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International Affairs

International Aviation Developments Series



U.S. International Air Passenger and Freight Statistics

September 2014



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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:

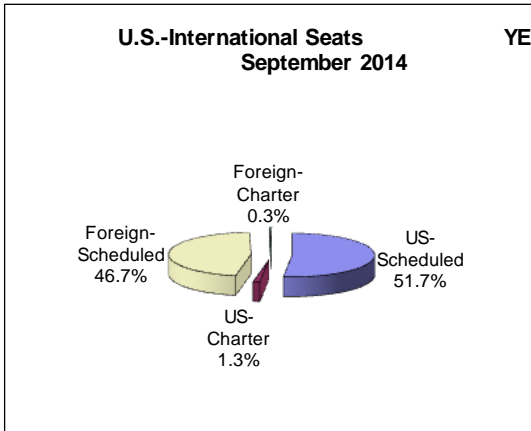
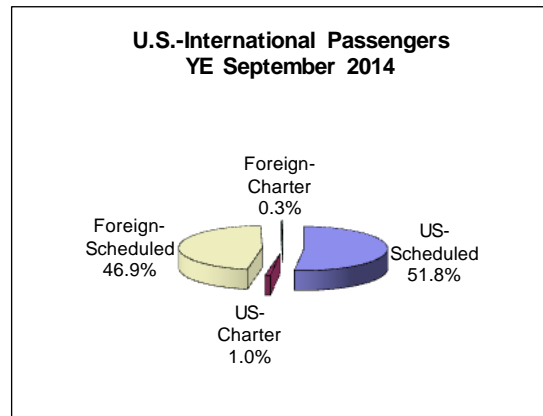
- The T-100 segment data includes all traffic arriving at U.S. airports and departing from U.S. airports on nonstop commercial international flights.
- Prior to October 1st 2002, air carriers that operated aircraft with 60 seats or less were not required to file T-100 data. Therefore prior to October 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.

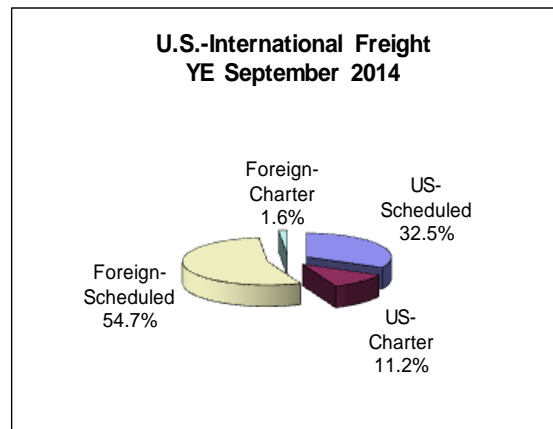
Summary for the Month of September 2014 and 12 months ended September 2014

U.S. and foreign air carriers transported 188.7 million passengers between the United States and the rest of the world for the year-ended September 2014, up 5% from the same 12 month period a year earlier . U.S. flag market share increased from a 53.4% share to a 52.8% share.



For the 12 months ended September 2014, available seats into and out of the United States increased 5.1% from the same 12 month period a year earlier to 235.2 million. During the most recent period, there were 1.55 million flights into and out of the U.S., an increase of 1.7% from the same 12 month period a year earlier . The market share of seats for U.S. flag carriers declined to 53% from 53.4%, and U.S. carriers performed 60.8% of all departures.

U.S. and foreign airlines carried 9.72 million freight tons to and from the United States during the 12 months ended September 2014, a 5.6% increase from the same 12 month period a year earlier U.S. flag share declined from 44.7% to 43.7%.



Passenger Traffic

Air passenger traffic between the U.S. and the rest of the world during the month of September 2014 increased 4.1% from a year ago to 15,029,372 passengers. U.S. airlines carried 49.6% of

total passengers traveling to or from international destinations. U.S. and foreign charter passengers accounted for 1.0% of international travel.

For the 12 months ended September 2014, U.S.-world traffic was up 5% from the same 12 month period a year earlier to 188,650,927 passengers. U.S. airlines carried 52.8% of total passengers, compared to 53.4% the previous year. U.S. and foreign charter passengers accounted for 1.3% of international travel.

World Area Trends

Eight of the nine regions experienced passenger growth between the year-ended periods September 2014 and 2013. The Middle East experienced the largest percentage increase in nonstop passenger traffic growth to and from the U.S. for the 12 months ended September 2014, rising 17.8%. Passenger traffic between the U.S. and Africa contracted the most, falling 1.1% to 1,412,070 passengers.

The largest U.S.-international regional gateway was U.S.-Europe, where 54.8 million passengers were transported during the 12 months ended September 2014 period. Europe is followed by Central America at 32.2 million passengers, and the Far East was third at 28 million passengers.

Country Trends

The top five U.S.-international country passenger gateways for the 12 months ended September 2014 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 country markets, 20 posted a positive passenger growth rate for the 12 months ended period and none experienced a loss in passenger traffic greater than 10%. U.S. flag share was up in eight of the top 25 country markets, was unchanged in three country markets, and decreased in 14 country markets.

Gateway Trends

The top five domestic scheduled passenger gateway airports for the 12 months ended September 2014 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 36 out of the top 40 domestic gateway airports. Load factors were below 60% in none of the top 40 domestic gateway airports. Passenger traffic for the 12 months ended September 2014 compared to 12 months ended September 2013 was up in 31 of the top 40 domestic gateways

The top five foreign scheduled passenger gateways for the 12 months ended September 2014 were London, United Kingdom (LHR), Toronto, Canada (YYZ), Tokyo, Japan (NRT), Frankfurt, Germany (FRA), and Paris, France (CDG). There were 29 international gateways, Tokyo, Japan (NRT); Frankfurt, Germany (FRA); Paris, France (CDG); Cancun, Mexico (CUN); Amsterdam, Netherlands (AMS); Vancouver, Canada (YVR); Calgary, Canada (YYC); Hong Kong, Hong Kong (HKG); Guadalajara, Mexico (GDL); Dubai, United Arab Emirates (DXB); Beijing, China (PEK); San Jose del Cabo, Mexico (SJD); Montego Bay, Jamaica (MBJ); Shanghai, China (PVG); Punta Cana, Dominican Republic (PUJ); Taipei, Taiwan (TPE); Bogota, Colombia (BOG); Munich, Germany (MUC); Madrid, Spain (MAD); Dublin, Ireland (DUB); San Jose, Costa Rica (SJO); Lima, Peru (LIM); Rome, Italy (FCO); Sydney, Australia (SYD); Zurich, Switzerland (ZRH); Tel Aviv, Israel (TLV); Istanbul, Turkey (IST); Puerto Vallarta, Mexico (PVR) and Edmonton, Canada (YEG), 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, nine reported traffic losses compared to the 12 months ended September 2013. The top U.S.-international gateway segments were 1) New York, NY (JFK)-London, United Kingdom (LHR); 2) Honolulu, HI (HNL)-Tokyo, Japan (NRT); 3)

Los Angeles, CA (LAX)-London, United Kingdom (LHR); 4) New York, NY (JFK)-Paris, France (CDG); and 5) Newark, NJ (EWR)-London, United Kingdom (LHR).

Departures and Seat Capacity

Departures between the U.S. and the rest of the world for the month of September 2014 increased 2% from September 2013. Available seats increased by 4.9% over the same period. U.S. airlines provided 49.8% of international seats and 57.8% of departures. Charter service for all airlines accounted for 1.4% of international seats and 2.9% of international departures.

For the 12 months ended September 2014, U.S.-world seats increased 5.1% from the same 12 month period a year earlier to 235.2 million. Departures increased by 1.7% to 1.55 million. U.S. airlines provided 53.0% of seats, compared to 53.4% the previous year. Charter service for all airlines accounted for 3.6% of international seats and 3.1% of international departures

World Area Trends

Seven of the nine world area regions recorded an increase in annual seat capacity between the 12 months ended periods September 2014 and 2013. The Middle East reported the largest relative increase in available seats to and from the U.S., rising 18.1% to 9.3 million, while Canada-U.S. seat capacity had the largest relative decline, down 4% to 32.0 million seats.

Between the U.S. and Europe, 66.8 million seats were available for the 12 months ended September 2014, making it the largest U.S.-international regional gateway from a seat capacity standpoint. Europe is followed by Central America with 40.6 million seats, the Far East with 34.8 million seats, and Canada with 32 million seats.

