | 60.2% | 39.8% | 19,704 | -2.0% | 59.9% | 13,184 | 2.1% | 40.1% | 518 | -9.3% | 74.0% | 182 | 4.0% | 26.0% |
| | | YE | 200912 | 394,840 | -10.0% | 64.4% | 35.6% | 250,956 | -1.6% | 64.4% | 138,819 | -7.9% | 35.6% | 3,451 | -8.9% | 68.1% | 1,614 | -41.1% | 31.9% |
| | | YE | 201012 | 415,724 | 5.3% | 63.2% | 36.8% | 257,991 | 2.8% | 63.1% | 150,711 | 8.6% | 36.9% | 4,608 | 33.5% | 65.6% | 2,414 | 49.6% | 34.4% |
| | | YE | 201112 | 413,191 | -0.6% | 62.4% | 37.6% | 251,167 | -2.6% | 62.1% | 153,535 | 1.9% | 37.9% | 6,615 | 43.6% | 77.9% | 1,874 | -22.4% | 22.1% |
| Central America | | 2010 | 12 | 24,356 | -4.4% | 81.0% | 19.0% | 18,740 | 5.3% | 80.3% | 4,609 | -33.0% | 19.7% | 981 | 34.8% | 97.4% | 26 | -58.1% | 2.6% |
| | | 2011 | 12 | 26,843 | 10.2% | 80.1% | 19.9% | 20,745 | 10.7% | 79.7% | 5,300 | 15.0% | 20.3% | 750 | -23.5% | 94.0% | 48 | 84.6% | 6.0% |
| | | YE | 200912 | 271,718 | -63.4% | 71.9% | 28.1% | 187,872 | -9.0% | 71.3% | 75,613 | -12.6% | 28.7% | 7,440 | -20.3% | 90.4% | 793 | -61.1% | 9.6% |
| | | YE | 201012 | 280,304 | 3.2% | 76.1% | 23.9% | 202,180 | 7.6% | 75.3% | 66,262 | -12.4% | 24.7% | 11,128 | 49.6% | 93.8% | 734 | -7.4% | 6.2% |
| | | YE | 201112 | 288,379 | 2.9% | 81.0% | 19.0% | 223,122 | 10.4% | 80.5% | 53,955 | -18.6% | 19.5% | 10,546 | -5.2% | 93.3% | 756 | 3.0% | 6.7% |
| Europe | | 2010 | 12 | 19,687 | 5.1% | 52.2% | 47.8% | 9,852 | 7.4% | 51.4% | 9,322 | 2.8% | 48.6% | 433 | 9.1% | 84.4% | 80 | -12.1% | 15.6% |
| | | 2011 | 12 | 20,007 | 1.6% | 51.1% | 48.9% | 9,814 | -0.4% | 50.2% | 9,752 | 4.6% | 49.8% | 401 | -7.4% | 90.9% | 40 | -50.0% | 9.1% |
| | | YE | 200912 | 266,784 | -74.3% | 52.5% | 47.5% | 135,373 | -6.2% | 52.1% | 124,464 | -10.9% | 47.9% | 4,706 | -20.0% | 67.7% | 2,241 | -40.4% | 32.3% |
| | | YE | 201012 | 261,273 | -2.1% | 53.0% | 47.0% | 134,115 | -0.9% | 52.6% | 120,647 | -3.1% | 47.4% | 4,465 | -5.1% | 68.6% | 2,046 | -8.7% | 31.4% |
| | | YE | 201112 | 276,574 | 5.9% | 53.1% | 46.9% | 142,393 | 6.2% | 52.6% | 128,397 | 6.4% | 47.4% | 4,435 | -0.7% | 76.7% | 1,349 | -34.1% | 23.3% |

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|---------------|--|--------|--------|------------------|-------------------------|-------------------------|----------------------------|-------------------|-----------------|-----------------|--------------|-----------------|-----------------|----------------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | | 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 | | 2010 | 12 | 12,118 | 8.3% | 46.5% | 53.5% | 5,386 | 17.6% | 46.1% | 6,301 | 1.6% | 53.9% | 244 | -5.1% | 56.6% | 187 | 29.0% | 43.4% |
| | | 2011 | 12 | 12,506 | 3.2% | 46.2% | 53.8% | 5,538 | 2.8% | 45.5% | 6,625 | 5.1% | 54.5% | 238 | -2.5% | 69.4% | 105 | -43.9% | 30.6% |
| | | YE | 200912 | 128,816 | -89.1% | 45.1% | 54.9% | 55,601 | -9.7% | 44.6% | 69,062 | -7.9% | 55.4% | 2,551 | -26.5% | 61.4% | 1,602 | -14.7% | 38.6% |
| | | YE | 201012 | 141,726 | 10.0% | 45.7% | 54.3% | 61,313 | 10.3% | 45.0% | 75,042 | 8.7% | 55.0% | 3,477 | 36.3% | 64.7% | 1,894 | 18.2% | 35.3% |
| | | YE | 201112 | 147,911 | 4.4% | 46.8% | 53.2% | 65,971 | 7.6% | 46.3% | 76,636 | 2.1% | 53.7% | 3,199 | -8.0% | 60.3% | 2,105 | 11.1% | 39.7% |
| Middle East | | 2010 | 12 | 1,758 | 7.4% | 49.7% | 50.3% | 854 | 3.9% | 49.3% | 878 | 12.0% | 50.7% | 20 | -31.0% | 76.9% | 6 | 200.0% | 23.1% |
| | | 2011 | 12 | 1,961 | 11.5% | 44.3% | 55.7% | 832 | -2.6% | 43.4% | 1,087 | 23.8% | 56.6% | 36 | 80.0% | 85.7% | 6 | 0.0% | 14.3% |
| | | YE | 200912 | 18,904 | -98.4% | 51.6% | 48.4% | 9,382 | 42.5% | 50.7% | 9,128 | 13.1% | 49.3% | 378 | 110.0% | 95.9% | 16 | -50.0% | 4.1% |
| | | YE | 201012 | 20,512 | 8.5% | 51.1% | 48.9% | 10,312 | 9.9% | 50.8% | 10,003 | 9.6% | 49.2% | 168 | -55.6% | 85.3% | 29 | 81.3% | 14.7% |
| | | YE | 201112 | 23,253 | 13.4% | 44.7% | 55.3% | 10,110 | -2.0% | 44.2% | 12,785 | 27.8% | 55.8% | 284 | 69.0% | 79.3% | 74 | 155.2% | 20.7% |
| South America | | 2010 | 12 | 8,544 | 9.0% | 66.5% | 33.5% | 5,184 | 8.0% | 65.7% | 2,711 | 7.6% | 34.3% | 497 | 21.2% | 76.6% | 152 | 38.2% | 23.4% |
| | | 2011 | 12 | 8,485 | -0.7% | 68.4% | 31.6% | 5,330 | 2.8% | 66.7% | 2,665 | -1.7% | 33.3% | 471 | -5.2% | 96.1% | 19 | -87.5% | 3.9% |
| | | YE | 200912 | 86,453 | -93.2% | 67.0% | 33.0% | 53,203 | 5.2% | 65.8% | 27,668 | 2.5% | 34.2% | 4,716 | -26.0% | 84.5% | 866 | 6.9% | 15.5% |
| | | YE | 201012 | 95,046 | 9.9% | 67.8% | 32.2% | 58,808 | 10.5% | 66.9% | 29,143 | 5.3% | 33.1% | 5,617 | 19.1% | 79.2% | 1,478 | 70.7% | 20.8% |
| | | YE | 201112 | 95,187 | 0.1% | 67.5% | 32.5% | 59,040 | 0.4% | 66.0% | 30,376 | 4.2% | 34.0% | 5,218 | -7.1% | 90.4% | 553 | -62.6% | 9.6% |
| The Carribean | | 2010 | 12 | 17,136 | -10.2% | 89.0% | 11.0% | 14,137 | -12.3% | 88.5% | 1,838 | -5.4% | 11.5% | 1,113 | 16.2% | 95.9% | 48 | -9.4% | 4.1% |
| | | 2011 | 12 | 18,659 | 8.9% | 89.1% | 10.9% | 15,396 | 8.9% | 88.5% | 1,997 | 8.7% | 11.5% | 1,225 | 10.1% | 96.8% | 41 | -14.6% | 3.2% |
| | | YE | 200912 | 207,891 | -86.1% | 89.0% | 11.0% | 173,805 | -4.2% | 88.6% | 22,306 | -8.7% | 11.4% | 11,168 | -7.1% | 94.8% | 612 | -30.1% | 5.2% |
| | | YE | 201012 | 209,569 | 0.8% | 89.6% | 10.4% | 175,200 | 0.8% | 89.2% | 21,282 | -4.6% | 10.8% | 12,509 | 12.0% | 95.6% | 578 | -5.6% | 4.4% |
| | | YE | 201112 | 201,951 | -3.6% | 89.4% | 10.6% | 166,759 | -4.8% | 88.9% | 20,816 | -2.2% | 11.1% | 13,839 | 10.6% | 96.3% | 537 | -7.1% | 3.7% |

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**

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 | 2010 | 12 | 2,565 | 21.7% | 51.5% | 48.5% | 904 | 21.2% | 42.1% | 1,243 | 5.7% | 57.9% | 418 | 124.6% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 2,945 | 14.8% | 50.7% | 49.3% | 854 | -5.4% | 37.0% | 1,453 | 16.8% | 63.0% | 638 | 52.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 21,038 | -0.5% | 50.2% | 49.8% | 8,917 | 31.3% | 46.9% | 10,091 | -18.4% | 53.1% | 1,654 | -4.1% | 81.4% | 377 | 39.7% | 18.6% |
| | YE | 201012 | 30,068 | 42.9% | 49.9% | 50.1% | 11,750 | 31.8% | 44.7% | 14,520 | 43.9% | 55.3% | 3,269 | 97.7% | 86.1% | 530 | 40.6% | 13.9% |
| | YE | 201112 | 32,323 | 7.5% | 54.6% | 45.4% | 11,775 | 0.2% | 44.6% | 14,606 | 0.6% | 55.4% | 5,887 | 80.1% | 99.1% | 55 | -89.6% | 0.9% |
| Australia/Oceania | 2010 | 12 | 15,426 | 10.0% | 56.3% | 43.7% | 5,957 | 20.6% | 47.9% | 6,474 | 3.6% | 52.1% | 2,734 | -3.6% | 91.3% | 261 | 0.0% | 8.7% |
| | 2011 | 12 | 15,108 | -2.1% | 55.5% | 44.5% | 5,564 | -6.6% | 45.3% | 6,724 | 3.9% | 54.7% | 2,821 | 3.2% | 100.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 150,776 | -18.0% | 54.6% | 45.4% | 51,318 | 7.5% | 42.9% | 68,213 | -8.3% | 57.1% | 31,009 | -22.7% | 99.2% | 236 | -55.5% | 0.8% |
| | YE | 201012 | 170,619 | 13.2% | 56.4% | 43.6% | 66,662 | 29.9% | 47.8% | 72,735 | 6.6% | 52.2% | 29,502 | -4.9% | 94.5% | 1,719 | 628.6% | 5.5% |
| | YE | 201112 | 166,966 | -2.1% | 57.7% | 42.3% | 68,694 | 3.0% | 49.6% | 69,887 | -3.9% | 50.4% | 27,724 | -6.0% | 97.7% | 660 | -61.6% | 2.3% |
| Canada | 2010 | 12 | 29,844 | 1.9% | 74.2% | 25.8% | 19,953 | 10.7% | 76.5% | 6,142 | -15.2% | 23.5% | 2,193 | 28.2% | 58.5% | 1,556 | -32.8% | 41.5% |
| | 2011 | 12 | 30,475 | 2.1% | 74.3% | 25.7% | 20,391 | 2.2% | 77.7% | 5,852 | -4.7% | 22.3% | 2,261 | 3.1% | 53.4% | 1,972 | 26.8% | 46.6% |
| | YE | 200912 | 341,066 | -40.6% | 65.3% | 34.7% | 203,013 | -9.8% | 66.9% | 100,545 | 1.6% | 33.1% | 19,666 | 2.0% | 52.4% | 17,842 | -62.1% | 47.6% |
| | YE | 201012 | 353,930 | 3.8% | 67.0% | 33.0% | 223,026 | 9.9% | 71.4% | 89,367 | -11.1% | 28.6% | 14,183 | -27.9% | 34.1% | 27,353 | 53.3% | 65.9% |
| | YE | 201112 | 349,158 | -1.3% | 71.9% | 28.1% | 231,667 | 3.9% | 75.3% | 76,158 | -14.8% | 24.7% | 19,537 | 37.7% | 47.3% | 21,796 | -20.3% | 52.7% |
| Central America | 2010 | 12 | 58,607 | 9.8% | 71.0% | 29.0% | 29,385 | -6.1% | 63.4% | 16,943 | 54.9% | 36.6% | 12,208 | 9.8% | 99.4% | 70 | 1726.4% | 0.6% |
| | 2011 | 12 | 61,097 | 4.2% | 72.1% | 27.9% | 34,808 | 18.5% | 67.2% | 17,001 | 0.3% | 32.8% | 9,237 | -24.3% | 99.5% | 51 | -27.7% | 0.5% |
| | YE | 200912 | 529,741 | -55.2% | 74.9% | 25.1% | 279,225 | -10.2% | 67.8% | 132,686 | -22.6% | 32.2% | 117,585 | -6.6% | 99.8% | 245 | -80.1% | 0.2% |
| | YE | 201012 | 674,918 | 27.4% | 74.3% | 25.7% | 350,200 | 25.4% | 67.0% | 172,813 | 30.2% | 33.0% | 151,327 | 28.7% | 99.6% | 579 | 136.2% | 0.4% |
| | YE | 201112 | 689,408 | 2.1% | 69.3% | 30.7% | 357,939 | 2.2% | 63.0% | 209,791 | 21.4% | 37.0% | 119,727 | -20.9% | 98.4% | 1,951 | 237.1% | 1.6% |
| Europe | 2010 | 12 | 248,096 | 11.9% | 48.3% | 51.7% | 99,025 | 14.4% | 44.1% | 125,678 | 10.3% | 55.9% | 20,864 | 27.6% | 89.2% | 2,530 | -48.8% | 10.8% |
| | 2011 | 12 | 254,164 | 2.4% | 45.3% | 54.7% | 92,730 | -6.4% | 40.4% | 137,082 | 9.1% | 59.6% | 22,521 | 7.9% | 92.5% | 1,831 | -27.6% | 7.5% |
| | YE | 200912 | 2,576,108 | -41.2% | 43.1% | 56.9% | 923,118 | -12.6% | 39.2% | 1,430,641 | -20.1% | 60.8% | 186,169 | -39.4% | 83.7% | 36,180 | -18.1% | 16.3% |
| | YE | 201012 | 3,007,627 | 16.8% | 45.5% | 54.5% | 1,160,926 | 25.8% | 42.2% | 1,591,893 | 11.3% | 57.8% | 208,114 | 11.8% | 81.7% | 46,694 | 29.1% | 18.3% |
| | YE | 201112 | 3,082,499 | 2.5% | 45.7% | 54.3% | 1,186,990 | 2.2% | 41.9% | 1,648,574 | 3.6% | 58.1% | 221,927 | 6.6% | 89.9% | 25,007 | -46.4% | 10.1% |

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**

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 | 2010 | 12 | 309,008 | 2.4% | 38.3% | 61.7% | 99,289 | 7.4% | 35.9% | 176,937 | -1.3% | 64.1% | 19,036 | -7.3% | 58.1% | 13,746 | 45.3% | 41.9% |
| | 2011 | 12 | 290,422 | -6.0% | 38.8% | 61.2% | 95,738 | -3.6% | 35.7% | 172,414 | -2.6% | 64.3% | 16,874 | -11.4% | 75.8% | 5,395 | -60.8% | 24.2% |
| | YE | 200912 | 3,033,543 | 286.5% | 38.0% | 62.0% | 964,813 | -12.6% | 35.3% | 1,765,758 | -10.8% | 64.7% | 186,877 | -23.7% | 61.7% | 116,095 | -15.5% | 38.3% |
| | YE | 201012 | 3,787,326 | 24.8% | 37.6% | 62.4% | 1,154,582 | 19.7% | 34.1% | 2,226,847 | 26.1% | 65.9% | 267,928 | 43.4% | 66.0% | 137,970 | 18.8% | 34.0% |
| | YE | 201112 | 3,567,223 | -5.8% | 39.1% | 60.9% | 1,157,707 | 0.3% | 36.2% | 2,038,869 | -8.4% | 63.8% | 238,222 | -11.1% | 64.3% | 132,425 | -4.0% | 35.7% |
| Middle East | 2010 | 12 | 18,842 | 9.4% | 58.1% | 41.9% | 10,818 | 25.7% | 58.6% | 7,639 | -2.7% | 41.4% | 123 | -83.4% | 32.1% | 261 | 1592.0% | 67.9% |
| | 2011 | 12 | 20,124 | 6.8% | 59.5% | 40.5% | 10,036 | -7.2% | 55.2% | 8,156 | 6.8% | 44.8% | 1,932 | 1465.4% | 100.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 170,446 | -78.6% | 53.4% | 46.6% | 82,335 | 51.5% | 51.1% | 78,815 | 17.3% | 48.9% | 8,737 | 55.3% | 94.0% | 559 | -67.6% | 6.0% |
| | YE | 201012 | 214,784 | 26.0% | 51.6% | 48.4% | 107,001 | 30.0% | 50.9% | 103,138 | 30.9% | 49.1% | 3,886 | -55.5% | 83.6% | 760 | 35.9% | 16.4% |
| | YE | 201112 | 238,387 | 11.0% | 57.5% | 42.5% | 122,947 | 14.9% | 54.9% | 100,900 | -2.2% | 45.1% | 14,195 | 265.3% | 97.6% | 344 | -54.7% | 2.4% |
| South America | 2010 | 12 | 123,244 | 5.3% | 57.1% | 42.9% | 41,292 | -13.6% | 49.5% | 42,160 | 3.2% | 50.5% | 29,077 | 37.8% | 73.1% | 10,715 | 46.8% | 26.9% |
| | 2011 | 12 | 119,585 | -3.0% | 62.9% | 37.1% | 43,406 | 5.1% | 50.3% | 42,927 | 1.8% | 49.7% | 31,778 | 9.3% | 95.6% | 1,474 | -86.2% | 4.4% |
| | YE | 200912 | 1,196,387 | 28.3% | 60.6% | 39.4% | 455,615 | -1.4% | 52.3% | 414,919 | -12.6% | 47.7% | 269,962 | -25.0% | 82.8% | 55,891 | 12.7% | 17.2% |
| | YE | 201012 | 1,328,301 | 11.0% | 57.7% | 42.3% | 475,190 | 4.3% | 50.6% | 463,195 | 11.6% | 49.4% | 291,716 | 8.1% | 74.8% | 98,200 | 75.7% | 25.2% |
| | YE | 201112 | 1,354,872 | 2.0% | 62.1% | 37.9% | 526,553 | 10.8% | 52.4% | 478,678 | 3.3% | 47.6% | 315,275 | 8.1% | 90.2% | 34,366 | -65.0% | 9.8% |
| The Carribean | 2010 | 12 | 14,749 | 9.1% | 93.7% | 6.3% | 8,673 | 8.2% | 95.6% | 396 | -41.6% | 4.4% | 5,149 | 19.9% | 90.6% | 531 | 1.2% | 9.4% |
| | 2011 | 12 | 12,445 | -15.6% | 93.3% | 6.7% | 10,546 | 21.6% | 95.8% | 461 | 16.3% | 4.2% | 1,066 | -79.3% | 74.1% | 373 | -29.8% | 25.9% |
| | YE | 200912 | 146,114 | -84.6% | 92.0% | 8.0% | 85,340 | -17.8% | 94.6% | 4,908 | -54.3% | 5.4% | 49,135 | 8.1% | 88.0% | 6,731 | -1.9% | 12.0% |
| | YE | 201012 | 159,406 | 9.1% | 91.7% | 8.3% | 99,276 | 16.3% | 93.4% | 7,029 | 43.2% | 6.6% | 46,870 | -4.6% | 88.3% | 6,230 | -7.4% | 11.7% |
| | YE | 201112 | 137,356 | -13.8% | 93.0% | 7.0% | 119,340 | 20.2% | 96.0% | 4,990 | -29.0% | 4.0% | 8,374 | -82.1% | 64.3% | 4,652 | -25.3% | 35.7% |

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

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Please see the report's introduction for further details.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

| 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 | 2010 | 12 | 1,857,338 | 5.3% | 50.9% | 49.1% | 924,527 | 2.0% | 50.4% | 909,943 | 7.3% | 49.6% | 20,770 | 187.7% | 90.8% | 2,098 | 7.4% | 9.2% |
| | 2011 | 12 | 1,875,544 | 1.0% | 48.2% | 51.8% | 884,847 | -4.3% | 47.7% | 968,408 | 6.4% | 52.3% | 19,434 | -6.4% | 87.2% | 2,855 | 36.1% | 12.8% |
| | YE | 200912 | 20,519,291 | -7.0% | 56.9% | 43.1% | 11,541,525 | -6.3% | 56.6% | 8,837,276 | -8.1% | 43.4% | 126,578 | 0.7% | 90.1% | 13,912 | -24.9% | 9.9% |
| | YE | 201012 | 22,190,415 | 8.1% | 54.6% | 45.4% | 11,947,168 | 3.5% | 54.3% | 10,054,939 | 13.8% | 45.7% | 170,409 | 34.6% | 90.5% | 17,899 | 28.7% | 9.5% |
| | YE | 201112 | 23,166,983 | 4.4% | 52.1% | 47.9% | 11,817,745 | -1.1% | 51.6% | 11,073,438 | 10.1% | 48.4% | 256,627 | 50.6% | 93.0% | 19,173 | 7.1% | 7.0% |
| Mexico | 2010 | 12 | 1,586,925 | -3.5% | 88.3% | 11.7% | 1,385,887 | 14.4% | 88.3% | 184,146 | -56.9% | 11.7% | 15,351 | 1510.8% | 90.9% | 1,541 | -70.2% | 9.1% |
| | 2011 | 12 | 1,788,012 | 12.7% | 86.2% | 13.8% | 1,533,132 | 10.6% | 86.4% | 240,873 | 30.8% | 13.6% | 9,022 | -41.2% | 64.4% | 4,985 | 223.5% | 35.6% |
| | YE | 200912 | 17,169,855 | -13.2% | 73.2% | 26.8% | 12,517,290 | -11.8% | 73.4% | 4,531,326 | -9.9% | 26.6% | 49,162 | -86.6% | 40.5% | 72,077 | -63.1% | 59.5% |
| | YE | 201012 | 18,194,896 | 6.0% | 79.5% | 20.5% | 14,315,667 | 14.4% | 79.6% | 3,668,872 | -19.0% | 20.4% | 143,461 | 191.8% | 68.2% | 66,896 | -7.2% | 31.8% |
| | YE | 201112 | 18,472,282 | 1.5% | 87.3% | 12.7% | 15,887,446 | 11.0% | 87.4% | 2,288,479 | -37.6% | 12.6% | 229,954 | 60.3% | 77.6% | 66,403 | -0.7% | 22.4% |
| United Kingdom | 2010 | 12 | 1,115,566 | -7.5% | 42.6% | 57.4% | 474,699 | -5.6% | 42.9% | 632,337 | -9.6% | 57.1% | 103 | -79.4% | 1.2% | 8,427 | 111.8% | 98.8% |
| | 2011 | 12 | 1,256,283 | 12.6% | 40.4% | 59.6% | 507,423 | 6.9% | 40.4% | 747,385 | 18.2% | 59.6% | 85 | -17.5% | 5.8% | 1,390 | -83.5% | 94.2% |
| | YE | 200912 | 16,250,646 | -9.3% | 41.1% | 58.9% | 6,678,203 | -9.6% | 42.2% | 9,149,730 | -6.7% | 57.8% | 2,722 | -73.2% | 0.6% | 419,991 | -41.4% | 99.4% |
| | YE | 201012 | 15,746,222 | -3.1% | 42.0% | 58.0% | 6,611,879 | -1.0% | 43.0% | 8,782,064 | -4.0% | 57.0% | 3,485 | 28.0% | 1.0% | 348,794 | -17.0% | 99.0% |
| | YE | 201112 | 16,725,791 | 6.2% | 40.6% | 59.4% | 6,789,716 | 2.7% | 41.1% | 9,710,513 | 10.6% | 58.9% | 2,438 | -30.0% | 1.1% | 223,124 | -36.0% | 98.9% |
| Japan | 2010 | 12 | 876,584 | 0.0% | 66.7% | 33.3% | 582,688 | 10.3% | 67.2% | 284,491 | -15.7% | 32.8% | 1,939 | 185.1% | 20.6% | 7,466 | -29.6% | 79.4% |
| | 2011 | 12 | 861,382 | -1.7% | 65.6% | 34.4% | 557,673 | -4.3% | 65.9% | 288,936 | 1.6% | 34.1% | 7,425 | 282.9% | 50.3% | 7,348 | -1.6% | 49.7% |
| | YE | 200912 | 10,283,700 | -8.8% | 61.8% | 38.2% | 6,341,911 | -10.7% | 62.0% | 3,879,550 | -5.3% | 38.0% | 14,554 | -11.9% | 23.4% | 47,685 | -26.4% | 76.6% |
| | YE | 201012 | 10,773,156 | 4.8% | 64.3% | 35.7% | 6,909,062 | 8.9% | 64.5% | 3,795,390 | -2.2% | 35.5% | 13,190 | -9.4% | 19.2% | 55,514 | 16.4% | 80.8% |
| | YE | 201112 | 10,199,965 | -5.3% | 66.8% | 33.2% | 6,789,312 | -1.7% | 67.5% | 3,272,263 | -13.8% | 32.5% | 20,400 | 54.7% | 14.7% | 117,990 | 112.5% | 85.3% |
| Germany | 2010 | 12 | 699,911 | -0.9% | 42.9% | 57.1% | 299,959 | 1.3% | 42.9% | 399,458 | -2.5% | 57.1% | 490 | 690.3% | 99.2% | 4 | -99.0% | 0.8% |
| | 2011 | 12 | 694,323 | -0.8% | 43.5% | 56.5% | 301,456 | 0.5% | 43.4% | 392,554 | -1.7% | 56.6% | 313 | -36.1% | 100.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 9,165,567 | -4.9% | 40.3% | 59.7% | 3,679,975 | -3.4% | 40.2% | 5,471,350 | -6.1% | 59.8% | 13,419 | 309.6% | 94.2% | 823 | 3640.9% | 5.8% |
| | YE | 201012 | 9,493,500 | 3.6% | 42.0% | 58.0% | 3,985,105 | 8.3% | 42.0% | 5,506,363 | 0.6% | 58.0% | 2,028 | -84.9% | 99.8% | 4 | -99.5% | 0.2% |
| | YE | 201112 | 9,580,885 | 0.9% | 42.3% | 57.7% | 4,052,571 | 1.7% | 42.3% | 5,525,533 | 0.3% | 57.7% | 2,470 | 21.8% | 88.8% | 311 | 7675.0% | 11.2% |

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.

2/ Ranked in descending order according to YE 201112 data.

Table 3 : Top 25 Foreign Country Gateways 1/

Passengers

| 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 | 2010 | 12 | 437,178 | 1.7% | 42.1% | 57.9% | 184,096 | 6.4% | 42.1% | 253,078 | -1.4% | 57.9% | 4 | -33.3% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 446,774 | 2.2% | 44.3% | 55.7% | 197,856 | 7.5% | 44.3% | 248,883 | -1.7% | 55.7% | 35 | 775.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 5,989,385 | -5.7% | 40.9% | 59.1% | 2,451,134 | -7.8% | 40.9% | 3,535,349 | -4.2% | 59.1% | 1,307 | -14.4% | 45.0% | 1,595 | 4330.6% | 55.0% |
| | YE | 201012 | 5,964,253 | -0.4% | 41.8% | 58.2% | 2,492,533 | 1.7% | 41.8% | 3,468,932 | -1.9% | 58.2% | 1,629 | 24.6% | 58.4% | 1,159 | -27.3% | 41.6% |
| | YE | 201112 | 6,292,633 | 5.5% | 42.4% | 57.6% | 2,665,609 | 6.9% | 42.4% | 3,625,238 | 4.5% | 57.6% | 1,739 | 6.8% | 97.4% | 47 | -95.9% | 2.6% |
| Dominican Republic | 2010 | 12 | 345,656 | -3.7% | 99.5% | 0.5% | 341,186 | -3.6% | 99.5% | 1,852 | -37.3% | 0.5% | 2,618 | 22.9% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 378,048 | 9.4% | 99.5% | 0.5% | 373,408 | 9.4% | 99.5% | 2,001 | 8.0% | 0.5% | 2,639 | 0.8% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 4,289,971 | 3.9% | 99.5% | 0.5% | 4,213,404 | 5.1% | 99.5% | 22,154 | 78.1% | 0.5% | 54,413 | -49.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 4,609,450 | 7.4% | 99.2% | 0.8% | 4,465,770 | 6.0% | 99.2% | 36,561 | 65.0% | 0.8% | 106,260 | 95.3% | 99.2% | 859 | 0.0% | 0.8% |
| | YE | 201112 | 4,599,400 | -0.2% | 99.6% | 0.4% | 4,466,097 | 0.0% | 99.6% | 19,657 | -46.2% | 0.4% | 113,646 | 7.0% | 100.0% | - | -100.0% | 0.0% |
| Netherlands | 2010 | 12 | 323,599 | 1.2% | 61.7% | 38.3% | 199,535 | -0.1% | 61.7% | 124,064 | 3.3% | 38.3% | - | 0.0% | 0.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 316,301 | -2.3% | 60.7% | 39.3% | 192,127 | -3.7% | 60.7% | 124,174 | 0.1% | 39.3% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 4,338,677 | -12.4% | 63.9% | 36.1% | 2,771,746 | -10.1% | 63.9% | 1,566,266 | -16.1% | 36.1% | 661 | 13120.0% | 99.4% | 4 | -66.7% | 0.6% |
| | YE | 201012 | 4,337,054 | 0.0% | 63.6% | 36.4% | 2,757,574 | -0.5% | 63.7% | 1,572,680 | 0.4% | 36.3% | 9 | -98.6% | 0.1% | 6,791 | 169675.0% | 99.9% |
| | YE | 201112 | 4,484,148 | 3.4% | 62.5% | 37.5% | 2,804,630 | 1.7% | 62.5% | 1,679,392 | 6.8% | 37.5% | 126 | 1300.0% | 100.0% | - | -100.0% | 0.0% |
| South Korea | 2010 | 12 | 314,249 | 6.9% | 11.4% | 88.6% | 35,799 | 273.6% | 11.4% | 277,412 | -2.1% | 88.6% | - | 0.0% | 0.0% | 1,038 | 7.0% | 100.0% |
| | 2011 | 12 | 362,138 | 15.2% | 12.5% | 87.5% | 45,136 | 26.1% | 12.6% | 314,342 | 13.3% | 87.4% | - | 0.0% | 0.0% | 2,660 | 156.3% | 100.0% |
| | YE | 200912 | 3,374,218 | -3.0% | 6.1% | 93.9% | 204,954 | -15.7% | 6.1% | 3,164,021 | -1.8% | 93.9% | 330 | -94.9% | 6.3% | 4,913 | -16.0% | 93.7% |
| | YE | 201012 | 3,847,777 | 14.0% | 8.5% | 91.5% | 327,674 | 59.9% | 8.6% | 3,503,346 | 10.7% | 91.4% | 24 | -92.7% | 0.1% | 16,733 | 240.6% | 99.9% |
| | YE | 201112 | 4,220,382 | 9.7% | 12.5% | 87.5% | 524,563 | 60.1% | 12.5% | 3,666,356 | 4.7% | 87.5% | 4,126 | 17091.7% | 14.0% | 25,337 | 51.4% | 86.0% |
| Brazil | 2010 | 12 | 335,412 | 15.8% | 70.1% | 29.9% | 235,067 | 20.3% | 70.1% | 100,334 | 7.4% | 29.9% | 11 | -98.6% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 366,265 | 9.2% | 67.9% | 32.1% | 246,651 | 4.9% | 67.7% | 117,619 | 17.2% | 32.3% | 1,995 | 18036.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,898,725 | 9.6% | 67.1% | 32.9% | 1,940,412 | 2.9% | 67.0% | 954,464 | 26.7% | 33.0% | 3,794 | -31.3% | 98.6% | 55 | -92.6% | 1.4% |
| | YE | 201012 | 3,478,838 | 20.0% | 67.9% | 32.1% | 2,358,919 | 21.6% | 67.8% | 1,117,857 | 17.1% | 32.2% | 2,060 | -45.7% | 99.9% | 2 | -96.4% | 0.1% |
| | YE | 201112 | 4,002,389 | 15.0% | 66.7% | 33.3% | 2,664,171 | 12.9% | 66.6% | 1,333,304 | 19.3% | 33.4% | 4,914 | 138.5% | 100.0% | - | -100.0% | 0.0% |