Country Trends

The top five U.S.-international country gateways for seat capacity in the 12 months ended September 2014 were Canada, Mexico, the United Kingdom, Japan, and Germany. Of the top 25 U.S.-international countries, four posted negative growth rates. U.S. flag share was down in ten of the 25 country markets, was unchanged in three country markets, and increased in the remaining 12 country markets.

Freight Traffic

Air freight between the U.S. and the rest of the world in the month of September 2014 increased 4.3% from September 2013 to 804,667 tons. U.S. airlines carried 41.7% of total freight to and from international destinations. Charter service accounted for 12.4% of international freight traffic.

For the 12 months ended September 2014, U.S.-world airfreight increased 5.6% over the same 12 month period a year earlier to 9.72 million tons. U.S. airlines carried 43.7% of total freight, compared to 44.7% 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 12 months ended September 2014 and 2013, rising 23%. The Far East posted the second largest increase, up 6.6%. Seven of the nine regions recorded a gain of freight traffic between the two 12 month ended periods. On an absolute basis, the Far East posted the largest increase, up 222 thousand tons to 3.6 million tons.

In addition, with 3.6 million tons transported for the 12 months ended September 2014, this area the Far East is the largest U.S. international regional freight gateway, followed closely by Europe with 3.0 million tons of freight.

Country Trends

The top five U.S.-international country gateways for freight in the 12 months ended September 2014 were Japan, Germany, the United Kingdom, China, and Hong Kong. Of the top 25 country markets, 19 posted positive freight growth rates for the 12 months ended September 2014 versus the 12 months ended September 2013. Chile had the highest loss rate at 16.2%. U.S. flag share was down in 12 of the 25 country markets, was unchanged in 5 country markets, and increased in the remaining 8 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
2012	10	13,572,299	1.6%	52.0%	48.0%	13,426,158	1.5%	51.8%	48.2%	146,141	15.0%	72.9%	27.1%
2012	11	12,921,065	5.0%	52.8%	47.2%	12,785,412	5.0%	52.5%	47.5%	135,653	4.8%	81.2%	18.8%
2012	12	14,296,063	4.0%	53.4%	46.6%	14,119,044	3.9%	53.1%	46.9%	177,019	8.6%	78.6%	21.4%
2013	1	13,992,683	4.1%	53.5%	46.5%	13,795,242	4.3%	53.1%	46.9%	197,441	-9.1%	75.7%	24.3%
2013	2	12,253,744	2.6%	54.7%	45.3%	12,054,487	2.6%	54.5%	45.5%	199,257	0.6%	70.3%	29.7%
2013	3	15,463,510	5.6%	54.9%	45.1%	15,210,387	5.6%	54.8%	45.2%	253,123	3.6%	63.2%	36.8%
2013	4	14,534,430	1.9%	53.1%	46.9%	14,322,389	2.2%	52.8%	47.2%	212,041	-10.8%	70.8%	29.2%
2013	5	15,570,696	7.3%	52.4%	47.6%	15,380,680	7.4%	52.2%	47.8%	190,016	-0.9%	72.2%	27.8%
2013	6	16,665,195	5.0%	54.3%	45.7%	16,434,625	5.2%	54.1%	45.9%	230,570	-11.7%	70.9%	29.1%
2013	7	18,065,647	4.2%	54.9%	45.1%	17,784,026	4.6%	54.6%	45.4%	281,621	-13.3%	75.9%	24.1%
2013	8	17,938,319	5.9%	53.3%	46.7%	17,696,766	6.2%	53.1%	46.9%	241,553	-14.9%	63.4%	36.6%
2013	9	14,435,956	3.2%	50.9%	49.1%	14,285,457	3.4%	50.8%	49.2%	150,499	-9.0%	61.7%	38.3%
2013	10	14,523,638	7.0%	50.9%	49.1%	14,368,247	7.0%	50.6%	49.4%	155,391	6.3%	73.0%	27.0%
2013	11	13,343,205	3.3%	52.5%	47.5%	13,192,425	3.2%	52.2%	47.8%	150,780	11.2%	83.6%	16.4%
2013	12	15,293,174	7.0%	53.0%	47.0%	15,129,281	7.2%	52.7%	47.3%	163,893	-7.4%	81.4%	18.6%
2014	1	14,834,839	6.0%	52.9%	47.1%	14,639,796	6.1%	52.5%	47.5%	195,043	-1.2%	79.3%	20.7%
2014	2	12,594,333	2.8%	55.0%	45.0%	12,412,940	3.0%	54.6%	45.4%	181,393	-9.0%	83.3%	16.7%
2014	3	15,863,292	2.6%	54.7%	45.3%	15,639,231	2.8%	54.4%	45.6%	224,061	-11.5%	78.2%	21.8%
2014	4	15,573,244	7.1%	52.8%	47.2%	15,392,500	7.5%	52.6%	47.4%	180,744	-14.8%	74.1%	25.9%
2014	5	16,344,361	5.0%	52.8%	47.2%	16,156,960	5.0%	52.5%	47.5%	187,401	-1.4%	79.4%	20.6%
2014	6	17,425,549	4.6%	53.8%	46.2%	17,187,879	4.6%	53.5%	46.5%	237,670	3.1%	73.8%	26.2%
2014	7	18,987,634	5.1%	53.8%	46.2%	18,691,558	5.1%	53.4%	46.6%	296,076	5.1%	77.0%	23.0%
2014	8	18,838,286	5.0%	52.1%	47.9%	18,578,870	5.0%	51.8%	48.2%	259,416	7.4%	71.1%	28.9%
2014	9	15,029,372	4.1%	49.6%	50.4%	14,877,448	4.1%	49.4%	50.6%	151,924	0.9%	69.6%	30.4%
YE	201209	172,351,351	4.5%	54.2%	45.8%	169,807,806	4.4%	53.9%	46.1%	2,543,545	15.2%	71.2%	28.8%
YE	201309	179,709,607	4.3%	53.4%	46.6%	177,294,673	4.4%	53.2%	46.8%	2,414,934	-5.1%	71.1%	28.9%
YE	201409	188,650,927	5.0%	52.8%	47.2%	186,267,135	5.1%	52.5%	47.5%	2,383,792	-1.3%	76.8%	23.2%

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
2012	10	17,215,609	-0.3%	52.3%	47.7%	16,979,282	-0.5%	52.0%	48.0%	236,327	13.9%	79.2%	20.8%
2012	11	16,622,115	3.0%	52.7%	47.3%	16,406,794	3.1%	52.3%	47.7%	215,321	-2.5%	83.1%	16.9%
2012	12	18,213,492	2.1%	53.4%	46.6%	17,946,231	2.2%	53.0%	47.0%	267,261	-1.9%	81.8%	18.2%
2013	1	18,308,362	2.2%	53.4%	46.6%	18,025,259	2.5%	53.0%	47.0%	283,103	-14.7%	79.5%	20.5%
2013	2	16,427,022	-0.9%	54.4%	45.6%	16,150,255	-0.8%	54.1%	45.9%	276,767	-3.7%	74.7%	25.3%
2013	3	19,151,777	2.6%	54.5%	45.5%	18,814,833	2.6%	54.3%	45.7%	336,944	0.5%	67.1%	32.9%
2013	4	18,680,986	3.4%	53.0%	47.0%	18,381,859	3.6%	52.7%	47.3%	299,127	-10.9%	74.1%	25.9%
2013	5	19,340,094	5.3%	52.7%	47.3%	19,059,710	5.3%	52.3%	47.7%	280,384	4.2%	75.9%	24.1%
2013	6	19,723,238	3.5%	54.4%	45.6%	19,409,619	3.9%	54.1%	45.9%	313,619	-15.1%	75.6%	24.4%
2013	7	21,176,130	3.1%	54.5%	45.5%	20,798,058	3.5%	54.0%	46.0%	378,072	-14.0%	79.8%	20.2%
2013	8	20,921,128	4.2%	53.4%	46.6%	20,588,823	4.6%	53.2%	46.8%	332,305	-15.9%	70.4%	29.6%
2013	9	17,998,806	2.5%	51.1%	48.9%	17,756,477	2.7%	50.9%	49.1%	242,329	-9.6%	70.5%	29.5%
2013	10	18,375,162	6.7%	50.9%	49.1%	18,133,231	6.8%	50.6%	49.4%	241,931	2.4%	78.9%	21.1%
2013	11	17,388,611	4.6%	52.5%	47.5%	17,134,984	4.4%	52.0%	48.0%	253,627	17.8%	86.3%	13.7%
2013	12	18,908,393	3.8%	53.1%	46.9%	18,637,659	3.9%	52.7%	47.3%	270,734	1.3%	86.0%	14.0%
2014	1	18,936,688	3.4%	53.4%	46.6%	18,616,839	3.3%	52.9%	47.1%	319,849	13.0%	84.2%	15.8%
2014	2	16,716,141	1.8%	55.1%	44.9%	16,431,070	1.7%	54.5%	45.5%	285,071	3.0%	86.9%	13.1%
2014	3	20,227,184	5.6%	54.4%	45.6%	19,908,361	5.8%	53.9%	46.1%	318,823	-5.4%	81.4%	18.6%
2014	4	19,619,228	5.0%	52.9%	47.1%	19,330,793	5.2%	52.5%	47.5%	288,435	-3.6%	79.4%	20.6%
2014	5	20,273,840	4.8%	53.4%	46.6%	19,962,643	4.7%	52.9%	47.1%	311,197	11.0%	83.8%	16.2%
2014	6	21,094,126	7.0%	54.3%	45.7%	20,732,947	6.8%	53.9%	46.1%	361,179	15.2%	80.0%	20.0%
2014	7	22,644,011	6.9%	53.8%	46.2%	22,211,534	6.8%	53.2%	46.8%	432,477	14.4%	81.8%	18.2%
2014	8	22,098,359	5.6%	52.5%	47.5%	21,720,169	5.5%	52.1%	47.9%	378,190	13.8%	76.6%	23.4%
2014	9	18,887,862	4.9%	49.8%	50.2%	18,621,679	4.9%	49.4%	50.6%	266,183	9.8%	77.9%	22.1%
YE	201209	218,066,959	3.8%	54.5%	45.5%	214,334,270	3.6%	54.1%	45.9%	3,732,689	17.7%	76.3%	23.7%
YE	201309	223,778,759	2.6%	53.4%	46.6%	220,317,200	2.8%	53.0%	47.0%	3,461,559	-7.3%	75.7%	24.3%
YE	201409	235,169,605	5.1%	53.0%	47.0%	231,441,909	5.0%	52.6%	47.4%	3,727,696	7.7%	81.8%	18.2%