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Passengers

| 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 |
| China | 2010 | 12 | 218,003 | 23.5% | 60.6% | 39.4% | 132,012 | 27.7% | 60.6% | 85,991 | 17.7% | 39.4% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 285,231 | 30.8% | 63.4% | 36.6% | 180,808 | 37.0% | 63.4% | 104,414 | 21.4% | 36.6% | 9 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,030,937 | -1.5% | 63.9% | 36.1% | 1,297,926 | 0.9% | 63.9% | 732,780 | -4.9% | 36.1% | 221 | -94.1% | 95.7% | 10 | 42.9% | 4.3% |
| | YE | 201012 | 2,648,712 | 30.4% | 63.5% | 36.5% | 1,679,578 | 29.4% | 63.5% | 967,309 | 32.0% | 36.5% | 1,825 | 725.8% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201112 | 3,319,336 | 25.3% | 65.7% | 34.3% | 2,177,556 | 29.6% | 65.7% | 1,136,357 | 17.5% | 34.3% | 4,322 | 136.8% | 79.7% | 1,101 | 0.0% | 20.3% |
| Jamaica | 2010 | 12 | 248,328 | 7.5% | 80.6% | 19.4% | 195,789 | 16.9% | 80.3% | 48,152 | -23.4% | 19.7% | 4,387 | 449.7% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 261,838 | 5.4% | 74.9% | 25.1% | 186,949 | -4.5% | 74.0% | 65,598 | 36.2% | 26.0% | 9,291 | 111.8% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,833,681 | -2.4% | 69.3% | 30.7% | 1,946,369 | 6.0% | 69.1% | 870,553 | -13.0% | 30.9% | 16,759 | -74.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 2,974,153 | 5.0% | 78.7% | 21.3% | 2,298,578 | 18.1% | 78.4% | 634,432 | -27.1% | 21.6% | 41,143 | 145.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 3,097,916 | 4.2% | 79.2% | 20.8% | 2,252,147 | -2.0% | 77.8% | 643,981 | 1.5% | 22.2% | 201,788 | 390.5% | 100.0% | - | 0.0% | 0.0% |
| Spain | 2010 | 12 | 185,329 | 11.2% | 56.1% | 43.9% | 103,887 | 12.2% | 56.1% | 81,415 | 10.3% | 43.9% | 27 | -81.3% | 100.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 187,191 | 1.0% | 51.1% | 48.9% | 95,695 | -7.9% | 51.1% | 91,478 | 12.4% | 48.9% | 18 | -33.3% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,394,917 | 6.5% | 57.9% | 42.1% | 1,381,186 | 6.1% | 57.8% | 1,009,094 | 6.6% | 42.2% | 4,635 | 166.4% | 100.0% | 2 | -77.8% | 0.0% |
| | YE | 201012 | 2,678,496 | 11.8% | 55.2% | 44.8% | 1,478,061 | 7.0% | 55.2% | 1,199,564 | 18.9% | 44.8% | 761 | -83.6% | 87.4% | 110 | 5400.0% | 12.6% |
| | YE | 201112 | 2,947,227 | 10.0% | 56.2% | 43.8% | 1,651,604 | 11.7% | 56.1% | 1,290,717 | 7.6% | 43.9% | 4,904 | 544.4% | 100.0% | 2 | -98.2% | 0.0% |
| Italy | 2010 | 12 | 165,993 | 5.6% | 56.5% | 43.5% | 93,775 | 5.9% | 56.5% | 72,215 | 5.2% | 43.5% | 3 | -50.0% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 133,231 | -19.7% | 58.2% | 41.8% | 77,525 | -17.3% | 58.2% | 55,694 | -22.9% | 41.8% | 12 | 300.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,642,847 | -6.6% | 69.6% | 30.4% | 1,840,246 | -5.3% | 69.6% | 802,552 | -8.8% | 30.4% | 41 | -99.4% | 83.7% | 8 | 0.0% | 16.3% |
| | YE | 201012 | 2,723,294 | 3.0% | 66.4% | 33.6% | 1,807,292 | -1.8% | 66.4% | 915,678 | 14.1% | 33.6% | 324 | 690.2% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201112 | 2,659,822 | -2.3% | 65.1% | 34.9% | 1,730,059 | -4.3% | 65.0% | 929,526 | 1.5% | 35.0% | 237 | -26.9% | 100.0% | - | 0.0% | 0.0% |
| The Bahamas | 2010 | 12 | 204,228 | -6.4% | 75.2% | 24.8% | 150,392 | -14.5% | 74.8% | 50,682 | 28.5% | 25.2% | 3,154 | 14.9% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 216,081 | 5.8% | 78.1% | 21.9% | 159,850 | 6.3% | 77.2% | 47,254 | -6.8% | 22.8% | 8,977 | 184.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,533,115 | -9.6% | 84.2% | 15.8% | 2,088,874 | -8.3% | 83.9% | 399,435 | -17.2% | 16.1% | 44,806 | 7.1% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201012 | 2,592,599 | 2.3% | 83.3% | 16.7% | 2,108,794 | 1.0% | 83.0% | 433,276 | 8.5% | 17.0% | 50,529 | 12.8% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 2,436,260 | -6.0% | 80.6% | 19.4% | 1,914,102 | -9.2% | 80.2% | 471,622 | 8.9% | 19.8% | 50,370 | -0.3% | 99.7% | 166 | 0.0% | 0.3% |

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Passengers

| 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 |
| Australia | 2010 | 12 | 214,251 | 12.8% | 60.6% | 39.4% | 129,854 | 17.9% | 60.6% | 84,391 | 5.6% | 39.4% | 6 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 204,134 | -4.7% | 56.1% | 43.9% | 114,546 | -11.8% | 56.1% | 89,588 | 6.2% | 43.9% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,949,632 | 23.6% | 47.2% | 52.8% | 919,861 | 67.5% | 47.2% | 1,029,326 | 0.2% | 52.8% | - | -100.0% | 0.0% | 445 | 0.0% | 100.0% |
| | YE | 201012 | 2,201,994 | 12.9% | 54.8% | 45.2% | 1,206,158 | 31.1% | 54.8% | 995,818 | -3.3% | 45.2% | 18 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201112 | 2,364,678 | 7.4% | 55.9% | 44.1% | 1,321,452 | 9.6% | 55.9% | 1,042,685 | 4.7% | 44.1% | 92 | 411.1% | 17.0% | 449 | 0.0% | 83.0% |
| Hong Kong | 2010 | 12 | 190,355 | 7.4% | 34.8% | 65.2% | 66,272 | 20.1% | 34.8% | 124,081 | 1.6% | 65.2% | - | 0.0% | 0.0% | 2 | 0.0% | 100.0% |
| | 2011 | 12 | 201,309 | 5.8% | 31.2% | 68.8% | 62,770 | -5.3% | 31.2% | 138,539 | 11.7% | 68.8% | - | 0.0% | 0.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 2,056,016 | -3.8% | 30.2% | 69.8% | 621,726 | -14.3% | 30.2% | 1,434,277 | 1.6% | 69.8% | 13 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 2,282,345 | 11.0% | 32.4% | 67.6% | 738,451 | 18.8% | 32.4% | 1,543,892 | 7.6% | 67.6% | - | -100.0% | 0.0% | 2 | 0.0% | 100.0% |
| | YE | 201112 | 2,341,894 | 2.6% | 32.4% | 67.6% | 752,891 | 2.0% | 32.2% | 1,582,435 | 2.5% | 67.8% | 6,568 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| Colombia | 2010 | 12 | 232,480 | 15.2% | 59.4% | 40.6% | 137,887 | 30.3% | 59.3% | 94,475 | -1.5% | 40.7% | 118 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 218,662 | -5.9% | 54.4% | 45.6% | 118,957 | -13.7% | 54.4% | 99,705 | 5.5% | 45.6% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,008,201 | 9.5% | 52.8% | 47.2% | 1,059,466 | 19.2% | 52.8% | 948,380 | 0.4% | 47.2% | 355 | -19.9% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 2,306,140 | 14.8% | 57.6% | 42.4% | 1,326,973 | 25.2% | 57.6% | 978,022 | 3.1% | 42.4% | 1,145 | 222.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 2,239,105 | -2.9% | 54.9% | 45.1% | 1,230,011 | -7.3% | 54.9% | 1,008,855 | 3.2% | 45.1% | 239 | -79.1% | 100.0% | - | 0.0% | 0.0% |
| Costa Rica | 2010 | 12 | 194,063 | -2.5% | 94.3% | 5.7% | 182,971 | -2.0% | 94.3% | 11,092 | -11.0% | 5.7% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 219,460 | 13.1% | 93.3% | 6.7% | 204,589 | 11.8% | 93.3% | 14,709 | 32.6% | 6.7% | 162 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,066,757 | -5.3% | 91.5% | 8.5% | 1,891,037 | -2.8% | 91.5% | 174,766 | -23.9% | 8.5% | 942 | -85.9% | 98.7% | 12 | 0.0% | 1.3% |
| | YE | 201012 | 2,113,492 | 2.3% | 93.5% | 6.5% | 1,975,100 | 4.4% | 93.5% | 136,981 | -21.6% | 6.5% | 1,411 | 49.8% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201112 | 2,182,161 | 3.2% | 92.7% | 7.3% | 2,020,327 | 2.3% | 92.7% | 159,389 | 16.4% | 7.3% | 2,445 | 73.3% | 100.0% | - | 0.0% | 0.0% |
| Switzerland | 2010 | 12 | 155,363 | 14.4% | 38.9% | 61.1% | 60,460 | 9.4% | 38.9% | 94,863 | 17.9% | 61.1% | 40 | 14.3% | 100.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 148,917 | -4.1% | 36.5% | 63.5% | 54,335 | -10.1% | 36.5% | 94,569 | -0.3% | 63.5% | 9 | -77.5% | 69.2% | 4 | 0.0% | 30.8% |
| | YE | 200912 | 1,617,854 | -2.0% | 43.8% | 56.2% | 708,614 | 1.1% | 43.8% | 908,919 | -3.8% | 56.2% | 271 | 29.7% | 84.4% | 50 | -98.9% | 15.6% |
| | YE | 201012 | 1,844,447 | 14.0% | 41.6% | 58.4% | 767,674 | 8.3% | 41.6% | 1,076,359 | 18.4% | 58.4% | 358 | 32.1% | 86.5% | 56 | 12.0% | 13.5% |
| | YE | 201112 | 1,935,973 | 5.0% | 40.3% | 59.7% | 779,029 | 1.5% | 40.2% | 1,156,571 | 7.5% | 59.8% | 340 | -5.0% | 91.2% | 33 | -41.1% | 8.8% |

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Passengers

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| | | | 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 |
| United Arab Emirates | 2010 | 12 | 177,474 | 28.9% | 32.6% | 67.4% | 57,777 | 7.4% | 32.6% | 119,697 | 42.6% | 67.4% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 190,649 | 7.4% | 34.5% | 65.5% | 65,807 | 13.9% | 34.5% | 124,842 | 4.3% | 65.5% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,252,983 | 43.4% | 36.0% | 64.0% | 450,562 | 59.7% | 36.0% | 802,421 | 35.7% | 64.0% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 1,673,346 | 33.5% | 38.6% | 61.4% | 646,274 | 43.4% | 38.6% | 1,027,068 | 28.0% | 61.4% | 4 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 1,932,539 | 15.5% | 35.0% | 65.0% | 675,701 | 4.6% | 35.0% | 1,256,838 | 22.4% | 65.0% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| Ireland | 2010 | 12 | 119,749 | -7.7% | 43.4% | 56.6% | 51,350 | -3.2% | 43.1% | 67,734 | -10.1% | 56.9% | 665 | -52.5% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 110,993 | -7.3% | 39.0% | 61.0% | 42,957 | -16.3% | 38.8% | 67,721 | 0.0% | 61.2% | 315 | -52.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,950,828 | -10.6% | 44.5% | 55.5% | 862,253 | -4.8% | 44.3% | 1,082,013 | -13.6% | 55.7% | 6,506 | -21.8% | 99.1% | 56 | -99.6% | 0.9% |
| | YE | 201012 | 1,741,522 | -10.7% | 47.2% | 52.8% | 819,053 | -5.0% | 47.1% | 919,130 | -15.1% | 52.9% | 3,063 | -52.9% | 91.7% | 276 | 392.9% | 8.3% |
| | YE | 201112 | 1,771,151 | 1.7% | 48.7% | 51.3% | 858,837 | 4.9% | 48.6% | 909,463 | -1.1% | 51.4% | 2,839 | -7.3% | 99.6% | 12 | -95.7% | 0.4% |
| Taiwan | 2010 | 12 | 144,291 | -15.7% | 0.0% | 100.0% | - | 0.0% | 0.0% | 144,291 | -15.7% | 100.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 145,899 | 1.1% | 0.0% | 100.0% | - | 0.0% | 0.0% | 145,899 | 1.1% | 100.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,847,667 | -15.7% | 0.1% | 99.9% | 326 | -99.7% | 0.0% | 1,845,162 | -11.0% | 100.0% | 2,179 | -77.3% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 1,888,218 | 2.2% | 0.4% | 99.6% | 363 | 11.3% | 0.0% | 1,881,349 | 2.0% | 100.0% | 6,506 | 198.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 1,704,609 | -9.7% | 0.4% | 99.6% | - | -100.0% | 0.0% | 1,698,178 | -9.7% | 100.0% | 6,431 | -1.2% | 100.0% | - | 0.0% | 0.0% |
| Panama | 2010 | 12 | 146,665 | 7.1% | 43.4% | 56.6% | 63,658 | -3.4% | 43.4% | 83,007 | 30.9% | 56.6% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 164,362 | 12.1% | 38.2% | 61.8% | 62,719 | -1.5% | 38.2% | 101,637 | 22.4% | 61.8% | 6 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,432,911 | 9.9% | 48.5% | 51.5% | 685,237 | 2.1% | 48.1% | 738,331 | 17.1% | 51.9% | 9,274 | 382.0% | 99.3% | 69 | 0.0% | 0.7% |
| | YE | 201012 | 1,537,741 | 7.3% | 46.8% | 53.2% | 704,071 | 2.7% | 46.2% | 818,667 | 10.9% | 53.8% | 15,003 | 61.8% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201112 | 1,698,276 | 10.4% | 41.4% | 58.6% | 702,498 | -0.2% | 41.4% | 994,392 | 21.5% | 58.6% | 1,386 | -90.8% | 100.0% | - | 0.0% | 0.0% |
| El Salvador | 2010 | 12 | 126,737 | 5.0% | 35.3% | 64.7% | 43,192 | 3.7% | 34.5% | 81,970 | 4.0% | 65.5% | 1,575 | 728.9% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 130,493 | 3.0% | 32.2% | 67.8% | 40,963 | -5.2% | 31.7% | 88,448 | 7.9% | 68.3% | 1,082 | -31.3% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,259,810 | 5.2% | 37.3% | 62.7% | 465,764 | -3.1% | 37.1% | 790,210 | 12.0% | 62.9% | 3,836 | -65.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 1,367,548 | 8.6% | 35.7% | 64.3% | 472,144 | 1.4% | 34.9% | 879,255 | 11.3% | 65.1% | 16,149 | 321.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 1,451,598 | 6.1% | 33.7% | 66.3% | 473,008 | 0.2% | 32.9% | 962,720 | 9.5% | 67.1% | 15,870 | -1.7% | 100.0% | - | 0.0% | 0.0% |

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

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2/ Ranked in descending order according to YE 201112 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 |
| Canada | 2010 | 12 | 2,643,854 | 6.6% | 52.1% | 47.9% | 1,345,152 | 1.3% | 51.6% | 1,263,543 | 11.4% | 48.4% | 32,033 | 100.3% | 91.1% | 3,126 | 6.2% | 8.9% |
| | 2011 | 12 | 2,673,740 | 1.1% | 50.2% | 49.8% | 1,310,049 | -2.6% | 49.7% | 1,326,439 | 5.0% | 50.3% | 33,298 | 3.9% | 89.4% | 3,954 | 26.5% | 10.6% |
| | YE | 200912 | 29,470,620 | -5.7% | 58.5% | 41.5% | 17,012,341 | -5.1% | 58.2% | 12,220,514 | -6.6% | 41.8% | 216,014 | 2.0% | 90.9% | 21,751 | -19.9% | 9.1% |
| | YE | 201012 | 30,894,709 | 4.8% | 55.8% | 44.2% | 16,969,794 | -0.3% | 55.5% | 13,632,455 | 11.6% | 44.5% | 266,593 | 23.4% | 91.2% | 25,867 | 18.9% | 8.8% |
| | YE | 201112 | 31,553,134 | 2.1% | 53.8% | 46.2% | 16,589,023 | -2.2% | 53.3% | 14,562,769 | 6.8% | 46.7% | 375,119 | 40.7% | 93.5% | 26,223 | 1.4% | 6.5% |
| Mexico | 2010 | 12 | 2,022,253 | -7.1% | 87.9% | 12.1% | 1,751,334 | 11.8% | 87.9% | 241,757 | -59.7% | 12.1% | 26,806 | 736.6% | 91.9% | 2,356 | -68.6% | 8.1% |
| | 2011 | 12 | 2,230,648 | 10.3% | 86.1% | 13.9% | 1,905,521 | 8.8% | 86.3% | 302,601 | 25.2% | 13.7% | 15,290 | -43.0% | 67.9% | 7,236 | 207.1% | 32.1% |
| | YE | 200912 | 23,065,304 | -12.2% | 71.3% | 28.7% | 16,362,646 | -8.3% | 71.5% | 6,524,800 | -15.5% | 28.5% | 82,126 | -81.8% | 46.2% | 95,732 | -59.9% | 53.8% |
| | YE | 201012 | 23,237,905 | 0.7% | 78.0% | 22.0% | 17,890,988 | 9.3% | 78.1% | 5,024,766 | -23.0% | 21.9% | 235,166 | 186.3% | 73.0% | 86,985 | -9.1% | 27.0% |
| | YE | 201112 | 23,884,378 | 2.8% | 87.0% | 13.0% | 20,457,413 | 14.3% | 87.2% | 3,009,928 | -40.1% | 12.8% | 322,837 | 37.3% | 77.4% | 94,200 | 8.3% | 22.6% |
| United Kingdom | 2010 | 12 | 1,431,387 | -2.5% | 41.8% | 58.2% | 597,746 | -0.9% | 42.1% | 823,457 | -4.3% | 57.9% | 829 | 34.1% | 8.1% | 9,355 | 125.9% | 91.9% |
| | 2011 | 12 | 1,609,006 | 12.4% | 40.9% | 59.1% | 656,825 | 9.9% | 40.9% | 949,685 | 15.3% | 59.1% | 705 | -15.0% | 28.2% | 1,791 | -80.9% | 71.8% |
| | YE | 200912 | 20,404,171 | -14.9% | 41.6% | 58.4% | 8,488,812 | -12.4% | 42.6% | 11,431,216 | -15.0% | 57.4% | 4,732 | -73.2% | 1.0% | 479,411 | -42.4% | 99.0% |
| | YE | 201012 | 19,247,118 | -5.7% | 42.0% | 58.0% | 8,068,347 | -5.0% | 42.8% | 10,767,004 | -5.8% | 57.2% | 10,984 | 132.1% | 2.7% | 400,783 | -16.4% | 97.3% |
| | YE | 201112 | 20,965,008 | 8.9% | 41.8% | 58.2% | 8,756,001 | 8.5% | 42.3% | 11,960,372 | 11.1% | 57.7% | 6,954 | -36.7% | 2.8% | 241,681 | -39.7% | 97.2% |
| Japan | 2010 | 12 | 1,104,791 | -1.9% | 65.6% | 34.4% | 721,520 | 9.9% | 66.1% | 369,931 | -19.0% | 33.9% | 3,485 | 349.7% | 26.1% | 9,855 | -20.4% | 73.9% |
| | 2011 | 12 | 1,106,902 | 0.2% | 64.3% | 35.7% | 702,941 | -2.6% | 64.5% | 386,927 | 4.6% | 35.5% | 9,132 | 162.0% | 53.6% | 7,902 | -19.8% | 46.4% |
| | YE | 200912 | 13,463,939 | -6.5% | 60.6% | 39.4% | 8,142,080 | -7.5% | 60.9% | 5,232,109 | -4.7% | 39.1% | 21,913 | -12.0% | 24.4% | 67,837 | -23.2% | 75.6% |
| | YE | 201012 | 13,309,056 | -1.2% | 63.4% | 36.6% | 8,425,351 | 3.5% | 63.7% | 4,798,272 | -8.3% | 36.3% | 18,172 | -17.1% | 21.3% | 67,261 | -0.8% | 78.7% |
| | YE | 201112 | 12,996,970 | -2.3% | 65.9% | 34.1% | 8,530,021 | 1.2% | 66.5% | 4,300,269 | -10.4% | 33.5% | 31,323 | 72.4% | 18.8% | 135,357 | 101.2% | 81.2% |
| Germany | 2010 | 12 | 835,763 | 1.0% | 43.3% | 56.7% | 360,462 | 2.9% | 43.2% | 474,145 | -0.4% | 56.8% | 1,124 | 18.6% | 97.2% | 32 | -94.8% | 2.8% |
| | 2011 | 12 | 851,403 | 1.9% | 44.1% | 55.9% | 374,634 | 3.9% | 44.1% | 475,733 | 0.3% | 55.9% | 1,036 | -7.8% | 100.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 11,074,577 | -5.7% | 40.6% | 59.4% | 4,462,592 | -3.2% | 40.4% | 6,582,109 | -7.7% | 59.6% | 28,570 | 196.5% | 95.6% | 1,306 | 2076.7% | 4.4% |
| | YE | 201012 | 11,365,064 | 2.6% | 42.1% | 57.9% | 4,781,797 | 7.2% | 42.1% | 6,578,209 | -0.1% | 57.9% | 5,026 | -82.4% | 99.4% | 32 | -97.5% | 0.6% |
| | YE | 201112 | 11,717,366 | 3.1% | 42.4% | 57.6% | 4,964,126 | 3.8% | 42.4% | 6,745,047 | 2.5% | 57.6% | 7,387 | 47.0% | 90.2% | 806 | 2418.8% | 9.8% |

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 |
| France | 2010 | 12 | 541,556 | 6.2% | 45.4% | 54.6% | 245,941 | 12.6% | 45.4% | 295,573 | 1.4% | 54.6% | 42 | 31.3% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 541,235 | -0.1% | 47.0% | 53.0% | 253,966 | 3.3% | 46.9% | 287,124 | -2.9% | 53.1% | 145 | 245.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 7,303,164 | -8.2% | 43.5% | 56.5% | 3,170,543 | -7.4% | 43.4% | 4,127,411 | -8.9% | 56.6% | 2,793 | -5.6% | 53.6% | 2,417 | 1479.7% | 46.4% |
| | YE | 201012 | 7,220,240 | -1.1% | 44.0% | 56.0% | 3,172,339 | 0.1% | 44.0% | 4,042,565 | -2.1% | 56.0% | 4,020 | 43.9% | 75.3% | 1,316 | -45.6% | 24.7% |
| | YE | 201112 | 7,684,407 | 6.4% | 44.7% | 55.3% | 3,427,266 | 8.0% | 44.6% | 4,251,268 | 5.2% | 55.4% | 3,903 | -2.9% | 66.5% | 1,970 | 49.7% | 33.5% |
| Dominican Republic | 2010 | 12 | 452,068 | -12.8% | 98.8% | 1.2% | 442,582 | -12.5% | 98.8% | 5,366 | -28.7% | 1.2% | 4,120 | -11.7% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 515,002 | 13.9% | 99.1% | 0.9% | 505,942 | 14.3% | 99.1% | 4,418 | -17.7% | 0.9% | 4,642 | 12.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 5,716,437 | 6.4% | 99.1% | 0.9% | 5,581,531 | 7.5% | 99.1% | 49,338 | 78.1% | 0.9% | 85,568 | -44.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 5,814,954 | 1.7% | 98.9% | 1.1% | 5,610,698 | 0.5% | 98.9% | 63,479 | 28.7% | 1.1% | 138,511 | 61.9% | 98.4% | 2,266 | 0.0% | 1.6% |
| | YE | 201112 | 5,751,235 | -1.1% | 99.5% | 0.5% | 5,560,491 | -0.9% | 99.5% | 30,694 | -51.6% | 0.5% | 160,050 | 15.6% | 100.0% | - | -100.0% | 0.0% |
| South Korea | 2010 | 12 | 421,756 | 14.7% | 10.2% | 89.8% | 43,052 | 293.7% | 10.2% | 377,078 | 6.0% | 89.8% | - | 0.0% | 0.0% | 1,626 | 28.0% | 100.0% |
| | 2011 | 12 | 489,973 | 16.2% | 11.3% | 88.7% | 55,396 | 28.7% | 11.4% | 431,899 | 14.5% | 88.6% | - | 0.0% | 0.0% | 2,678 | 64.7% | 100.0% |
| | YE | 200912 | 4,420,119 | -0.4% | 5.5% | 94.5% | 244,475 | -16.6% | 5.5% | 4,169,577 | 1.1% | 94.5% | 392 | -95.5% | 6.5% | 5,675 | -25.4% | 93.5% |
| | YE | 201012 | 4,735,548 | 7.1% | 8.0% | 92.0% | 379,440 | 55.2% | 8.0% | 4,334,140 | 3.9% | 92.0% | 49 | -87.5% | 0.2% | 21,919 | 286.2% | 99.8% |
| | YE | 201112 | 5,428,338 | 14.6% | 12.0% | 88.0% | 646,732 | 70.4% | 12.0% | 4,747,907 | 9.5% | 88.0% | 5,429 | 10979.6% | 16.1% | 28,270 | 29.0% | 83.9% |
| Netherlands | 2010 | 12 | 399,978 | 5.9% | 62.5% | 37.5% | 250,151 | 6.1% | 62.5% | 149,827 | 5.7% | 37.5% | - | 0.0% | 0.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 380,538 | -4.9% | 61.6% | 38.4% | 234,379 | -6.3% | 61.6% | 146,159 | -2.4% | 38.4% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 5,324,462 | -11.9% | 64.2% | 35.8% | 3,417,831 | -9.8% | 64.2% | 1,904,919 | -15.5% | 35.8% | 1,684 | 350.3% | 98.4% | 28 | -44.0% | 1.6% |
| | YE | 201012 | 5,203,900 | -2.3% | 64.3% | 35.7% | 3,343,696 | -2.2% | 64.4% | 1,851,144 | -2.8% | 35.6% | 566 | -66.4% | 6.2% | 8,494 | 30235.7% | 93.8% |
| | YE | 201112 | 5,398,496 | 3.7% | 63.8% | 36.2% | 3,440,895 | 2.9% | 63.8% | 1,955,839 | 5.7% | 36.2% | 1,762 | 211.3% | 100.0% | - | -100.0% | 0.0% |
| Brazil | 2010 | 12 | 407,552 | 15.0% | 70.4% | 29.6% | 286,752 | 20.5% | 70.4% | 120,784 | 4.6% | 29.6% | 16 | -98.5% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 443,676 | 8.9% | 69.1% | 30.9% | 303,282 | 5.8% | 68.9% | 136,920 | 13.4% | 31.1% | 3,474 | 21612.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 3,908,735 | 14.6% | 66.4% | 33.6% | 2,589,699 | 9.0% | 66.3% | 1,313,421 | 28.0% | 33.7% | 5,302 | -35.6% | 94.4% | 313 | -60.5% | 5.6% |
| | YE | 201012 | 4,244,930 | 8.6% | 69.1% | 30.9% | 2,931,250 | 13.2% | 69.1% | 1,311,438 | -0.2% | 30.9% | 2,226 | -58.0% | 99.3% | 16 | -94.9% | 0.7% |
| | YE | 201112 | 4,769,247 | 12.4% | 68.2% | 31.8% | 3,243,472 | 10.7% | 68.1% | 1,517,831 | 15.7% | 31.9% | 7,944 | 256.9% | 100.0% | - | -100.0% | 0.0% |