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**

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
2012	10	118,764	-0.1%	59.5%	40.5%	115,102	-0.1%	58.8%	41.2%	3,662	-0.1%	80.6%	19.4%
2012	11	117,175	2.3%	59.5%	40.5%	113,590	2.5%	58.8%	41.2%	3,585	-4.5%	80.9%	19.1%
2012	12	125,349	0.4%	60.1%	39.9%	121,529	0.7%	59.4%	40.6%	3,820	-8.7%	81.6%	18.4%
2013	1	126,850	2.5%	60.1%	39.9%	123,153	3.1%	59.5%	40.5%	3,697	-12.8%	79.9%	20.1%
2013	2	114,483	-1.8%	61.2%	38.8%	110,772	-1.8%	60.6%	39.4%	3,711	-3.7%	78.5%	21.5%
2013	3	132,923	1.3%	61.3%	38.7%	128,612	1.5%	60.8%	39.2%	4,311	-4.9%	76.2%	23.8%
2013	4	127,860	1.8%	60.3%	39.7%	123,599	2.1%	59.6%	40.4%	4,261	-4.3%	80.2%	19.8%
2013	5	130,910	2.9%	59.8%	40.2%	126,975	3.2%	59.3%	40.7%	3,935	-5.2%	78.1%	21.9%
2013	6	131,036	0.9%	61.4%	38.6%	126,923	1.2%	60.8%	39.2%	4,113	-8.7%	78.0%	22.0%
2013	7	139,498	1.0%	61.1%	38.9%	135,385	1.6%	60.5%	39.5%	4,113	-14.6%	80.2%	19.8%
2013	8	137,539	1.2%	60.1%	39.9%	133,685	1.7%	59.6%	40.4%	3,854	-13.8%	77.3%	22.7%
2013	9	117,253	-1.7%	58.7%	41.3%	113,853	-1.6%	58.2%	41.8%	3,400	-5.9%	76.1%	23.9%
2013	10	123,748	4.2%	58.4%	41.6%	119,947	4.2%	57.7%	42.3%	3,801	3.8%	80.5%	19.5%
2013	11	117,867	0.6%	60.4%	39.6%	113,945	0.3%	59.6%	40.4%	3,922	9.4%	83.1%	16.9%
2013	12	126,486	0.9%	60.9%	39.1%	122,476	0.8%	60.1%	39.9%	4,010	5.0%	84.5%	15.5%
2014	1	125,525	-1.0%	60.8%	39.2%	121,613	-1.3%	60.2%	39.8%	3,912	5.8%	81.6%	18.4%
2014	2	112,220	-2.0%	62.9%	37.1%	108,572	-2.0%	62.3%	37.7%	3,648	-1.7%	82.1%	17.9%
2014	3	137,587	3.5%	61.2%	38.8%	133,235	3.6%	60.6%	39.4%	4,352	1.0%	80.7%	19.3%
2014	4	129,626	1.4%	61.1%	38.9%	125,678	1.7%	60.5%	39.5%	3,948	-7.3%	79.9%	20.1%
2014	5	132,004	0.8%	61.2%	38.8%	127,980	0.8%	60.6%	39.4%	4,024	2.3%	81.7%	18.3%
2014	6	135,915	3.7%	62.2%	37.8%	131,545	3.6%	61.6%	38.4%	4,370	6.2%	80.0%	20.0%
2014	7	144,943	3.9%	61.6%	38.4%	140,226	3.6%	60.9%	39.1%	4,717	14.7%	81.3%	18.7%
2014	8	139,817	1.7%	60.5%	39.5%	135,609	1.4%	59.8%	40.2%	4,208	9.2%	81.7%	18.3%
2014	9	119,606	2.0%	57.8%	42.2%	116,116	2.0%	57.2%	42.8%	3,490	2.6%	80.7%	19.3%
YE	201209	1,505,753	2.7%	61.1%	38.9%	1,455,524	3.1%	60.4%	39.6%	50,229	-7.5%	79.9%	20.1%
YE	201309	1,519,640	0.9%	60.3%	39.7%	1,473,178	1.2%	59.7%	40.3%	46,462	-7.5%	79.0%	21.0%
YE	201409	1,545,344	1.7%	60.8%	39.2%	1,496,942	1.6%	60.1%	39.9%	48,402	4.2%	81.5%	18.5%