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| | | | 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 |
| China | 2010 | 12 | 262,435 | 23.7% | 61.2% | 38.8% | 160,707 | 28.4% | 61.2% | 101,728 | 16.8% | 38.8% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 344,601 | 31.3% | 63.7% | 36.3% | 219,385 | 36.5% | 63.7% | 125,202 | 23.1% | 36.3% | 14 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,730,043 | -3.6% | 64.3% | 35.7% | 1,753,993 | 0.4% | 64.3% | 975,230 | -9.3% | 35.7% | 806 | -92.8% | 98.3% | 14 | -56.3% | 1.7% |
| | YE | 201012 | 3,104,143 | 13.7% | 63.2% | 36.8% | 1,958,885 | 11.7% | 63.2% | 1,142,056 | 17.1% | 36.8% | 3,202 | 297.3% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201112 | 3,953,807 | 27.4% | 66.0% | 34.0% | 2,605,763 | 33.0% | 66.0% | 1,341,627 | 17.5% | 34.0% | 4,777 | 49.2% | 74.4% | 1,640 | 0.0% | 25.6% |
| Jamaica | 2010 | 12 | 325,816 | 6.4% | 79.0% | 21.0% | 251,431 | 13.1% | 78.6% | 68,310 | -16.7% | 21.4% | 6,075 | 199.3% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 349,214 | 7.2% | 74.7% | 25.3% | 246,380 | -2.0% | 73.6% | 88,352 | 29.3% | 26.4% | 14,482 | 138.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 3,597,220 | -5.9% | 67.6% | 32.4% | 2,411,126 | 6.7% | 67.4% | 1,163,813 | -21.5% | 32.6% | 22,281 | -72.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 3,898,055 | 8.4% | 76.9% | 31.1% | 2,941,956 | 22.0% | 76.6% | 901,186 | -22.6% | 23.4% | 54,913 | 146.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 3,816,177 | -2.1% | 77.2% | 22.8% | 2,674,910 | -9.1% | 75.5% | 869,197 | -3.5% | 24.5% | 272,070 | 395.5% | 100.0% | - | 0.0% | 0.0% |
| Spain | 2010 | 12 | 229,157 | 12.0% | 54.6% | 45.4% | 124,832 | 9.2% | 54.5% | 104,096 | 15.9% | 45.5% | 229 | -52.7% | 100.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 245,881 | 7.3% | 49.1% | 50.9% | 120,588 | -3.4% | 49.1% | 124,825 | 19.9% | 50.9% | 50 | -78.2% | 10.7% | 418 | 0.0% | 89.3% |
| | YE | 200912 | 2,980,810 | 8.9% | 58.2% | 41.8% | 1,724,671 | 9.0% | 58.0% | 1,246,732 | 8.4% | 42.0% | 9,395 | 140.9% | 99.9% | 12 | -25.0% | 0.1% |
| | YE | 201012 | 3,256,256 | 9.2% | 54.4% | 45.6% | 1,768,882 | 2.6% | 54.4% | 1,484,589 | 19.1% | 45.6% | 2,486 | -73.5% | 89.3% | 299 | 2391.7% | 10.7% |
| | YE | 201112 | 3,721,818 | 14.3% | 54.9% | 45.1% | 2,031,375 | 14.8% | 54.7% | 1,679,487 | 13.1% | 45.3% | 10,167 | 309.0% | 92.8% | 789 | 163.9% | 7.2% |
| The Bahamas | 2010 | 12 | 280,570 | -19.0% | 77.0% | 23.0% | 210,854 | -24.3% | 76.5% | 64,666 | 2.5% | 23.5% | 5,050 | 12.8% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 319,231 | 13.8% | 79.7% | 20.3% | 235,795 | 11.8% | 78.4% | 64,810 | 0.2% | 21.6% | 18,626 | 268.8% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 3,645,669 | -7.7% | 83.3% | 16.7% | 2,966,498 | -5.7% | 83.0% | 608,609 | -17.1% | 17.0% | 70,562 | 1.3% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201012 | 3,750,830 | 2.9% | 82.5% | 17.5% | 3,013,374 | 1.6% | 82.1% | 656,506 | 7.9% | 17.9% | 80,950 | 14.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 3,302,400 | -12.0% | 81.2% | 18.8% | 2,588,120 | -14.1% | 80.7% | 620,815 | -5.4% | 19.3% | 93,209 | 15.1% | 99.7% | 256 | 0.0% | 0.3% |
| Italy | 2010 | 12 | 215,066 | -13.9% | 55.2% | 44.8% | 118,693 | 8.7% | 55.2% | 96,360 | -31.4% | 44.8% | 13 | -50.0% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 172,386 | -19.8% | 57.3% | 42.7% | 98,839 | -16.7% | 57.3% | 73,528 | -23.7% | 42.7% | 19 | 46.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 3,828,834 | 2.7% | 59.3% | 40.7% | 2,271,730 | -8.9% | 59.3% | 1,556,935 | 27.1% | 40.7% | 139 | -98.5% | 82.2% | 30 | 0.0% | 17.8% |
| | YE | 201012 | 3,357,578 | -12.3% | 64.9% | 35.1% | 2,179,136 | -4.1% | 64.9% | 1,177,829 | -24.3% | 35.1% | 613 | 341.0% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201112 | 3,257,118 | -3.0% | 63.2% | 36.8% | 2,058,654 | -5.5% | 63.2% | 1,197,984 | 1.7% | 36.8% | 480 | -21.7% | 100.0% | - | 0.0% | 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 201112 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 |
| Australia | 2010 | 12 | 247,452 | 8.7% | 60.0% | 40.0% | 148,343 | 17.9% | 60.0% | 98,862 | -2.8% | 40.0% | 20 | 0.0% | 8.1% | 227 | 0.0% | 91.9% |
| | 2011 | 12 | 250,036 | 1.0% | 55.7% | 44.3% | 139,292 | -6.1% | 55.7% | 110,744 | 12.0% | 44.3% | - | -100.0% | 0.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 2,454,312 | 16.2% | 49.3% | 50.7% | 1,209,604 | 58.0% | 49.3% | 1,243,932 | -7.6% | 50.7% | 318 | -64.0% | 41.0% | 458 | 0.0% | 59.0% |
| | YE | 201012 | 2,685,487 | 9.4% | 54.0% | 46.0% | 1,450,881 | 19.9% | 54.1% | 1,232,041 | -1.0% | 45.9% | 52 | -83.6% | 2.0% | 2,513 | 448.7% | 98.0% |
| | YE | 201112 | 2,855,167 | 6.3% | 56.2% | 43.8% | 1,604,763 | 10.6% | 56.2% | 1,249,704 | 1.4% | 43.8% | 246 | 373.1% | 35.1% | 454 | -81.9% | 64.9% |
| Hong Kong | 2010 | 12 | 221,720 | 5.9% | 34.6% | 65.4% | 76,812 | 22.9% | 34.6% | 144,894 | -1.3% | 65.4% | - | 0.0% | 0.0% | 14 | 0.0% | 100.0% |
| | 2011 | 12 | 257,702 | 16.2% | 28.4% | 71.6% | 73,194 | -4.7% | 28.4% | 184,508 | 27.3% | 71.6% | - | 0.0% | 0.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 2,454,347 | -15.4% | 30.2% | 69.8% | 741,376 | -16.5% | 30.2% | 1,712,953 | -14.9% | 69.8% | 18 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 2,629,979 | 7.2% | 32.2% | 67.8% | 847,568 | 14.3% | 32.2% | 1,782,397 | 4.1% | 67.8% | - | -100.0% | 0.0% | 14 | 0.0% | 100.0% |
| | YE | 201112 | 2,827,227 | 7.5% | 32.0% | 68.0% | 883,121 | 4.2% | 31.5% | 1,921,258 | 7.8% | 68.5% | 22,848 | 0.0% | 100.0% | - | -100.0% | 0.0% |
| Colombia | 2010 | 12 | 291,351 | 16.2% | 60.3% | 39.7% | 175,291 | 36.8% | 60.2% | 115,760 | -5.5% | 39.8% | 300 | 106.9% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 263,744 | -9.5% | 55.1% | 44.9% | 145,371 | -17.1% | 55.1% | 118,373 | 2.3% | 44.9% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,875,108 | 9.0% | 49.2% | 50.8% | 1,413,863 | 11.1% | 49.2% | 1,460,457 | 7.0% | 50.8% | 788 | -19.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 3,184,098 | 10.7% | 57.8% | 42.2% | 1,836,320 | 29.9% | 57.7% | 1,345,001 | -7.9% | 42.3% | 2,777 | 252.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 2,786,352 | -12.5% | 55.6% | 44.4% | 1,548,607 | -15.7% | 55.6% | 1,236,951 | -8.0% | 44.4% | 794 | -71.4% | 100.0% | - | 0.0% | 0.0% |
| Costa Rica | 2010 | 12 | 236,564 | -2.9% | 94.0% | 6.0% | 222,318 | -2.6% | 94.0% | 14,246 | -7.8% | 6.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 269,328 | 13.8% | 93.0% | 7.0% | 250,178 | 12.5% | 93.0% | 18,828 | 32.2% | 7.0% | 322 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,529,749 | -8.1% | 91.5% | 8.5% | 2,313,145 | -4.8% | 91.5% | 214,522 | -31.4% | 8.5% | 2,032 | -81.9% | 97.6% | 50 | 0.0% | 2.4% |
| | YE | 201012 | 2,612,122 | 3.3% | 93.5% | 6.5% | 2,439,748 | 5.5% | 93.5% | 170,472 | -20.5% | 6.5% | 1,902 | -6.4% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201112 | 2,657,510 | 1.7% | 92.6% | 7.4% | 2,456,260 | 0.7% | 92.6% | 196,714 | 15.4% | 7.4% | 4,536 | 138.5% | 100.0% | - | 0.0% | 0.0% |
| United Arab Emirates | 2010 | 12 | 209,305 | 33.0% | 31.6% | 68.4% | 66,085 | 8.9% | 31.6% | 143,220 | 48.1% | 68.4% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 216,262 | 3.3% | 34.1% | 65.9% | 73,786 | 11.7% | 34.1% | 142,476 | -0.5% | 65.9% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,655,273 | 46.6% | 36.2% | 63.8% | 598,997 | 72.7% | 36.2% | 1,056,276 | 35.1% | 63.8% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 1,992,117 | 20.3% | 38.5% | 61.5% | 767,538 | 28.1% | 38.5% | 1,224,565 | 15.9% | 61.5% | 14 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 2,482,208 | 24.6% | 32.5% | 67.5% | 807,153 | 5.2% | 32.5% | 1,675,055 | 36.8% | 67.5% | - | -100.0% | 0.0% | - | 0.0% | 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 201112 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 |
| Switzerland | 2010 | 12 | 189,568 | 18.9% | 42.0% | 58.0% | 79,472 | 16.2% | 42.0% | 109,932 | 21.0% | 58.0% | 164 | 25.2% | 100.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 187,787 | -0.9% | 38.9% | 61.1% | 73,075 | -8.0% | 38.9% | 114,631 | 4.3% | 61.1% | 53 | -67.7% | 65.4% | 28 | 0.0% | 34.6% |
| | YE | 200912 | 2,005,478 | -3.3% | 46.1% | 53.9% | 922,753 | -2.7% | 46.1% | 1,080,905 | -3.4% | 53.9% | 1,584 | 39.6% | 87.0% | 236 | -96.4% | 13.0% |
| | YE | 201012 | 2,224,613 | 10.9% | 44.2% | 55.8% | 981,030 | 6.3% | 44.1% | 1,241,480 | 14.9% | 55.9% | 1,314 | -17.0% | 62.5% | 789 | 234.3% | 37.5% |
| | YE | 201112 | 2,379,840 | 7.0% | 43.2% | 56.8% | 1,025,781 | 4.6% | 43.1% | 1,351,483 | 8.9% | 56.9% | 1,337 | 1.8% | 51.9% | 1,239 | 57.0% | 48.1% |
| Panama | 2010 | 12 | 192,755 | 12.9% | 43.5% | 56.5% | 83,937 | 2.0% | 43.5% | 108,818 | 36.0% | 56.5% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 225,006 | 16.7% | 35.8% | 64.2% | 80,620 | -4.0% | 35.8% | 144,358 | 32.7% | 64.2% | 28 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,830,468 | -2.7% | 47.2% | 52.8% | 853,324 | -8.9% | 46.9% | 965,494 | 2.7% | 53.1% | 11,562 | 151.0% | 99.2% | 88 | 0.0% | 0.8% |
| | YE | 201012 | 2,061,606 | 12.6% | 46.2% | 53.8% | 934,157 | 9.5% | 45.7% | 1,109,859 | 15.0% | 54.3% | 17,590 | 52.1% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201112 | 2,331,189 | 13.1% | 39.7% | 60.3% | 922,690 | -1.2% | 39.6% | 1,406,027 | 26.7% | 60.4% | 2,472 | -85.9% | 100.0% | - | 0.0% | 0.0% |
| Ireland | 2010 | 12 | 156,716 | -3.1% | 41.8% | 58.2% | 63,896 | 2.6% | 41.2% | 91,144 | -5.9% | 58.8% | 1,676 | -37.0% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 148,455 | -5.3% | 36.1% | 63.9% | 52,740 | -17.5% | 35.7% | 94,935 | 4.2% | 64.3% | 780 | -53.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,488,626 | -14.5% | 40.6% | 59.4% | 996,996 | -12.4% | 40.3% | 1,477,720 | -15.0% | 59.7% | 13,822 | -13.1% | 99.4% | 88 | -99.5% | 0.6% |
| | YE | 201012 | 2,125,986 | -14.6% | 44.6% | 55.4% | 940,702 | -5.6% | 44.4% | 1,177,369 | -20.3% | 55.6% | 7,583 | -45.1% | 95.8% | 332 | 277.3% | 4.2% |
| | YE | 201112 | 2,185,948 | 2.8% | 46.1% | 53.9% | 997,845 | 6.1% | 45.9% | 1,177,400 | 0.0% | 54.1% | 10,667 | 40.7% | 99.7% | 36 | -89.2% | 0.3% |
| Taiwan | 2010 | 12 | 184,001 | -11.4% | 0.0% | 100.0% | - | 0.0% | 0.0% | 184,001 | -11.4% | 100.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 183,209 | -0.4% | 0.0% | 100.0% | - | 0.0% | 0.0% | 183,209 | -0.4% | 100.0% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 2,340,707 | -13.9% | 0.2% | 99.8% | 374 | -99.7% | 0.0% | 2,334,907 | -9.5% | 100.0% | 5,426 | -52.8% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 2,281,842 | -2.5% | 0.4% | 99.6% | 374 | 0.0% | 0.0% | 2,272,406 | -2.7% | 100.0% | 9,062 | 67.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 2,105,411 | -7.7% | 0.4% | 99.6% | - | -100.0% | 0.0% | 2,097,819 | -7.7% | 100.0% | 7,592 | -16.2% | 100.0% | - | 0.0% | 0.0% |
| El Salvador | 2010 | 12 | 174,877 | 7.3% | 39.8% | 60.2% | 65,793 | 5.9% | 38.4% | 105,342 | 5.2% | 61.6% | 3,742 | 477.5% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 174,790 | 0.0% | 34.2% | 65.8% | 57,390 | -12.8% | 33.3% | 114,976 | 9.1% | 66.7% | 2,424 | -35.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 1,674,054 | -0.5% | 39.7% | 60.3% | 656,804 | -3.1% | 39.4% | 1,009,308 | 4.4% | 60.6% | 7,942 | -78.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 1,848,717 | 10.4% | 40.4% | 59.6% | 710,932 | 8.2% | 39.2% | 1,101,858 | 9.2% | 60.8% | 35,927 | 352.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 1,959,381 | 6.0% | 38.0% | 62.0% | 708,923 | -0.3% | 36.8% | 1,215,092 | 10.3% | 63.2% | 35,366 | -1.6% | 100.0% | - | 0.0% | 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 201112 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 | 2010 | 12 | 65,151 | -3.6% | 56.9% | 43.1% | 33,742 | -0.4% | 54.9% | 27,770 | -7.9% | 45.1% | 3,310 | -3.5% | 91.0% | 329 | 200.0% | 9.0% |
| | 2011 | 12 | 63,718 | -2.2% | 58.7% | 41.3% | 35,595 | 5.5% | 57.7% | 26,098 | -6.0% | 42.3% | 1,814 | -45.2% | 89.6% | 210 | -36.0% | 10.4% |
| | YE | 200912 | 718,682 | -23.7% | 56.3% | 43.7% | 373,718 | -25.0% | 54.6% | 310,521 | -22.4% | 45.4% | 30,706 | -28.1% | 89.2% | 3,737 | 350.8% | 10.8% |
| | YE | 201012 | 801,023 | 11.5% | 57.3% | 42.7% | 409,910 | 9.7% | 54.9% | 337,063 | 8.5% | 45.1% | 49,291 | 60.5% | 91.2% | 4,759 | 27.4% | 8.8% |
| | YE | 201112 | 822,036 | 2.6% | 57.1% | 42.9% | 436,379 | 6.5% | 56.0% | 342,342 | 1.6% | 44.0% | 33,411 | -32.2% | 77.1% | 9,903 | 108.1% | 22.9% |
| Germany | 2010 | 12 | 65,195 | 34.8% | 57.8% | 42.2% | 30,496 | 34.9% | 52.6% | 27,452 | 44.9% | 47.4% | 7,210 | 25.9% | 99.5% | 37 | -96.6% | 0.5% |
| | 2011 | 12 | 60,673 | -6.9% | 50.8% | 49.2% | 26,893 | -11.8% | 47.4% | 29,785 | 8.5% | 52.6% | 3,934 | -45.4% | 98.4% | 62 | 68.8% | 1.6% |
| | YE | 200912 | 638,663 | -16.1% | 52.0% | 48.0% | 247,854 | -5.2% | 45.3% | 299,525 | -14.7% | 54.7% | 84,104 | -41.4% | 92.1% | 7,180 | 52.9% | 7.9% |
| | YE | 201012 | 789,646 | 23.6% | 51.9% | 48.1% | 334,364 | 34.9% | 47.0% | 377,565 | 26.1% | 53.0% | 75,253 | -10.5% | 96.8% | 2,464 | -65.7% | 3.2% |
| | YE | 201112 | 799,004 | 1.2% | 53.2% | 46.8% | 372,575 | 11.4% | 50.1% | 371,619 | -1.6% | 49.9% | 52,872 | -29.7% | 96.5% | 1,938 | -21.4% | 3.5% |
| United Kingdom | 2010 | 12 | 62,924 | 0.2% | 46.5% | 53.5% | 26,711 | 1.1% | 44.7% | 32,989 | -5.3% | 55.3% | 2,552 | 191.0% | 79.2% | 672 | 43.0% | 20.8% |
| | 2011 | 12 | 65,187 | 3.6% | 44.1% | 55.9% | 26,468 | -0.9% | 42.1% | 36,357 | 10.2% | 57.9% | 2,297 | -10.0% | 97.2% | 65 | -90.3% | 2.8% |
| | YE | 200912 | 736,884 | -16.0% | 42.5% | 57.5% | 295,789 | -15.9% | 41.5% | 417,338 | -12.9% | 58.5% | 17,383 | -53.8% | 73.2% | 6,373 | -26.0% | 26.8% |
| | YE | 201012 | 801,019 | 8.7% | 45.9% | 54.1% | 343,719 | 16.2% | 44.8% | 423,885 | 1.6% | 55.2% | 23,871 | 37.3% | 71.4% | 9,544 | 49.8% | 28.6% |
| | YE | 201112 | 796,070 | -0.6% | 44.9% | 55.1% | 336,865 | -2.0% | 43.7% | 434,720 | 2.6% | 56.3% | 20,311 | -14.9% | 83.0% | 4,174 | -56.3% | 17.0% |
| South Korea | 2010 | 12 | 71,019 | 1.2% | 31.4% | 68.6% | 14,444 | 42.0% | 28.9% | 35,487 | -10.8% | 71.1% | 7,849 | -27.8% | 37.2% | 13,239 | 41.6% | 62.8% |
| | 2011 | 12 | 59,081 | -16.8% | 31.3% | 68.7% | 14,127 | -2.2% | 28.4% | 35,683 | 0.6% | 71.6% | 4,371 | -44.3% | 47.1% | 4,900 | -63.0% | 52.9% |
| | YE | 200912 | 751,863 | -10.0% | 29.1% | 70.9% | 112,465 | -19.4% | 21.1% | 421,538 | -2.7% | 78.9% | 106,116 | -15.9% | 48.7% | 111,744 | -18.1% | 51.3% |
| | YE | 201012 | 913,469 | 21.5% | 33.0% | 67.0% | 169,534 | 50.7% | 26.1% | 480,098 | 13.9% | 73.9% | 132,097 | 24.5% | 50.1% | 131,740 | 17.9% | 49.9% |
| | YE | 201112 | 789,102 | -13.6% | 31.1% | 68.9% | 155,127 | -8.5% | 26.8% | 423,004 | -11.9% | 73.2% | 90,640 | -31.4% | 43.0% | 120,331 | -8.7% | 57.0% |
| China | 2010 | 12 | 54,736 | -1.7% | 55.8% | 44.2% | 27,122 | 1.6% | 52.9% | 24,174 | -5.4% | 47.1% | 3,440 | -0.1% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 55,545 | 1.5% | 52.5% | 47.5% | 26,427 | -2.6% | 50.1% | 26,370 | 9.1% | 49.9% | 2,749 | -20.1% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 516,617 | 1.1% | 55.7% | 44.3% | 255,354 | -0.3% | 52.7% | 229,099 | 4.0% | 47.3% | 32,164 | -6.4% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 648,823 | 25.6% | 51.8% | 48.2% | 294,400 | 15.3% | 48.5% | 312,332 | 36.3% | 51.5% | 41,996 | 30.6% | 99.8% | 96 | 0.0% | 0.2% |
| | YE | 201112 | 649,133 | 0.0% | 54.1% | 45.9% | 306,097 | 4.0% | 50.7% | 297,972 | -4.6% | 49.3% | 45,065 | 7.3% | 100.0% | - | -100.0% | 0.0% |