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**

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
2012	10	776,488	-6.4%	45.9%	54.1%	687,780	-5.2%	40.3%	59.7%	88,708	-14.6%	89.4%	10.6%
2012	11	807,843	-0.7%	46.2%	53.8%	711,018	-0.5%	40.3%	59.7%	96,824	-1.7%	89.2%	10.8%
2012	12	779,406	-3.4%	45.1%	54.9%	668,288	-5.4%	37.8%	62.2%	111,118	10.9%	88.9%	11.1%
2013	1	700,826	2.1%	46.6%	53.4%	608,922	1.4%	40.0%	60.0%	91,905	6.6%	89.8%	10.2%
2013	2	671,572	-8.4%	46.1%	53.9%	583,569	-10.1%	39.6%	60.4%	88,004	5.3%	88.8%	11.2%
2013	3	797,732	-7.8%	44.7%	55.3%	692,818	-9.3%	37.9%	62.1%	104,915	3.5%	90.2%	9.8%
2013	4	782,985	1.4%	47.0%	53.0%	664,939	-1.3%	38.9%	61.1%	118,046	19.8%	92.2%	7.8%
2013	5	782,684	-1.9%	43.4%	56.6%	688,086	-1.2%	37.7%	62.3%	94,598	-6.8%	84.7%	15.3%
2013	6	778,989	-1.1%	43.9%	56.1%	672,611	-2.8%	37.8%	62.2%	106,378	11.4%	82.1%	17.9%
2013	7	771,284	-2.1%	43.2%	56.8%	673,723	-2.4%	37.2%	62.8%	97,561	-0.1%	84.2%	15.8%
2013	8	782,087	2.5%	42.7%	57.3%	688,389	2.6%	36.7%	63.3%	93,698	1.7%	87.1%	12.9%
2013	9	771,778	-0.5%	42.4%	57.6%	677,563	-1.5%	36.1%	63.9%	94,215	7.5%	87.9%	12.1%
2013	10	834,557	7.5%	44.2%	55.8%	726,230	5.6%	37.9%	62.1%	108,327	22.1%	86.4%	13.6%
2013	11	840,820	4.1%	44.4%	55.6%	725,619	2.1%	37.3%	62.7%	115,202	19.0%	88.8%	11.2%
2013	12	788,545	1.2%	44.4%	55.6%	680,418	1.8%	37.3%	62.7%	108,127	-2.7%	89.1%	10.9%
2014	1	729,199	4.0%	43.7%	56.3%	638,384	4.8%	37.4%	62.6%	90,815	-1.2%	88.0%	12.0%
2014	2	672,535	0.1%	44.2%	55.8%	589,429	1.0%	38.2%	61.8%	83,106	-5.6%	87.2%	12.8%
2014	3	871,265	9.2%	42.9%	57.1%	765,352	10.5%	36.8%	63.2%	105,913	1.0%	86.8%	13.2%
2014	4	804,227	2.7%	44.2%	55.8%	695,547	4.6%	37.2%	62.8%	108,679	-7.9%	89.0%	11.0%
2014	5	851,499	8.8%	43.8%	56.2%	743,293	8.0%	37.4%	62.6%	108,206	14.4%	87.8%	12.2%
2014	6	838,775	7.7%	43.6%	56.4%	729,939	8.5%	37.7%	62.3%	108,836	2.3%	83.6%	16.4%
2014	7	863,760	12.0%	43.8%	56.2%	755,023	12.1%	38.0%	62.0%	108,736	11.5%	84.5%	15.5%
2014	8	821,070	5.0%	43.4%	56.6%	718,649	4.4%	37.2%	62.8%	102,421	9.3%	86.7%	13.3%
2014	9	804,667	4.3%	41.7%	58.3%	704,886	4.0%	35.0%	65.0%	99,781	5.9%	88.5%	11.5%
YE	201209	9,419,360	-3.0%	46.6%	53.4%	8,272,584	-2.1%	40.9%	59.1%	1,146,777	-9.0%	88.4%	11.6%
YE	201309	9,203,674	-2.3%	44.7%	55.3%	8,017,706	-3.1%	38.3%	61.7%	1,185,968	3.4%	87.9%	12.1%
YE	201409	9,720,918	5.6%	43.7%	56.3%	8,472,768	5.7%	37.3%	62.7%	1,248,150	5.2%	87.2%	12.8%

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	2013	9	125,737	2.2%	39.6%	60.4%	46,839	5.5%	38.2%	75,932	-0.3%	61.8%	2,955	17.6%	99.6%	11	-45.0%	0.4%
	2014	9	126,068	0.3%	40.0%	60.0%	47,310	1.0%	38.5%	75,690	-0.3%	61.5%	3,068	3.8%	100.0%	-	-100.0%	0.0%
	YE	201209	1,441,513	1.8%	42.6%	57.4%	581,547	4.9%	41.3%	827,199	-1.0%	58.7%	32,717	26.0%	99.8%	50	22.0%	0.2%
	YE	201309	1,428,039	-0.9%	40.7%	59.3%	546,314	-6.1%	39.2%	846,819	2.4%	60.8%	34,860	6.6%	99.9%	46	-8.0%	0.1%
	YE	201409	1,412,070	-1.1%	41.9%	58.1%	556,299	1.8%	40.4%	820,187	-3.1%	59.6%	35,542	2.0%	99.9%	42	-8.7%	0.1%
Australia/Oceania	2013	9	374,903	5.9%	26.7%	73.3%	99,966	17.9%	26.7%	274,937	2.1%	73.3%	-	0.0%	0.0%	-	0.0%	0.0%
	2014	9	362,257	-3.4%	23.4%	76.6%	84,787	-15.2%	23.4%	277,460	0.9%	76.6%	10	0.0%	100.0%	-	0.0%	0.0%
	YE	201209	3,864,874	0.8%	24.5%	75.5%	943,427	-5.0%	24.4%	2,919,517	2.8%	75.6%	1,912	616.1%	99.1%	18	-96.2%	0.9%
	YE	201309	4,097,293	6.0%	25.8%	74.2%	1,052,747	11.6%	25.7%	3,040,352	4.1%	74.3%	4,161	117.6%	99.2%	33	83.3%	0.8%
	YE	201409	4,218,597	3.0%	24.6%	75.4%	1,038,533	-1.4%	24.6%	3,179,039	4.6%	75.4%	956	-77.0%	93.3%	69	109.1%	6.7%
Canada	2013	9	1,831,135	-2.8%	54.2%	45.8%	988,115	5.3%	54.3%	832,464	-10.9%	45.7%	3,522	181.3%	33.4%	7,034	-23.9%	66.6%
	2014	9	1,958,540	7.0%	52.3%	47.7%	1,020,742	3.3%	52.2%	933,840	12.2%	47.8%	3,300	-6.3%	83.4%	658	-90.6%	16.6%
	YE	201209	23,903,148	4.0%	46.7%	53.3%	11,107,615	-0.8%	47.0%	12,506,273	8.7%	53.0%	60,495	-2.1%	20.9%	228,765	3.3%	79.1%
	YE	201309	25,156,716	5.2%	46.3%	53.7%	11,623,939	4.6%	46.6%	13,310,018	6.4%	53.4%	36,007	-40.5%	16.2%	186,752	-18.4%	83.8%
	YE	201409	25,195,349	0.2%	47.4%	52.6%	11,902,670	2.4%	47.6%	13,105,882	-1.5%	52.4%	50,051	39.0%	26.8%	136,746	-26.8%	73.2%
Central America	2013	9	1,830,488	6.3%	66.9%	33.1%	1,199,446	3.7%	66.7%	599,186	11.2%	33.3%	25,096	0.6%	78.8%	6,760	214.9%	21.2%
	2014	9	1,895,818	3.6%	65.1%	34.9%	1,205,420	0.5%	64.7%	656,835	9.6%	35.3%	28,846	14.9%	85.9%	4,717	-30.2%	14.1%
	YE	201209	27,607,424	6.0%	75.0%	25.0%	20,376,055	1.2%	74.9%	6,820,415	23.1%	25.1%	337,256	59.4%	82.1%	73,698	-58.3%	17.9%
	YE	201309	29,591,336	7.2%	73.3%	26.7%	21,244,185	4.3%	73.1%	7,832,164	14.8%	26.9%	442,231	31.1%	85.9%	72,756	-1.3%	14.1%
	YE	201409	32,225,654	8.9%	72.8%	27.2%	22,948,625	8.0%	72.6%	8,648,179	10.4%	27.4%	522,402	18.1%	83.1%	106,448	46.3%	16.9%
Europe	2013	9	5,191,002	3.7%	43.1%	56.9%	2,233,165	4.0%	43.3%	2,927,616	3.9%	56.7%	3,198	59.3%	10.6%	27,023	-29.7%	89.4%
	2014	9	5,332,883	2.7%	42.2%	57.8%	2,247,155	0.6%	42.4%	3,046,936	4.1%	57.6%	4,771	49.2%	12.3%	34,021	25.9%	87.7%
	YE	201209	52,286,536	0.8%	42.8%	57.2%	22,355,933	-3.3%	43.0%	29,639,844	4.1%	57.0%	12,179	-3.6%	4.2%	278,580	10.8%	95.8%
	YE	201309	52,873,393	1.1%	42.2%	57.8%	22,278,977	-0.3%	42.4%	30,313,523	2.3%	57.6%	42,461	248.6%	15.1%	238,432	-14.4%	84.9%
	YE	201409	54,790,901	3.6%	41.4%	58.6%	22,647,563	1.7%	41.5%	31,859,246	5.1%	58.5%	62,779	47.9%	22.1%	221,313	-7.2%	77.9%