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 |
| Taiwan | 2010 | 12 | 58,182 | -3.8% | 9.1% | 90.9% | 4,704 | -14.7% | 8.2% | 52,913 | -3.8% | 91.8% | 566 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 57,127 | -1.8% | 9.6% | 90.4% | 5,480 | 16.5% | 9.6% | 51,647 | -2.4% | 90.4% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 570,517 | -10.0% | 9.3% | 90.7% | 52,722 | -8.4% | 9.2% | 517,654 | -10.2% | 90.8% | 142 | -14.2% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 749,428 | 31.4% | 8.0% | 92.0% | 57,803 | 9.6% | 7.7% | 689,804 | 33.3% | 92.3% | 1,821 | 1186.9% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 641,918 | -14.3% | 9.0% | 91.0% | 57,721 | -0.1% | 9.0% | 584,155 | -15.3% | 91.0% | 42 | -97.7% | 100.0% | - | 0.0% | 0.0% |
| Hong Kong | 2010 | 12 | 55,670 | 29.7% | 40.1% | 59.9% | 18,435 | 21.1% | 35.6% | 33,366 | 29.1% | 64.4% | 3,869 | 108.9% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 50,753 | -8.8% | 41.6% | 58.4% | 13,264 | -28.0% | 30.9% | 29,633 | -11.2% | 69.1% | 7,857 | 103.1% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 429,952 | -11.8% | 40.3% | 59.7% | 157,247 | 12.8% | 38.0% | 256,601 | -16.4% | 62.0% | 16,104 | -60.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 617,222 | 43.6% | 40.7% | 59.3% | 211,546 | 34.5% | 36.6% | 366,054 | 42.7% | 63.4% | 39,622 | 146.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 612,286 | -0.8% | 42.6% | 57.4% | 191,698 | -9.4% | 35.3% | 351,748 | -3.9% | 64.7% | 68,840 | 73.7% | 100.0% | - | 0.0% | 0.0% |
| Mexico | 2010 | 12 | 36,589 | 16.9% | 72.0% | 28.0% | 18,675 | 6.8% | 64.6% | 10,243 | 36.5% | 35.4% | 7,671 | 21.6% | 100.0% | 0 | -91.6% | 0.0% |
| | 2011 | 12 | 37,775 | 3.2% | 74.4% | 25.6% | 22,737 | 21.7% | 70.3% | 9,609 | -6.2% | 29.7% | 5,378 | -29.9% | 99.1% | 51 | 15695.3% | 0.9% |
| | YE | 200912 | 309,272 | -14.7% | 67.7% | 32.3% | 148,458 | -9.5% | 59.8% | 99,976 | -18.4% | 40.2% | 60,811 | -18.8% | 100.0% | 28 | -97.4% | 0.0% |
| | YE | 201012 | 418,491 | 35.3% | 72.2% | 27.8% | 210,589 | 41.9% | 64.4% | 116,183 | 16.2% | 35.6% | 91,652 | 50.7% | 99.9% | 67 | 144.1% | 0.1% |
| | YE | 201112 | 424,817 | 1.5% | 71.6% | 28.4% | 235,398 | 11.8% | 66.1% | 120,678 | 3.9% | 33.9% | 68,661 | -25.1% | 99.9% | 81 | 19.9% | 0.1% |
| Colombia | 2010 | 12 | 36,017 | -5.5% | 47.8% | 52.2% | 11,337 | -13.2% | 46.5% | 13,019 | -13.0% | 53.5% | 5,866 | 3.4% | 50.3% | 5,795 | 31.6% | 49.7% |
| | 2011 | 12 | 35,925 | -0.3% | 58.9% | 41.1% | 9,962 | -12.1% | 41.1% | 14,295 | 9.8% | 58.9% | 11,209 | 91.1% | 96.1% | 460 | -92.1% | 3.9% |
| | YE | 200912 | 418,278 | -2.3% | 57.1% | 42.9% | 138,640 | 24.9% | 48.2% | 148,748 | -7.5% | 51.8% | 100,349 | -22.6% | 76.7% | 30,541 | 14.9% | 23.3% |
| | YE | 201012 | 430,052 | 2.8% | 48.3% | 51.7% | 142,804 | 3.0% | 45.9% | 168,265 | 13.1% | 54.1% | 64,869 | -35.4% | 54.5% | 54,114 | 77.2% | 45.5% |
| | YE | 201112 | 423,601 | -1.5% | 60.9% | 39.1% | 161,887 | 13.4% | 52.2% | 148,080 | -12.0% | 47.8% | 95,937 | 47.9% | 84.4% | 17,697 | -67.3% | 15.6% |
| France | 2010 | 12 | 31,951 | 12.6% | 61.7% | 38.3% | 19,691 | 13.0% | 61.8% | 12,159 | 11.2% | 38.2% | 16 | -17.6% | 16.2% | 85 | 0.0% | 83.8% |
| | 2011 | 12 | 32,003 | 0.2% | 61.8% | 38.2% | 19,774 | 0.4% | 62.2% | 12,001 | -1.3% | 37.8% | - | -100.0% | 0.0% | 228 | 169.1% | 100.0% |
| | YE | 200912 | 326,521 | -13.5% | 56.6% | 43.4% | 184,510 | -6.1% | 56.6% | 141,300 | -21.4% | 43.4% | 420 | -56.9% | 59.1% | 291 | 29.3% | 40.9% |
| | YE | 201012 | 372,474 | 14.1% | 57.5% | 42.5% | 213,923 | 15.9% | 57.6% | 157,657 | 11.6% | 42.4% | 315 | -25.1% | 35.2% | 579 | 99.0% | 64.8% |
| | YE | 201112 | 382,376 | 2.7% | 57.6% | 42.4% | 218,974 | 2.4% | 57.6% | 161,306 | 2.3% | 42.4% | 1,139 | 262.1% | 54.3% | 957 | 65.2% | 45.7% |

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 |
| Canada | 2010 | 12 | 29,844 | 1.9% | 74.2% | 25.8% | 19,953 | 10.7% | 76.5% | 6,142 | -15.2% | 23.5% | 2,193 | 28.2% | 58.5% | 1,556 | -32.8% | 41.5% |
| | 2011 | 12 | 30,475 | 2.1% | 74.3% | 25.7% | 20,391 | 2.2% | 77.7% | 5,852 | -4.7% | 22.3% | 2,261 | 3.1% | 53.4% | 1,972 | 26.8% | 46.6% |
| | YE | 200912 | 341,023 | -12.6% | 65.3% | 34.7% | 202,969 | -9.8% | 66.9% | 100,545 | 1.6% | 33.1% | 19,666 | 2.1% | 52.4% | 17,842 | -62.1% | 47.6% |
| | YE | 201012 | 353,890 | 3.8% | 67.0% | 33.0% | 223,026 | 9.9% | 71.4% | 89,367 | -11.1% | 28.6% | 14,145 | -28.1% | 34.1% | 27,351 | 53.3% | 65.9% |
| | YE | 201112 | 349,145 | -1.3% | 71.9% | 28.1% | 231,667 | 3.9% | 75.3% | 76,158 | -14.8% | 24.7% | 19,537 | 38.1% | 47.3% | 21,782 | -20.4% | 52.7% |
| Netherlands | 2010 | 12 | 25,969 | 10.4% | 41.9% | 58.1% | 8,024 | 14.4% | 34.7% | 15,079 | -0.7% | 65.3% | 2,865 | 206.3% | 100.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 29,204 | 12.5% | 42.5% | 57.5% | 7,089 | -11.7% | 29.7% | 16,806 | 11.5% | 70.3% | 5,310 | 85.3% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 272,003 | -23.8% | 26.6% | 73.4% | 65,470 | -26.5% | 24.7% | 199,281 | -17.6% | 75.3% | 6,870 | -73.4% | 94.7% | 383 | 1639.5% | 5.3% |
| | YE | 201012 | 316,992 | 16.5% | 39.7% | 60.3% | 102,830 | 57.1% | 36.0% | 182,742 | -8.3% | 64.0% | 23,019 | 235.0% | 73.3% | 8,401 | 2095.3% | 26.7% |
| | YE | 201112 | 344,879 | 8.8% | 41.1% | 58.9% | 97,170 | -5.5% | 32.4% | 203,043 | 11.1% | 67.6% | 44,666 | 94.0% | 100.0% | - | -100.0% | 0.0% |
| Brazil | 2010 | 12 | 26,854 | 12.0% | 75.1% | 24.9% | 11,856 | -11.7% | 63.9% | 6,689 | 16.8% | 36.1% | 8,309 | 81.3% | 100.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 26,364 | -1.8% | 67.4% | 32.6% | 12,075 | 1.8% | 59.3% | 8,296 | 24.0% | 40.7% | 5,701 | -31.4% | 95.1% | 293 | 0.0% | 4.9% |
| | YE | 200912 | 242,458 | -17.5% | 73.7% | 26.3% | 128,353 | -7.9% | 67.3% | 62,344 | -26.8% | 32.7% | 50,267 | -25.6% | 97.1% | 1,494 | -4.9% | 2.9% |
| | YE | 201012 | 337,774 | 39.3% | 75.0% | 25.0% | 156,369 | 21.8% | 66.8% | 77,675 | 24.6% | 33.2% | 96,882 | 92.7% | 93.4% | 6,848 | 358.4% | 6.6% |
| | YE | 201112 | 330,161 | -2.3% | 73.5% | 26.5% | 159,914 | 2.3% | 65.0% | 86,282 | 11.1% | 35.0% | 82,881 | -14.5% | 98.7% | 1,084 | -84.2% | 1.3% |
| Belgium | 2010 | 12 | 13,189 | -23.3% | 50.5% | 49.5% | 3,839 | 3.7% | 42.9% | 5,114 | -28.7% | 57.1% | 2,827 | -33.0% | 66.7% | 1,410 | -33.1% | 33.3% |
| | 2011 | 12 | 17,611 | 33.5% | 42.0% | 58.0% | 3,780 | -1.5% | 28.5% | 9,504 | 85.8% | 71.5% | 3,623 | 28.2% | 83.7% | 705 | -50.0% | 16.3% |
| | YE | 200912 | 163,288 | -27.4% | 41.4% | 58.6% | 33,551 | 11.7% | 30.6% | 75,950 | -39.3% | 69.4% | 33,983 | -18.5% | 63.2% | 19,804 | -29.6% | 36.8% |
| | YE | 201012 | 191,714 | 17.4% | 43.9% | 56.1% | 45,475 | 35.5% | 34.3% | 87,161 | 14.8% | 65.7% | 38,640 | 13.7% | 65.4% | 20,439 | 3.2% | 34.6% |
| | YE | 201112 | 182,726 | -4.7% | 46.7% | 53.3% | 45,712 | 0.5% | 33.3% | 91,530 | 5.0% | 66.7% | 39,583 | 2.4% | 87.0% | 5,900 | -71.1% | 13.0% |
| Luxembourg | 2010 | 12 | 13,140 | 19.4% | 24.2% | 75.8% | - | 0.0% | 0.0% | 9,963 | 22.6% | 100.0% | 3,177 | 10.6% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 15,480 | 17.8% | 32.8% | 67.2% | - | 0.0% | 0.0% | 10,308 | 3.5% | 100.0% | 5,071 | 59.6% | 98.1% | 100 | 0.0% | 1.9% |
| | YE | 200912 | 132,664 | -19.1% | 25.0% | 75.0% | 3 | -96.5% | 0.0% | 99,486 | -22.0% | 100.0% | 33,174 | -7.3% | 100.0% | - | -100.0% | 0.0% |
| | YE | 201012 | 150,948 | 13.8% | 22.7% | 77.3% | - | -100.0% | 0.0% | 116,167 | 16.8% | 100.0% | 34,287 | 3.4% | 98.6% | 493 | 0.0% | 1.4% |
| | YE | 201112 | 180,061 | 19.3% | 26.4% | 73.6% | 76 | 0.0% | 0.1% | 122,972 | 5.9% | 99.9% | 47,529 | 38.6% | 83.4% | 9,485 | 1823.3% | 16.6% |