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	2013	9	2,254,300	4.5%	43.2%	56.8%	972,518	-2.1%	43.5%	1,264,387	9.8%	56.5%	640	-48.0%	3.7%	16,755	43.6%	96.3%
	2014	9	2,320,017	2.9%	42.7%	57.3%	985,647	1.4%	42.7%	1,323,422	4.7%	57.3%	4,166	550.9%	38.1%	6,782	-59.5%	61.9%
	YE	201209	25,531,181	7.6%	44.5%	55.5%	11,341,342	6.4%	44.7%	14,012,981	8.7%	55.3%	30,612	-8.1%	17.3%	146,246	1.8%	82.7%
	YE	201309	26,826,954	5.1%	43.2%	56.8%	11,582,145	2.1%	43.5%	15,024,992	7.2%	56.5%	19,817	-35.3%	9.0%	200,000	36.8%	91.0%
	YE	201409	28,047,295	4.5%	41.4%	58.6%	11,556,419	-0.2%	41.4%	16,359,271	8.9%	58.6%	44,120	122.6%	33.5%	87,485	-56.3%	66.5%
Middle East	2013	9	543,431	11.6%	19.4%	80.6%	105,277	-11.1%	19.4%	438,118	18.9%	80.6%	-	0.0%	0.0%	36	140.0%	100.0%
	2014	9	681,337	25.4%	13.3%	86.7%	90,585	-14.0%	13.3%	590,752	34.8%	86.7%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE	201209	5,859,580	14.0%	23.4%	76.6%	1,370,200	-5.0%	23.4%	4,488,463	21.3%	76.6%	846	635.7%	92.3%	71	-51.7%	7.7%
	YE	201309	6,508,903	11.1%	21.5%	78.5%	1,392,134	1.6%	21.4%	5,112,291	13.9%	78.6%	4,245	401.8%	94.8%	233	228.2%	5.2%
	YE	201409	7,670,319	17.8%	15.5%	84.5%	1,191,786	-14.4%	15.5%	6,477,653	26.7%	84.5%	-	-100.0%	0.0%	880	277.7%	100.0%
South America	2013	9	1,160,634	7.3%	59.8%	40.2%	693,154	4.9%	59.7%	466,945	13.0%	40.3%	533	-92.2%	99.6%	2	-96.7%	0.4%
	2014	9	1,146,577	-1.2%	56.7%	43.3%	647,272	-6.6%	56.6%	496,666	6.4%	43.4%	2,629	393.2%	99.6%	10	400.0%	0.4%
	YE	201209	12,786,331	7.1%	62.2%	37.8%	7,888,144	5.7%	62.0%	4,828,734	8.2%	38.0%	65,120	534.2%	93.8%	4,333	5120.5%	6.2%
	YE	201309	14,171,062	10.8%	61.2%	38.8%	8,648,222	9.6%	61.1%	5,499,220	13.9%	38.9%	23,552	-63.8%	99.7%	68	-98.4%	0.3%
	YE	201409	14,920,709	5.3%	59.7%	40.3%	8,871,395	2.6%	59.6%	6,009,706	9.3%	40.4%	39,467	67.6%	99.6%	141	107.4%	0.4%
The Caribbean	2013	9	1,124,326	-4.0%	86.7%	13.3%	917,822	-3.8%	86.0%	149,570	-1.6%	14.0%	56,877	-12.4%	99.9%	57	147.8%	0.1%
	2014	9	1,205,875	7.3%	88.9%	11.1%	1,013,665	10.4%	88.4%	133,264	-10.9%	11.6%	58,946	3.6%	100.0%	-	-100.0%	0.0%
	YE	201209	19,070,764	6.1%	88.5%	11.5%	15,606,453	5.7%	87.7%	2,193,664	1.6%	12.3%	1,269,296	20.2%	99.9%	1,351	-26.3%	0.1%
	YE	201309	19,055,911	-0.1%	89.1%	10.9%	15,866,969	1.7%	88.4%	2,079,662	-5.2%	11.6%	1,108,656	-12.7%	99.9%	624	-53.8%	0.1%
	YE	201409	20,170,033	5.8%	90.2%	9.8%	17,122,981	7.9%	89.7%	1,971,701	-5.2%	10.3%	1,074,784	-3.1%	99.9%	567	-9.1%	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. 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**

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	2013	9	165,159	6.5%	40.6%	59.4%	54,718	3.9%	35.8%	98,159	0.6%	64.2%	12,270	159.7%	99.9%	12	-93.9%	0.1%
	2014	9	168,161	1.8%	42.8%	57.2%	59,813	9.3%	38.4%	96,128	-2.1%	61.6%	12,220	-0.4%	100.0%	-	-100.0%	0.0%
	YE	201209	1,948,261	3.3%	42.3%	57.7%	765,159	6.9%	40.5%	1,122,231	1.2%	59.5%	59,646	0.1%	98.0%	1,225	-20.1%	2.0%
	YE	201309	1,941,845	-0.3%	40.6%	59.4%	656,093	-14.3%	36.3%	1,152,610	2.7%	63.7%	133,055	123.1%	99.9%	87	-92.9%	0.1%
	YE	201409	1,916,316	-1.3%	41.8%	58.2%	662,826	1.0%	37.3%	1,115,433	-3.2%	62.7%	137,924	3.7%	99.9%	133	52.9%	0.1%
Australia/Oceania	2013	9	442,136	8.6%	28.8%	71.2%	126,835	25.4%	28.7%	314,831	2.9%	71.3%	470	0.0%	100.0%	-	0.0%	0.0%
	2014	9	433,552	-1.9%	25.0%	75.0%	106,810	-15.8%	24.7%	325,002	3.2%	75.3%	1,740	270.2%	100.0%	-	0.0%	0.0%
	YE	201209	4,830,357	-27.4%	25.3%	74.7%	1,215,115	-6.1%	25.2%	3,606,299	4.1%	74.8%	8,878	106.8%	99.3%	65	-94.5%	0.7%
	YE	201309	5,141,850	6.4%	27.1%	72.9%	1,385,803	14.0%	27.0%	3,747,941	3.9%	73.0%	8,059	-9.2%	99.4%	47	-27.7%	0.6%
	YE	201409	5,275,484	2.6%	25.9%	74.1%	1,362,161	-1.7%	25.8%	3,910,005	4.3%	74.2%	3,231	-59.9%	97.4%	87	85.1%	2.6%
Canada	2013	9	2,471,892	-6.1%	52.9%	47.1%	1,300,564	-0.9%	53.0%	1,154,068	-11.5%	47.0%	8,154	67.8%	47.2%	9,106	-21.5%	52.8%
	2014	9	2,527,259	2.2%	50.6%	49.4%	1,269,416	-2.4%	50.4%	1,247,805	8.1%	49.6%	8,724	7.0%	86.9%	1,314	-85.6%	13.1%
	YE	201209	32,677,423	-14.0%	47.6%	52.4%	15,424,434	0.2%	47.8%	16,843,735	8.2%	52.2%	133,128	11.4%	32.5%	276,126	-3.9%	67.5%
	YE	201309	33,266,191	1.8%	45.9%	54.1%	15,176,933	-1.6%	46.1%	17,772,205	5.5%	53.9%	86,921	-34.7%	27.4%	230,132	-16.7%	72.6%
	YE	201409	31,950,992	-4.0%	46.9%	53.1%	14,868,134	-2.0%	47.0%	16,785,080	-5.6%	53.0%	128,476	47.8%	43.1%	169,302	-26.4%	56.9%
Central America	2013	9	2,546,321	6.3%	66.6%	33.4%	1,656,139	2.8%	66.4%	836,993	13.5%	33.6%	39,827	-3.4%	74.9%	13,362	129.3%	25.1%
	2014	9	2,555,684	0.4%	65.4%	34.6%	1,623,686	-2.0%	65.0%	875,080	4.6%	35.0%	47,064	18.2%	82.7%	9,854	-26.3%	17.3%
	YE	201209	35,709,259	-50.3%	74.2%	25.8%	25,959,139	0.0%	74.0%	9,120,723	24.6%	26.0%	526,753	43.0%	83.7%	102,644	-58.4%	16.3%
	YE	201309	37,579,732	5.2%	72.5%	27.5%	26,602,949	2.5%	72.2%	10,228,282	12.1%	27.8%	639,121	21.3%	85.4%	109,380	6.6%	14.6%
	YE	201409	40,607,813	8.1%	72.2%	27.8%	28,540,879	7.3%	71.9%	11,135,083	8.9%	28.1%	784,933	22.8%	84.2%	146,918	34.3%	15.8%
Europe	2013	9	5,969,340	2.7%	42.6%	57.4%	2,534,200	2.3%	42.7%	3,397,996	3.3%	57.3%	6,638	120.6%	17.9%	30,506	-31.4%	82.1%
	2014	9	6,242,593	4.6%	42.3%	57.7%	2,635,891	4.0%	42.5%	3,560,658	4.8%	57.5%	6,408	-3.5%	13.9%	39,636	29.9%	86.1%
	YE	201209	63,676,463	-53.2%	43.4%	56.6%	27,590,742	-4.3%	43.6%	35,732,754	2.4%	56.4%	30,409	-10.7%	8.6%	322,558	10.4%	91.4%
	YE	201309	63,420,543	-0.4%	42.6%	57.4%	26,922,689	-2.4%	42.7%	36,156,419	1.2%	57.3%	70,355	131.4%	20.6%	271,080	-16.0%	79.4%
	YE	201409	66,848,181	5.4%	42.0%	58.0%	28,001,796	4.0%	42.1%	38,500,178	6.5%	57.9%	94,234	33.9%	27.2%	251,973	-7.0%	72.8%