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| | | | 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 | 2010 | 12 | 16,858 | 22.1% | 45.3% | 54.7% | 2,155 | -49.0% | 25.2% | 6,400 | 16.0% | 74.8% | 5,476 | 150.1% | 65.9% | 2,828 | 50.4% | 34.1% |
| | 2011 | 12 | 15,249 | -9.5% | 61.9% | 38.1% | 3,668 | 70.2% | 40.8% | 5,323 | -16.8% | 59.2% | 5,766 | 5.3% | 92.1% | 492 | -82.6% | 7.9% |
| | YE | 200912 | 154,243 | 6.2% | 49.6% | 50.4% | 38,810 | 13.3% | 37.8% | 63,819 | 13.5% | 62.2% | 37,618 | -1.7% | 72.9% | 13,995 | -15.3% | 27.1% |
| | YE | 201012 | 148,753 | -3.6% | 42.0% | 58.0% | 23,593 | -39.2% | 26.0% | 67,190 | 5.3% | 74.0% | 38,852 | 3.3% | 67.0% | 19,118 | 36.6% | 33.0% |
| | YE | 201112 | 162,294 | 9.1% | 51.4% | 48.6% | 35,468 | 50.3% | 33.5% | 70,258 | 4.6% | 66.5% | 47,927 | 23.4% | 84.7% | 8,641 | -54.8% | 15.3% |
| Chile | 2010 | 12 | 16,395 | 15.9% | 58.5% | 41.5% | 4,672 | 5.1% | 40.7% | 6,799 | 6.8% | 59.3% | 4,924 | 47.8% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 15,729 | -4.1% | 57.4% | 42.6% | 4,691 | 0.4% | 41.2% | 6,705 | -1.4% | 58.8% | 4,333 | -12.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 98,398 | -33.4% | 49.6% | 50.4% | 22,725 | -38.1% | 32.1% | 48,139 | -25.2% | 67.9% | 26,060 | -42.1% | 94.6% | 1,473 | -14.0% | 5.4% |
| | YE | 201012 | 115,047 | 16.9% | 52.5% | 47.5% | 28,453 | 25.2% | 35.2% | 52,285 | 8.6% | 64.8% | 31,933 | 22.5% | 93.1% | 2,375 | 61.2% | 6.9% |
| | YE | 201112 | 133,981 | 16.5% | 51.7% | 48.3% | 37,308 | 31.1% | 36.7% | 64,243 | 22.9% | 63.3% | 31,940 | 0.0% | 98.5% | 489 | -79.4% | 1.5% |
| Australia | 2010 | 12 | 10,762 | 13.8% | 70.2% | 29.8% | 5,711 | 21.8% | 66.0% | 2,943 | -3.9% | 34.0% | 1,848 | 8.0% | 87.6% | 261 | 0.0% | 12.4% |
| | 2011 | 12 | 10,674 | -0.8% | 68.0% | 32.0% | 5,366 | -6.0% | 61.1% | 3,418 | 16.2% | 38.9% | 1,890 | 2.3% | 100.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 100,526 | -4.5% | 65.4% | 34.6% | 48,587 | 8.4% | 58.5% | 34,509 | -9.6% | 41.5% | 17,202 | -20.9% | 98.7% | 229 | -56.9% | 1.3% |
| | YE | 201012 | 121,478 | 20.8% | 67.7% | 32.3% | 64,070 | 31.9% | 63.1% | 37,527 | 8.7% | 36.9% | 18,165 | 5.6% | 91.4% | 1,716 | 649.3% | 8.6% |
| | YE | 201112 | 116,395 | -4.2% | 71.5% | 28.5% | 66,210 | 3.3% | 67.0% | 32,575 | -13.2% | 33.0% | 17,013 | -6.3% | 96.6% | 597 | -65.2% | 3.4% |
| Ecuador | 2010 | 12 | 9,026 | -7.1% | 47.7% | 52.3% | 3,375 | -14.9% | 42.0% | 4,658 | 4.4% | 58.0% | 928 | -27.9% | 93.3% | 66 | 0.0% | 6.7% |
| | 2011 | 12 | 8,666 | -4.0% | 52.7% | 47.3% | 3,490 | 3.4% | 46.0% | 4,099 | -12.0% | 54.0% | 1,077 | 16.1% | 100.0% | - | -100.0% | 0.0% |
| | YE | 200912 | 112,942 | -17.7% | 53.3% | 46.7% | 44,632 | 7.4% | 45.8% | 52,748 | -10.5% | 54.2% | 15,562 | -57.6% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 99,902 | -11.5% | 55.1% | 44.9% | 42,254 | -5.3% | 49.6% | 42,899 | -18.7% | 50.4% | 12,761 | -18.0% | 86.5% | 1,989 | 0.0% | 13.5% |
| | YE | 201112 | 108,897 | 9.0% | 47.4% | 52.6% | 40,376 | -4.4% | 41.4% | 57,088 | 33.1% | 58.6% | 11,279 | -11.6% | 98.7% | 154 | -92.2% | 1.3% |
| Venezuela | 2010 | 12 | 8,271 | -5.6% | 55.4% | 44.6% | 1,979 | -46.8% | 53.5% | 1,721 | 9.4% | 46.5% | 2,603 | -3.1% | 57.0% | 1,967 | 151.1% | 43.0% |
| | 2011 | 12 | 8,966 | 8.4% | 78.3% | 21.7% | 3,884 | 96.2% | 69.3% | 1,717 | -0.3% | 30.7% | 3,137 | 20.5% | 93.2% | 229 | -88.4% | 6.8% |
| | YE | 200912 | 79,262 | -3.1% | 73.8% | 26.2% | 33,541 | -12.7% | 69.7% | 14,582 | 1.7% | 30.3% | 24,918 | -6.7% | 80.0% | 6,221 | 167.5% | 20.0% |
| | YE | 201012 | 82,726 | 4.4% | 64.8% | 35.2% | 24,993 | -25.5% | 58.4% | 17,831 | 22.3% | 41.6% | 28,610 | 14.8% | 71.7% | 11,292 | 81.5% | 28.3% |
| | YE | 201112 | 88,676 | 7.2% | 69.9% | 30.1% | 34,325 | 37.3% | 61.0% | 21,962 | 23.2% | 39.0% | 27,694 | -3.2% | 85.5% | 4,694 | -58.4% | 14.5% |

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 201112 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 |
| United Arab Emirates | 2010 | 12 | 6,682 | -5.2% | 33.6% | 66.4% | 2,147 | -5.3% | 32.6% | 4,436 | 0.4% | 67.4% | 99 | -72.5% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 6,736 | 0.8% | 43.1% | 56.9% | 2,902 | 35.2% | 43.1% | 3,834 | -13.6% | 56.9% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 68,755 | 30.8% | 28.9% | 71.1% | 18,901 | 101.0% | 27.9% | 48,853 | 24.1% | 72.1% | 1,001 | -73.7% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 91,085 | 32.5% | 33.3% | 66.7% | 28,126 | 48.8% | 31.7% | 60,635 | 24.1% | 68.3% | 2,232 | 122.9% | 96.1% | 92 | 0.0% | 3.9% |
| | YE | 201112 | 88,303 | -3.1% | 38.6% | 61.4% | 34,031 | 21.0% | 38.6% | 54,236 | -10.6% | 61.4% | 36 | -98.4% | 100.0% | - | -100.0% | 0.0% |
| Switzerland | 2010 | 12 | 7,615 | 20.2% | 25.8% | 74.2% | 1,961 | 26.0% | 25.8% | 5,654 | 18.4% | 74.2% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 7,251 | -4.8% | 23.2% | 76.8% | 1,682 | -14.2% | 23.2% | 5,569 | -1.5% | 76.8% | - | 0.0% | 0.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 61,273 | -21.2% | 26.3% | 73.7% | 16,130 | -35.4% | 26.3% | 45,143 | -14.3% | 73.7% | - | 0.0% | 0.0% | - | -100.0% | 0.0% |
| | YE | 201012 | 83,757 | 36.7% | 27.9% | 72.1% | 23,342 | 44.7% | 27.9% | 60,404 | 33.8% | 72.1% | 11 | 0.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201112 | 86,326 | 3.1% | 25.5% | 74.5% | 22,004 | -5.7% | 25.5% | 64,322 | 6.5% | 74.5% | - | -100.0% | 0.0% | - | 0.0% | 0.0% |
| Costa Rica | 2010 | 12 | 6,315 | -0.5% | 54.2% | 45.8% | 1,210 | -52.6% | 29.5% | 2,892 | 112.8% | 70.5% | 2,214 | -9.0% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 7,063 | 11.8% | 51.9% | 48.1% | 1,726 | 42.7% | 33.7% | 3,400 | 17.6% | 66.3% | 1,936 | -12.5% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 60,514 | -15.5% | 80.0% | 20.0% | 21,897 | -25.5% | 64.4% | 12,079 | -41.6% | 35.6% | 26,537 | 23.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 201012 | 77,468 | 28.0% | 69.1% | 30.9% | 21,322 | -2.6% | 47.2% | 23,889 | 97.8% | 52.8% | 32,242 | 21.5% | 100.0% | 15 | 0.0% | 0.0% |
| | YE | 201112 | 77,858 | 0.5% | 52.4% | 47.6% | 17,154 | -19.5% | 31.8% | 36,841 | 54.2% | 68.2% | 23,631 | -26.7% | 99.0% | 231 | 1462.3% | 1.0% |
| Argentina | 2010 | 12 | 6,851 | 25.4% | 70.8% | 29.2% | 4,527 | 20.3% | 69.3% | 2,004 | 26.8% | 30.7% | 320 | 162.9% | 100.0% | - | 0.0% | 0.0% |
| | 2011 | 12 | 6,150 | -10.2% | 68.7% | 31.3% | 4,089 | -9.7% | 68.0% | 1,927 | -3.8% | 32.0% | 134 | -58.0% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 58,067 | -28.9% | 66.0% | 34.0% | 36,263 | -19.3% | 65.1% | 19,410 | -30.6% | 34.9% | 2,068 | -75.1% | 86.4% | 325 | -29.7% | 13.6% |
| | YE | 201012 | 83,083 | 43.1% | 64.7% | 35.3% | 46,639 | 28.6% | 62.6% | 27,872 | 43.6% | 37.4% | 7,106 | 243.6% | 82.9% | 1,467 | 350.8% | 17.1% |
| | YE | 201112 | 72,893 | -12.3% | 68.8% | 31.2% | 41,538 | -10.9% | 64.6% | 22,755 | -18.4% | 35.4% | 8,600 | 21.0% | 100.0% | - | -100.0% | 0.0% |
| Spain | 2010 | 12 | 7,684 | 19.7% | 49.4% | 50.6% | 3,168 | 5.9% | 44.9% | 3,889 | 17.1% | 55.1% | 627 | 1465.4% | 100.0% | - | -100.0% | 0.0% |
| | 2011 | 12 | 7,254 | -5.6% | 42.0% | 58.0% | 2,833 | -10.6% | 40.2% | 4,210 | 8.3% | 59.8% | 211 | -66.3% | 100.0% | - | 0.0% | 0.0% |
| | YE | 200912 | 47,712 | -18.1% | 47.3% | 52.7% | 21,786 | -12.2% | 46.5% | 25,065 | -15.1% | 53.5% | 789 | -79.7% | 91.7% | 71 | 61.8% | 8.3% |
| | YE | 201012 | 63,407 | 32.9% | 47.6% | 52.4% | 28,226 | 29.6% | 46.0% | 33,082 | 32.0% | 54.0% | 1,935 | 145.2% | 92.1% | 165 | 131.8% | 7.9% |
| | YE | 201112 | 72,177 | 13.8% | 43.4% | 56.6% | 30,006 | 6.3% | 42.4% | 40,681 | 23.0% | 57.6% | 1,312 | -32.2% | 88.0% | 178 | 7.9% | 12.0% |

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 201112 data.

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

| Gateway City | Apt. | YE Dec. 2011 | | | YE Dec. 2010 | | | Yr/Yr Growth | YE Dec. 2011 LF |
|-----------------------|------|--------------|----------|---------------|--------------|----------|---------------|--------------|-----------------|
| | | Passengers | US Share | Foreign Share | Passengers | US Share | Foreign Share | | |
| New York, NY | JFK | 23,312,240 | 45.5% | 54.5% | 22,702,882 | 45.9% | 54.1% | 2.7% | 79.8% |
| Miami, FL | MIA | 17,572,540 | 66.0% | 34.0% | 16,207,353 | 67.5% | 32.5% | 8.4% | 78.8% |
| Los Angeles, CA | LAX | 16,276,204 | 29.0% | 71.0% | 15,505,566 | 25.7% | 74.3% | 5.0% | 81.6% |
| Newark, NJ | EWR | 11,381,904 | 73.7% | 26.3% | 11,372,186 | 75.4% | 24.6% | 0.1% | 78.7% |
| Chicago, IL | ORD | 10,375,884 | 61.5% | 38.5% | 10,426,287 | 60.1% | 39.9% | -0.5% | 78.2% |
| Atlanta, GA | ATL | 9,355,384 | 88.2% | 11.8% | 9,120,974 | 89.5% | 10.5% | 2.6% | 80.2% |
| San Francisco, CA | SFO | 8,674,499 | 39.8% | 60.2% | 8,476,172 | 39.2% | 60.8% | 2.3% | 82.8% |
| Houston, TX | IAH | 8,458,218 | 80.9% | 19.1% | 8,279,513 | 82.7% | 17.3% | 2.2% | 74.4% |
| Washington, DC | IAD | 6,354,474 | 54.2% | 45.8% | 6,167,501 | 54.9% | 45.1% | 3.0% | 77.4% |
| Dallas/Fort Worth, TX | DFW | 5,216,777 | 87.2% | 12.8% | 5,045,949 | 87.9% | 12.1% | 3.4% | 75.9% |
| Boston, MA | BOS | 3,899,355 | 34.6% | 65.4% | 3,620,534 | 31.7% | 68.3% | 7.7% | 74.4% |
| Philadelphia, PA | PHL | 3,848,084 | 86.6% | 13.4% | 3,794,660 | 86.8% | 13.2% | 1.4% | 76.1% |
| Honolulu, HI | HNL | 3,845,910 | 41.6% | 58.4% | 3,576,230 | 34.8% | 65.2% | 7.5% | 80.4% |
| Fort Lauderdale, FL | FLL | 3,429,570 | 55.9% | 44.1% | 3,275,354 | 57.7% | 42.3% | 4.7% | 80.5% |
| Orlando, FL | MCO | 3,318,848 | 17.8% | 82.2% | 3,002,793 | 17.3% | 82.7% | 10.5% | 80.7% |
| Detroit, MI | DTW | 3,029,289 | 89.0% | 11.0% | 2,865,440 | 89.7% | 10.3% | 5.7% | 78.8% |
| Charlotte, NC | CLT | 2,852,059 | 93.5% | 6.5% | 2,689,178 | 93.3% | 6.7% | 6.1% | 81.2% |
| Seattle, WA | SEA | 2,830,586 | 58.5% | 41.5% | 2,671,382 | 59.9% | 40.1% | 6.0% | 77.1% |
| Las Vegas, NV | LAS | 2,485,675 | 8.2% | 91.8% | 2,115,939 | 4.9% | 95.1% | 17.5% | 84.5% |
| Guam, TT | GUM | 2,384,608 | 77.2% | 22.8% | 2,695,521 | 65.8% | 34.2% | -11.5% | 74.8% |
| Phoenix, AZ | PHX | 2,213,293 | 71.9% | 28.1% | 2,130,714 | 77.3% | 22.7% | 3.9% | 79.9% |
| Minneapolis, MN | MSP | 2,211,952 | 95.5% | 4.5% | 2,281,383 | 96.7% | 3.3% | -3.0% | 77.9% |
| Denver, CO | DEN | 1,698,601 | 68.3% | 31.7% | 1,887,859 | 71.1% | 28.9% | -10.0% | 80.7% |
| San Juan, PR | SJU | 1,090,608 | 81.2% | 18.8% | 1,204,792 | 84.5% | 15.5% | -9.5% | 59.3% |
| New York, NY | LGA | 1,031,125 | 23.8% | 76.2% | 1,033,486 | 29.2% | 70.8% | -0.2% | 63.6% |
| Saipan, TT | SPN | 572,748 | 51.7% | 48.3% | 611,606 | 52.0% | 48.0% | -6.4% | 76.5% |
| San Diego, CA | SAN | 458,689 | 42.0% | 58.0% | 267,932 | 39.1% | 60.9% | 71.2% | 80.3% |
| Baltimore, MD | BWI | 441,569 | 60.9% | 39.1% | 392,037 | 51.4% | 48.6% | 12.6% | 75.3% |
| Portland, OR | PDX | 441,482 | 67.6% | 32.4% | 440,332 | 70.6% | 29.4% | 0.3% | 73.8% |
| Tampa, FL | TPA | 416,407 | 1.4% | 98.6% | 377,718 | 0.7% | 99.3% | 10.2% | 79.1% |
| Salt Lake City, UT | SLC | 400,775 | 100.0% | 0.0% | 463,229 | 99.9% | 0.1% | -13.5% | 76.6% |
| Kahului, HI | OGG | 268,909 | 0.0% | 100.0% | 200,759 | 0.0% | 100.0% | 33.9% | 86.0% |
| Washington, DC | DCA | 244,220 | 14.3% | 85.7% | 282,754 | 23.5% | 76.5% | -13.6% | 58.8% |
| Chicago, IL | MDW | 237,834 | 100.0% | 0.0% | 95,796 | 100.0% | 0.0% | 148.3% | 62.0% |
| Fort Myers, FL | RSW | 236,533 | 38.2% | 61.8% | 211,163 | 44.3% | 55.7% | 12.0% | 84.9% |
| Cleveland, OH | CLE | 228,002 | 83.3% | 16.7% | 245,303 | 86.1% | 13.9% | -7.1% | 66.5% |
| Cincinnati, OH | CVG | 227,063 | 89.4% | 10.6% | 265,460 | 94.1% | 5.9% | -14.5% | 65.2% |
| Sanford, FL | SFB | 205,424 | 10.8% | 89.2% | 41,156 | 0.0% | 100.0% | 399.1% | 86.3% |
| Palm Springs, CA | PSP | 193,427 | 0.1% | 99.9% | 159,770 | 0.0% | 100.0% | 21.1% | 80.0% |
| San Jose, CA | SJC | 186,617 | 99.9% | 0.1% | 133,546 | 49.9% | 50.1% | 39.7% | 80.2% |