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

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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	Market Share	Total	Yr/Yr Change	Market Share	Total	Yr/Yr Change	Market Share
Far East	2013	9	2,846,179	6.9%	42.4%	57.6%	1,205,087	0.6%	42.6%	1,621,273	11.8%	57.4%	1,446	2.0%	7.3%	18,373	30.0%	92.7%
	2014	9	3,003,757	5.5%	41.3%	58.7%	1,232,326	2.3%	41.2%	1,756,132	8.3%	58.8%	7,753	436.2%	50.7%	7,546	-58.9%	49.3%
	YE	201209	31,705,652	-80.8%	43.9%	56.1%	13,872,357	6.3%	44.0%	17,631,332	9.0%	56.0%	40,493	-34.3%	20.0%	161,470	-3.7%	80.0%
	YE	201309	33,028,481	4.2%	42.6%	57.4%	14,049,693	1.3%	42.9%	18,726,886	6.2%	57.1%	27,877	-31.2%	11.1%	224,025	38.7%	88.9%
	YE	201409	34,801,101	5.4%	40.8%	59.2%	14,138,824	0.6%	40.8%	20,483,507	9.4%	59.2%	76,464	174.3%	42.8%	102,306	-54.3%	57.2%
Middle East	2013	9	683,741	12.8%	18.3%	81.7%	125,317	-9.7%	18.3%	558,359	20.9%	81.7%	-	-100.0%	0.0%	65	-94.6%	100.0%
	2014	9	878,047	28.4%	12.7%	87.3%	111,724	-10.8%	12.7%	765,816	37.2%	87.3%	-	0.0%	0.0%	507	680.0%	100.0%
	YE	201209	7,119,555	-95.9%	22.8%	77.2%	1,611,796	-7.0%	22.7%	5,487,652	15.6%	77.3%	9,862	1998.3%	49.0%	10,245	-2.6%	51.0%
	YE	201309	7,900,262	11.0%	20.5%	79.5%	1,611,479	0.0%	20.4%	6,274,981	14.3%	79.6%	9,052	-8.2%	65.6%	4,750	-53.6%	34.4%
	YE	201409	9,332,009	18.1%	14.9%	85.1%	1,386,832	-13.9%	14.9%	7,938,391	26.5%	85.1%	-	-100.0%	0.0%	6,786	42.9%	100.0%
South America	2013	9	1,375,128	8.7%	60.9%	39.1%	836,191	7.9%	60.9%	537,469	13.7%	39.1%	1,454	-91.9%	99.0%	14	-95.5%	1.0%
	2014	9	1,395,278	1.5%	58.4%	41.6%	793,883	-5.1%	57.8%	580,192	7.9%	42.2%	21,177	1356.5%	99.9%	26	85.7%	0.1%
	YE	201209	15,496,730	-91.7%	63.2%	36.8%	9,655,213	4.6%	62.9%	5,703,363	4.0%	37.1%	131,025	436.4%	94.8%	7,129	1630.3%	5.2%
	YE	201309	17,330,275	11.8%	61.9%	38.1%	10,670,804	10.5%	61.8%	6,606,269	15.8%	38.2%	52,923	-59.6%	99.5%	279	-96.1%	0.5%
	YE	201409	18,309,814	5.7%	61.4%	38.6%	11,131,130	4.3%	61.2%	7,069,833	7.0%	38.8%	108,373	104.8%	99.6%	478	71.3%	0.4%
The Caribbean	2013	9	1,498,910	-7.3%	86.3%	13.7%	1,192,536	-5.9%	85.3%	205,742	-12.9%	14.7%	100,486	-11.2%	99.9%	146	210.6%	0.1%
	2014	9	1,683,531	12.3%	87.3%	12.7%	1,368,005	14.7%	86.5%	213,312	3.7%	13.5%	102,214	1.7%	100.0%	-	-100.0%	0.0%
	YE	201209	24,903,259	-88.1%	87.5%	12.5%	19,891,342	4.8%	86.5%	3,100,884	5.9%	13.5%	1,908,229	28.3%	99.9%	2,804	-27.2%	0.1%
	YE	201309	24,169,580	-2.9%	88.1%	11.9%	19,705,282	-0.9%	87.3%	2,869,882	-7.4%	12.7%	1,592,874	-16.5%	99.9%	1,542	-45.0%	0.1%
	YE	201409	26,127,895	8.1%	89.1%	10.9%	21,567,501	9.5%	88.3%	2,844,316	-0.9%	11.7%	1,714,736	7.7%	99.9%	1,342	-13.0%	0.1%

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

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**Table 2 : U.S.-International Nonstop Data By World Area 1/
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		2013	9	627	4.5%	43.9%	56.1%	247	9.3%	41.3%	351	2.9%	58.7%	28	3.7%	96.6%	1	-83.3%	3.4%
		2014	9	642	2.4%	45.5%	54.5%	261	5.7%	42.7%	350	-0.3%	57.3%	31	10.7%	100.0%	-	-100.0%	0.0%
		YE	201209	7,614	1.8%	47.3%	52.7%	3,263	3.7%	45.0%	3,989	-0.1%	55.0%	341	4.6%	94.2%	21	40.0%	5.8%
		YE	201309	7,337	-3.6%	43.9%	56.1%	2,855	-12.5%	41.0%	4,109	3.0%	59.0%	366	7.3%	98.1%	7	-66.7%	1.9%
		YE	201409	7,297	-0.5%	44.6%	55.4%	2,916	2.1%	42.0%	4,029	-1.9%	58.0%	336	-8.2%	95.5%	16	128.6%	4.5%
Australia/Oceania		2013	9	1,875	9.3%	32.9%	67.1%	550	20.9%	30.4%	1,259	5.7%	69.6%	66	-5.7%	100.0%	-	0.0%	0.0%
		2014	9	1,931	3.0%	30.0%	70.0%	513	-6.7%	27.5%	1,352	7.4%	72.5%	66	0.0%	100.0%	-	0.0%	0.0%
		YE	201209	21,762	-25.5%	29.3%	70.7%	5,498	-9.4%	26.3%	15,383	3.8%	73.7%	873	8.2%	99.1%	8	-75.0%	0.9%
		YE	201309	22,239	2.2%	31.5%	68.5%	6,103	11.0%	28.6%	15,231	-1.0%	71.4%	897	2.7%	99.1%	8	0.0%	0.9%
		YE	201409	23,625	6.2%	29.7%	70.3%	6,215	1.8%	27.2%	16,615	9.1%	72.8%	791	-11.8%	99.5%	4	-50.0%	0.5%
Canada		2013	9	31,657	-10.1%	58.4%	41.6%	18,322	-4.5%	58.7%	12,871	-17.3%	41.3%	176	6.0%	37.9%	288	1.8%	62.1%
		2014	9	31,753	0.3%	57.3%	42.7%	17,965	-1.9%	57.4%	13,351	3.7%	42.6%	225	27.8%	51.5%	212	-26.4%	48.5%
		YE	201209	421,297	-5.0%	53.9%	46.1%	224,141	-0.4%	54.2%	189,705	5.1%	45.8%	2,779	-22.5%	37.3%	4,672	-10.0%	62.7%
		YE	201309	419,621	-0.4%	53.1%	46.9%	220,734	-1.5%	53.4%	192,429	1.4%	46.6%	2,290	-17.6%	35.5%	4,168	-10.8%	64.5%
		YE	201409	390,435	-7.0%	55.2%	44.8%	212,692	-3.6%	55.4%	171,257	-11.0%	44.6%	2,928	27.9%	45.1%	3,558	-14.6%	54.9%
Central America		2013	9	21,667	3.5%	69.4%	30.6%	14,426	2.6%	68.9%	6,523	6.3%	31.1%	602	-13.5%	83.8%	116	190.0%	16.2%
		2014	9	20,895	-3.6%	68.5%	31.5%	13,694	-5.1%	67.8%	6,494	-0.4%	32.2%	625	3.8%	88.4%	82	-29.3%	11.6%
		YE	201209	297,813	-58.9%	75.1%	24.9%	214,590	3.3%	74.5%	73,353	18.8%	25.5%	9,115	-12.5%	92.4%	755	-56.0%	7.6%
		YE	201309	311,373	4.6%	73.5%	26.5%	220,359	2.7%	73.0%	81,467	11.1%	27.0%	8,653	-5.1%	90.6%	894	18.4%	9.4%
		YE	201409	324,570	4.2%	73.7%	26.3%	230,011	4.4%	73.2%	84,058	3.2%	26.8%	9,213	6.5%	87.7%	1,288	44.1%	12.3%
Europe		2013	9	24,597	1.2%	47.7%	52.3%	11,512	-1.5%	47.7%	12,629	4.1%	52.3%	231	-1.3%	50.7%	225	-7.4%	49.3%
		2014	9	25,412	3.3%	48.1%	51.9%	11,964	3.9%	48.1%	12,935	2.4%	51.9%	262	13.4%	51.1%	251	11.6%	48.9%
		YE	201209	271,457	-72.9%	49.4%	50.6%	131,123	-3.9%	49.3%	134,917	0.5%	50.7%	3,110	-13.2%	57.4%	2,307	-0.6%	42.6%
		YE	201309	265,857	-2.1%	48.3%	51.7%	125,703	-4.1%	48.2%	135,181	0.2%	51.8%	2,791	-10.3%	56.1%	2,182	-5.4%	43.9%
		YE	201409	275,613	3.7%	47.7%	52.3%	128,516	2.2%	47.5%	141,834	4.9%	52.5%	3,072	10.1%	58.4%	2,191	0.4%	41.6%

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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
Far East	2013	9	13,267	4.5%	44.3%	55.7%	5,505	-2.0%	43.1%	7,279	9.6%	56.9%	367	16.9%	76.0%	116	-0.9%	24.0%	
	2014	9	13,785	3.9%	43.5%	56.5%	5,519	0.3%	41.7%	7,729	6.2%	58.3%	475	29.4%	88.5%	62	-46.6%	11.5%	
	YE	201209	150,885	-86.9%	46.1%	53.9%	66,342	4.2%	45.3%	80,006	3.0%	54.7%	3,236	-1.9%	71.3%	1,301	-45.6%	28.7%	
	YE	201309	153,614	1.8%	45.2%	54.8%	64,901	-2.2%	44.0%	82,759	3.4%	56.0%	4,462	37.9%	74.9%	1,492	14.7%	25.1%	
	YE	201409	161,342	5.0%	43.0%	57.0%	64,244	-1.0%	41.4%	91,001	10.0%	58.6%	5,072	13.7%	83.2%	1,025	-31.3%	16.8%	
Middle East	2013	9	2,354	7.6%	21.9%	78.1%	475	-12.2%	20.6%	1,831	15.6%	79.4%	41	-26.8%	85.4%	7	0.0%	14.6%	
	2014	9	2,896	23.0%	15.0%	85.0%	408	-14.1%	14.3%	2,455	34.1%	85.7%	27	-34.1%	81.8%	6	-14.3%	18.2%	
	YE	201209	25,068	-97.9%	26.1%	73.9%	6,123	-4.4%	24.9%	18,454	15.8%	75.1%	429	92.4%	87.4%	62	-20.5%	12.6%	
	YE	201309	27,540	9.9%	24.6%	75.4%	6,148	0.4%	22.9%	20,672	12.0%	77.1%	625	45.7%	86.8%	95	53.2%	13.2%	
	YE	201409	30,959	12.4%	18.0%	82.0%	5,131	-16.5%	16.9%	25,282	22.3%	83.1%	446	-28.6%	81.7%	100	5.3%	18.3%	
South America	2013	9	8,195	2.1%	60.2%	39.8%	4,606	3.7%	58.7%	3,246	4.1%	41.3%	325	-27.8%	94.8%	18	5.9%	5.2%	
	2014	9	7,998	-2.4%	57.0%	43.0%	4,277	-7.1%	55.5%	3,424	5.5%	44.5%	279	-14.2%	93.9%	18	0.0%	6.1%	
	YE	201209	98,331	-92.2%	62.6%	37.4%	55,473	5.7%	60.3%	36,565	-0.3%	39.7%	6,061	18.3%	96.3%	232	-79.4%	3.7%	
	YE	201309	104,543	6.3%	61.4%	38.6%	59,399	7.1%	59.7%	40,106	9.7%	40.3%	4,820	-20.5%	95.7%	218	-6.0%	4.3%	
	YE	201409	107,446	2.8%	61.3%	38.7%	61,608	3.7%	59.9%	41,317	3.0%	40.1%	4,288	-11.0%	94.8%	233	6.9%	5.2%	
The Caribbean	2013	9	13,014	-4.5%	87.4%	12.6%	10,620	-2.7%	86.9%	1,601	-12.0%	13.1%	750	-9.0%	94.6%	43	-30.6%	5.4%	
	2014	9	14,294	9.8%	88.1%	11.9%	11,766	10.8%	87.6%	1,659	3.6%	12.4%	827	10.3%	95.2%	42	-2.3%	4.8%	
	YE	201209	211,526	-85.6%	88.5%	11.5%	173,127	6.1%	88.1%	23,472	5.4%	11.9%	14,174	5.7%	95.0%	753	15.1%	5.0%	
	YE	201309	207,516	-1.9%	89.1%	10.9%	173,088	0.0%	88.8%	21,934	-6.6%	11.2%	11,781	-16.9%	94.3%	713	-5.3%	5.7%	
	YE	201409	224,057	8.0%	90.0%	10.0%	188,271	8.8%	89.6%	21,945	0.1%	10.4%	13,291	12.8%	96.0%	550	-22.9%	4.0%	

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.

**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	2013	9	3,128	4.7%	46.7%	53.3%	909	9.9%	35.3%	1,667	4.1%	64.7%	552	7.3%	100.0%	-	-100.0%	0.0%
	2014	9	3,690	18.0%	48.4%	51.6%	966	6.2%	33.6%	1,906	14.3%	66.4%	819	48.3%	100.0%	-	0.0%	0.0%
	YE	201209	36,150	15.1%	46.3%	53.7%	9,926	-9.6%	34.1%	19,169	28.0%	65.9%	6,828	26.1%	96.8%	228	314.0%	3.2%
	YE	201309	36,350	0.6%	47.3%	52.7%	9,629	-3.0%	33.5%	19,116	-0.3%	66.5%	7,550	10.6%	99.3%	54	-76.2%	0.7%
	YE	201409	35,350	-2.7%	45.7%	54.3%	7,930	-17.6%	29.6%	18,900	-1.1%	70.4%	8,237	9.1%	96.7%	284	423.0%	3.3%
Australia/Oceania	2013	9	15,334	0.8%	47.1%	52.9%	4,746	-5.3%	36.9%	8,111	12.9%	63.1%	2,477	-17.8%	100.0%	-	0.0%	0.0%
	2014	9	14,495	-5.5%	43.9%	56.1%	4,489	-5.4%	35.6%	8,126	0.2%	64.4%	1,880	-24.1%	100.0%	-	0.0%	0.0%
	YE	201209	177,750	-11.4%	49.1%	50.9%	54,788	-5.6%	37.8%	90,154	10.1%	62.2%	32,570	16.8%	99.3%	239	-83.3%	0.7%
	YE	201309	181,828	2.3%	49.7%	50.3%	55,431	1.2%	37.8%	91,356	1.3%	62.2%	35,016	7.5%	99.9%	25	-89.4%	0.1%
	YE	201409	181,153	-0.4%	44.4%	55.6%	54,878	-1.0%	35.3%	100,678	10.2%	64.7%	25,567	-27.0%	99.9%	29	16.2%	0.1%
Canada	2013	9	26,026	-3.3%	77.4%	22.6%	19,004	-5.0%	79.8%	4,798	-11.4%	20.2%	1,144	451.2%	51.5%	1,079	-16.5%	48.5%
	2014	9	28,300	8.7%	75.1%	24.9%	19,620	3.2%	79.0%	5,228	9.0%	21.0%	1,640	43.4%	47.5%	1,812	67.8%	52.5%
	YE	201209	323,925	-41.2%	77.0%	23.0%	236,312	2.7%	80.4%	57,743	-25.9%	19.6%	13,067	-32.6%	43.7%	16,804	-27.0%	56.3%
	YE	201309	329,162	1.6%	76.2%	23.8%	235,555	-0.3%	79.1%	62,071	7.5%	20.9%	15,168	16.1%	48.1%	16,369	-2.6%	51.9%
	YE	201409	333,303	1.3%	76.5%	23.5%	235,993	0.2%	79.2%	61,893	-0.3%	20.8%	19,047	25.6%	53.8%	16,371	0.0%	46.2%
Central America	2013	9	53,127	-7.4%	62.7%	37.3%	28,509	0.6%	60.4%	18,675	-17.4%	39.6%	4,822	-24.9%	81.1%	1,121	6517.3%	18.9%
	2014	9	45,030	-15.2%	59.0%	41.0%	23,175	-18.7%	56.4%	17,905	-4.1%	43.6%	3,383	-29.8%	85.6%	567	-49.4%	14.4%
	YE	201209	683,786	-44.8%	63.3%	36.7%	334,085	11.9%	57.2%	249,614	-2.3%	42.8%	98,951	-24.8%	98.9%	1,136	-58.0%	1.1%
	YE	201309	644,442	-5.8%	64.1%	35.9%	353,829	5.9%	60.7%	229,280	-8.1%	39.3%	59,069	-40.3%	96.3%	2,263	99.2%	3.7%
	YE	201409	650,405	0.9%	65.8%	34.2%	370,625	4.7%	63.6%	211,852	-7.6%	36.4%	57,443	-2.8%	84.6%	10,483	363.2%	15.4%
Europe	2013	9	236,655	0.3%	39.4%	60.6%	79,343	-3.9%	36.2%	139,872	2.8%	63.8%	13,864	-3.6%	79.5%	3,576	16.5%	20.5%
	2014	9	244,015	3.1%	41.9%	58.1%	84,558	6.6%	38.1%	137,255	-1.9%	61.9%	17,781	28.3%	80.1%	4,420	23.6%	19.9%
	YE	201209	2,928,657	-32.5%	41.1%	58.9%	1,012,899	-7.3%	37.6%	1,683,729	-4.7%	62.4%	192,084	-5.7%	82.8%	39,945	4.5%	17.2%
	YE	201309	2,801,337	-4.3%	40.3%	59.7%	956,240	-5.6%	37.0%	1,627,849	-3.3%	63.0%	173,277	-9.8%	79.8%	43,971	10.1%	20.2%
	YE	201409	2,968,462	6.0%	42.0%	58.0%	1,036,644	8.4%	38.3%	1,672,732	2.8%	61.7%	208,685	20.4%	80.5%	50,402	14.6%	19.5%