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 Dec. 2011 | | | YE Dec. 2010 | | | Yr/Yr Growth | YE Dec. 2011 LF |
|------------------------------|-----------------|--------------|----------|---------------|--------------|----------|---------------|--------------|-----------------|
| | | Passengers | US Share | Foreign Share | Passengers | US Share | Foreign Share | | |
| London, United Kingdom | LHR | 13,395,003 | 39.8% | 60.2% | 12,311,505 | 40.7% | 59.3% | 8.8% | 79.1% |
| Toronto, Canada | YYZ | 8,718,522 | 38.2% | 61.8% | 8,387,174 | 41.4% | 58.6% | 4.0% | 71.9% |
| Tokyo, Japan | NRT | 7,317,893 | 68.5% | 31.5% | 8,604,490 | 65.0% | 35.0% | -15.0% | 80.1% |
| Frankfurt, Germany | FRA | 6,196,432 | 36.9% | 63.1% | 6,330,763 | 38.1% | 61.9% | -2.1% | 81.5% |
| Paris, France | CDG | 6,037,525 | 40.0% | 60.0% | 5,741,748 | 39.7% | 60.3% | 5.2% | 82.6% |
| Cancun, Mexico | CUN | 5,332,803 | 98.9% | 1.1% | 5,422,498 | 94.9% | 5.1% | -1.7% | 83.4% |
| Mexico City, Mexico | MEX | 4,730,299 | 64.7% | 35.3% | 4,421,141 | 52.8% | 47.2% | 7.0% | 73.8% |
| Amsterdam, Netherlands | AMS | 4,483,519 | 62.6% | 37.4% | 4,329,307 | 63.7% | 36.3% | 3.6% | 83.1% |
| Vancouver, Canada | YVR | 4,216,807 | 51.1% | 48.9% | 4,149,264 | 56.2% | 43.8% | 1.6% | 78.9% |
| Seoul, South Korea | ICN | 4,171,591 | 12.6% | 87.4% | 3,793,878 | 8.6% | 91.4% | 10.0% | 77.8% |
| Montreal, Canada | YUL | 3,081,764 | 52.3% | 47.7% | 3,029,095 | 54.0% | 46.0% | 1.7% | 70.5% |
| Calgary, Canada | YYC | 2,505,406 | 50.9% | 49.1% | 2,415,627 | 51.9% | 48.1% | 3.7% | 79.7% |
| Sao Paulo, Brazil | GRU | 2,478,820 | 65.7% | 34.3% | 2,320,849 | 66.0% | 34.0% | 6.8% | 84.7% |
| Hong Kong, Hong Kong | HKG | 2,335,326 | 32.2% | 67.8% | 2,282,343 | 32.4% | 67.6% | 2.3% | 83.3% |
| Guadalajara, Mexico | GDL | 2,287,024 | 83.3% | 16.7% | 1,929,807 | 63.6% | 36.4% | 18.5% | 78.9% |
| Madrid, Spain | MAD | 2,193,214 | 44.1% | 55.9% | 2,058,627 | 42.5% | 57.5% | 6.5% | 78.5% |
| Montego Bay, Jamaica | MBJ | 2,054,163 | 89.3% | 10.7% | 2,098,551 | 87.3% | 12.7% | -2.1% | 83.3% |
| Munich, Germany | MUC | 2,036,635 | 35.0% | 65.0% | 1,967,436 | 34.6% | 65.4% | 3.5% | 82.6% |
| Nassau, The Bahamas | NAS | 1,999,647 | 79.6% | 20.4% | 2,096,244 | 82.1% | 17.9% | -4.6% | 78.1% |
| Santo Domingo, Dominican Rep | SDQ | 1,984,856 | 99.9% | 0.1% | 2,116,995 | 99.9% | 0.1% | -6.2% | 78.8% |
| Rome, Italy | FCO | 1,848,055 | 56.2% | 43.8% | 1,954,219 | 58.2% | 41.8% | -5.4% | 82.3% |
| San Jose, Costa Rica | SJO | 1,753,538 | 90.9% | 9.1% | 1,750,843 | 92.2% | 7.8% | 0.2% | 84.3% |
| San Jose del Cabo, Mexico | SJD | 1,734,929 | 100.0% | 0.0% | 1,754,757 | 95.4% | 4.6% | -1.1% | 79.9% |
| Taipei, Taiwan | TPE | 1,697,935 | 0.0% | 100.0% | 1,881,712 | 0.0% | 100.0% | -9.8% | 80.9% |
| Panama City, Panama | PTY | 1,696,890 | 41.4% | 58.6% | 1,522,738 | 46.2% | 53.8% | 11.4% | 72.9% |
| Sydney, Australia | SYD | 1,673,980 | 64.4% | 35.6% | 1,613,451 | 62.6% | 37.4% | 3.8% | 82.8% |
| Beijing, China | PEK | 1,608,255 | 63.7% | 36.3% | 1,359,779 | 61.3% | 38.7% | 18.3% | 84.3% |
| Zurich, Switzerland | ZRH | 1,594,959 | 35.9% | 64.1% | 1,503,401 | 37.2% | 62.8% | 6.1% | 82.9% |
| Dubai, United Arab Emirates | DXB | 1,578,646 | 20.4% | 79.6% | 1,348,898 | 23.9% | 76.1% | 17.0% | 76.7% |
| Shanghai, China | PVG | 1,532,740 | 73.3% | 26.7% | 1,192,172 | 70.9% | 29.1% | 28.6% | 83.6% |
| Bogota, Colombia | BOG | 1,529,050 | 58.1% | 41.9% | 1,437,116 | 58.6% | 41.4% | 6.4% | 80.2% |
| San Salvador, El Salvador | SAL | 1,435,728 | 32.9% | 67.1% | 1,351,399 | 34.9% | 65.1% | 6.2% | 74.6% |
| Dublin, Ireland | DUB | 1,448,744 | 45.8% | 54.2% | 1,366,520 | 46.0% | 54.0% | 6.0% | 81.9% |
| Punta Cana, Dominican Republ | PUJ | 1,330,834 | 98.7% | 1.3% | 1,181,877 | 97.1% | 2.9% | 12.6% | 84.0% |
| Tel Aviv, Israel | TLV | 1,434,536 | 55.4% | 44.6% | 1,484,696 | 55.9% | 44.1% | -3.4% | 84.8% |
| London, United Kingdom | LGW | 1,348,131 | 21.1% | 78.9% | 1,354,681 | 23.0% | 77.0% | -0.5% | 80.2% |
| Lima, Peru | LIM | 1,364,024 | 46.4% | 53.6% | 1,260,996 | 54.8% | 45.2% | 8.2% | 84.1% |
| Puerto Vallarta, Mexico | PVR | 1,226,105 | 100.0% | 0.0% | 1,459,733 | 93.3% | 6.7% | -16.0% | 82.2% |
| Manchester, United Kingdom | MAN | 1,167,102 | 59.1% | 40.9% | 1,113,790 | 64.6% | 35.4% | 4.8% | 83.4% |
| Ezeiza, Argentina | EZE | 1,195,369 | 90.2% | 9.8% | 1,208,795 | 89.8% | 10.2% | -1.1% | 83.5% |

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/

| | | Passenger Data | | | | | Seat Data | | | | | YE |
|------------|-----------------|-----------------|----------------------|--------------|--------------|--------------|-----------------|----------------------|--------------|--------------|--------------|-----------------|
| US Airport | Foreign Airport | US Market Share | Foreign Market Share | YE Dec. 2011 | YE Dec. 2010 | Yr/Yr Growth | US Market Share | Foreign Market Share | YE Dec. 2011 | YE Dec. 2010 | Yr/Yr Growth | YE Dec. 2011 LF |
| JFK | LHR | 33.9% | 66.1% | 2,655,454 | 2,501,546 | 6.2% | 38.1% | 61.9% | 3,438,156 | 3,110,740 | 10.5% | 77.2% |
| LAX | LHR | 20.8% | 79.2% | 1,426,764 | 1,388,367 | 2.8% | 21.7% | 78.3% | 1,701,554 | 1,632,428 | 4.2% | 83.9% |
| HNL | NRT | 45.0% | 55.0% | 1,403,004 | 1,796,314 | -21.9% | 36.9% | 63.1% | 1,705,501 | 2,129,617 | -19.9% | 82.3% |
| JFK | CDG | 27.8% | 72.2% | 1,239,766 | 1,159,089 | 7.0% | 24.3% | 75.7% | 1,453,397 | 1,363,941 | 6.6% | 85.3% |
| ORD | LHR | 68.9% | 31.1% | 1,181,643 | 1,110,231 | 6.4% | 71.8% | 28.2% | 1,518,432 | 1,369,463 | 10.9% | 77.8% |
| EWB | LHR | 42.7% | 57.3% | 1,169,375 | 1,065,842 | 9.7% | 40.6% | 59.4% | 1,579,861 | 1,343,588 | 17.6% | 74.0% |
| LAX | NRT | 44.9% | 55.1% | 1,101,245 | 1,210,267 | -9.0% | 45.0% | 55.0% | 1,403,366 | 1,463,762 | -4.1% | 78.5% |
| LAX | SYD | 57.5% | 42.5% | 1,075,410 | 1,057,679 | 1.7% | 57.4% | 42.6% | 1,294,435 | 1,259,565 | 2.8% | 83.1% |
| BOS | LHR | 36.7% | 63.3% | 1,017,116 | 851,728 | 19.4% | 30.9% | 69.1% | 1,327,675 | 1,100,154 | 20.7% | 76.6% |
| IAD | LHR | 45.0% | 55.0% | 962,544 | 897,747 | 7.2% | 42.9% | 57.1% | 1,260,117 | 1,143,241 | 10.2% | 76.4% |
| GUM | NRT | 85.9% | 14.1% | 893,540 | 1,040,180 | -14.1% | 73.7% | 26.3% | 1,107,231 | 1,319,680 | -16.1% | 80.7% |
| MIA | LHR | 32.3% | 67.7% | 921,578 | 795,014 | 15.9% | 23.5% | 76.5% | 1,088,745 | 921,924 | 18.1% | 84.6% |
| SFO | LHR | 30.3% | 69.7% | 901,959 | 841,549 | 7.2% | 29.6% | 70.4% | 1,036,786 | 977,687 | 6.0% | 87.0% |
| LAX | ICN | 0.0% | 100.0% | 893,932 | 892,273 | 0.2% | 0.0% | 100.0% | 1,147,784 | 1,062,992 | 8.0% | 77.9% |
| LAX | TPE | 0.0% | 100.0% | 893,543 | 962,908 | -7.2% | 0.0% | 100.0% | 1,090,709 | 1,129,266 | -3.4% | 81.9% |
| SFO | HKG | 26.7% | 73.3% | 887,658 | 901,765 | -1.6% | 26.7% | 73.3% | 1,022,576 | 1,022,111 | 0.0% | 86.8% |
| LAX | YVR | 54.4% | 45.6% | 798,693 | 797,075 | 0.2% | 57.5% | 42.5% | 982,051 | 962,160 | 2.1% | 81.3% |
| MIA | CCS | 95.3% | 4.7% | 769,259 | 679,241 | 13.3% | 94.9% | 5.1% | 962,567 | 912,143 | 5.5% | 79.9% |
| MIA | GRU | 61.5% | 38.5% | 755,368 | 722,378 | 4.6% | 63.5% | 36.5% | 858,315 | 839,898 | 2.2% | 88.0% |
| ORD | YYZ | 70.0% | 30.0% | 745,126 | 780,731 | -4.6% | 72.8% | 27.2% | 1,010,231 | 1,098,763 | -8.1% | 73.8% |
| LAX | MEX | 58.3% | 41.7% | 730,789 | 646,594 | 13.0% | 24.9% | 75.1% | 905,977 | 852,242 | 6.3% | 80.7% |
| JFK | FRA | 13.4% | 86.6% | 723,012 | 710,876 | 1.7% | 17.0% | 83.0% | 941,486 | 868,212 | 8.4% | 76.8% |
| LAX | GDL | 78.9% | 21.1% | 717,933 | 718,700 | -0.1% | 49.7% | 50.3% | 856,360 | 886,930 | -3.4% | 83.8% |
| LGA | YYZ | 25.7% | 74.3% | 710,159 | 668,933 | 6.2% | 31.1% | 68.9% | 1,078,908 | 1,026,118 | 5.1% | 65.8% |
| JFK | MAD | 33.2% | 66.8% | 695,498 | 690,624 | 0.7% | 29.9% | 70.1% | 866,666 | 824,656 | 5.1% | 80.2% |
| JFK | STI | 100.0% | 0.0% | 657,417 | 654,331 | 0.5% | 100.0% | 0.0% | 832,088 | 811,331 | 2.6% | 79.0% |
| JFK | SDQ | 100.0% | 0.0% | 654,399 | 650,669 | 0.6% | 100.0% | 0.0% | 812,010 | 812,878 | -0.1% | 80.6% |
| IAH | MEX | 74.4% | 25.6% | 653,897 | 611,953 | 6.9% | 79.8% | 20.2% | 910,190 | 794,136 | 14.6% | 71.8% |
| SFO | ICN | 33.8% | 66.2% | 646,891 | 581,210 | 11.3% | 31.7% | 68.3% | 818,854 | 695,528 | 17.7% | 79.0% |
| JFK | TLV | 37.3% | 62.7% | 631,767 | 597,365 | 5.8% | 32.9% | 67.1% | 741,987 | 701,650 | 5.7% | 85.1% |
| IAD | FRA | 63.1% | 36.9% | 630,675 | 659,532 | -4.4% | 61.0% | 39.0% | 806,641 | 807,609 | -0.1% | 78.2% |
| ORD | FRA | 50.4% | 49.6% | 627,130 | 866,733 | -27.6% | 50.3% | 49.7% | 773,420 | 1,056,697 | -26.8% | 81.1% |
| MIA | MEX | 52.3% | 47.7% | 626,473 | 532,480 | 17.7% | 46.7% | 53.3% | 844,918 | 716,641 | 17.9% | 74.1% |
| MCO | LGW | 0.0% | 100.0% | 616,306 | 648,400 | -4.9% | 0.0% | 100.0% | 768,457 | 774,124 | -0.7% | 80.2% |
| ATL | CUN | 100.0% | 0.0% | 615,446 | 519,030 | 18.6% | 100.0% | 0.0% | 700,697 | 592,285 | 18.3% | 87.8% |
| JFK | NRT | 57.4% | 42.6% | 597,454 | 659,437 | -9.4% | 52.9% | 47.1% | 783,190 | 809,145 | -3.2% | 76.3% |
| SFO | FRA | 55.1% | 44.9% | 595,306 | 537,888 | 10.7% | 60.9% | 39.1% | 685,289 | 613,902 | 11.6% | 86.9% |
| ORD | NRT | 54.0% | 46.0% | 589,713 | 648,603 | -9.1% | 56.5% | 43.5% | 765,808 | 792,333 | -3.3% | 77.0% |
| DTW | AMS | 100.0% | 0.0% | 589,011 | 613,971 | -4.1% | 100.0% | 0.0% | 710,717 | 728,988 | -2.5% | 82.9% |
| MIA | LIM | 44.3% | 55.7% | 584,979 | 533,713 | 9.6% | 60.0% | 40.0% | 687,826 | 671,304 | 2.5% | 85.0% |
| MIA | EZE | 79.4% | 20.6% | 568,604 | 566,672 | 0.3% | 74.6% | 25.4% | 671,320 | 723,685 | -7.2% | 84.7% |
| LAX | CDG | 0.0% | 100.0% | 567,273 | 558,868 | 1.5% | 0.1% | 99.9% | 646,982 | 638,018 | 1.4% | 87.7% |
| IAH | CUN | 100.0% | 0.0% | 555,392 | 643,071 | -13.6% | 100.0% | 0.0% | 676,237 | 745,412 | -9.3% | 82.1% |
| JFK | GRU | 48.3% | 51.7% | 557,116 | 573,510 | -2.9% | 47.8% | 52.2% | 642,104 | 677,240 | -5.2% | 86.8% |
| DFW | LHR | 66.1% | 33.9% | 547,504 | 474,758 | 15.3% | 70.7% | 29.3% | 650,939 | 569,758 | 14.2% | 84.1% |
| SFO | NRT | 74.2% | 25.8% | 546,837 | 704,246 | -22.4% | 64.1% | 35.9% | 677,845 | 858,967 | -21.1% | 80.7% |
| JFK | AMS | 25.9% | 74.1% | 544,663 | 504,680 | 7.9% | 23.1% | 76.9% | 619,410 | 567,347 | 9.2% | 87.9% |
| IAH | LHR | 54.5% | 45.5% | 544,242 | 528,987 | 2.9% | 50.9% | 49.1% | 763,782 | 746,719 | 2.3% | 71.3% |
| MIA | BOG | 46.7% | 53.3% | 537,060 | 468,381 | 14.7% | 47.7% | 52.3% | 646,704 | 626,203 | 3.3% | 83.0% |
| DFW | CUN | 100.0% | 0.0% | 521,479 | 535,420 | -2.6% | 100.0% | 0.0% | 625,879 | 623,847 | 0.3% | 83.3% |

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.