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

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**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	2013	9	285,651	-1.3%	36.5%	63.5%	71,687	-19.0%	28.7%	177,974	3.8%	71.3%	32,616	30.1%	90.6%	3,375	-24.0%	9.4%
	2014	9	313,867	9.9%	38.4%	61.6%	78,561	9.6%	29.2%	190,833	7.2%	70.8%	41,811	28.2%	94.0%	2,661	-21.1%	6.0%
	YE	201209	3,453,787	332.3%	39.5%	60.5%	1,098,930	-2.5%	35.1%	2,029,661	-4.2%	64.9%	266,449	7.0%	81.9%	58,748	-61.8%	18.1%
	YE	201309	3,390,251	-1.8%	38.7%	61.3%	921,106	-16.2%	31.3%	2,023,646	-0.3%	68.7%	389,727	46.3%	87.5%	55,772	-5.1%	12.5%
	YE	201409	3,612,625	6.6%	37.1%	62.9%	895,603	-2.8%	28.8%	2,213,623	9.4%	71.2%	446,168	14.5%	88.6%	57,232	2.6%	11.4%
Middle East	2013	9	26,791	10.8%	21.1%	78.9%	3,756	-21.6%	15.1%	21,050	20.6%	84.9%	1,883	-2.9%	94.9%	101	0.0%	5.1%
	2014	9	35,113	31.1%	17.2%	82.8%	4,127	9.9%	12.5%	29,002	37.8%	87.5%	1,909	1.4%	96.2%	76	-24.1%	3.8%
	YE	201209	263,177	-68.0%	28.7%	71.3%	54,035	0.4%	22.4%	187,589	9.2%	77.6%	21,380	133.5%	99.2%	173	-79.5%	0.8%
	YE	201309	294,948	12.1%	25.1%	74.9%	53,388	-1.2%	19.6%	219,631	17.1%	80.4%	20,545	-3.9%	93.7%	1,385	699.1%	6.3%
	YE	201409	362,878	23.0%	20.5%	79.5%	49,685	-6.9%	14.7%	287,351	30.8%	85.3%	24,630	19.9%	95.3%	1,212	-12.5%	4.7%
South America	2013	9	114,012	1.1%	45.5%	54.5%	26,699	-20.6%	30.7%	60,249	14.3%	69.3%	25,225	-0.5%	93.2%	1,840	68.2%	6.8%
	2014	9	110,285	-3.3%	37.5%	62.5%	23,477	-12.1%	25.9%	67,266	11.6%	74.1%	17,918	-29.0%	91.7%	1,623	-11.8%	8.3%
	YE	201209	1,420,679	48.5%	59.2%	40.8%	465,284	16.2%	45.0%	568,517	-0.8%	55.0%	376,012	25.6%	97.2%	10,866	-84.6%	2.8%
	YE	201309	1,385,889	-2.4%	50.8%	49.2%	371,147	-20.2%	35.9%	663,421	16.7%	64.1%	332,357	-11.6%	94.6%	18,963	74.5%	5.4%
	YE	201409	1,434,084	3.5%	46.9%	53.1%	388,307	4.6%	34.4%	740,883	11.7%	65.6%	284,925	-14.3%	93.5%	19,970	5.3%	6.5%
The Caribbean	2013	9	11,054	2.8%	92.5%	7.5%	9,952	7.3%	94.7%	562	-19.7%	5.3%	270	-38.0%	49.9%	271	-21.0%	50.1%
	2014	9	9,873	-10.7%	92.9%	7.1%	7,968	-19.9%	94.9%	424	-24.5%	5.1%	1,205	346.8%	81.4%	276	1.9%	18.6%
	YE	201209	131,447	-86.5%	91.4%	8.6%	113,381	0.9%	94.4%	6,767	3.0%	5.6%	6,789	-63.7%	60.1%	4,510	-10.7%	39.9%
	YE	201309	139,467	6.1%	91.5%	8.5%	117,481	3.6%	94.0%	7,529	11.3%	6.0%	10,148	49.5%	70.2%	4,309	-4.5%	29.8%
	YE	201409	142,656	2.3%	92.5%	7.5%	118,427	0.8%	94.6%	6,763	-10.2%	5.4%	13,552	33.5%	77.6%	3,914	-9.2%	22.4%

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

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Table 3 : Top 25 Foreign Country Gateways 1/

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	2013	9	1,831,126	-2.8%	54.2%	45.8%	988,115	5.3%	54.3%	832,464	-10.9%	45.7%	3,522	181.3%	33.4%	7,025	-24.0%	66.6%	
	2014	9	1,958,540	7.0%	52.3%	47.7%	1,020,742	3.3%	52.2%	933,840	12.2%	47.8%	3,300	-6.3%	83.4%	658	-90.6%	16.6%	
	YE	201209	23,903,146	4.0%	46.7%	53.3%	11,107,615	-0.8%	47.0%	12,506,273	8.7%	53.0%	60,495	-2.1%	20.9%	228,763	3.3%	79.1%	
	YE	201309	25,156,627	5.2%	46.3%	53.7%	11,623,939	4.6%	46.6%	13,310,018	6.4%	53.4%	35,930	-40.6%	16.1%	186,740	-18.4%	83.9%	
	YE	201409	25,195,349	0.2%	47.4%	52.6%	11,902,670	2.4%	47.6%	13,105,882	-1.5%	52.4%	50,051	39.3%	26.8%	136,746	-26.8%	73.2%	
Mexico	2013	9	1,258,279	9.1%	71.4%	28.6%	880,945	5.5%	71.4%	353,561	17.4%	28.6%	17,070	13.0%	71.8%	6,703	212.2%	28.2%	
	2014	9	1,279,218	1.7%	69.4%	30.6%	869,971	-1.2%	69.2%	386,331	9.3%	30.8%	18,199	6.6%	79.4%	4,717	-29.6%	20.6%	
	YE	201209	18,941,620	4.9%	78.7%	21.3%	14,687,573	0.1%	78.8%	3,953,379	28.2%	21.2%	227,135	78.8%	75.5%	73,533	-58.4%	24.5%	
	YE	201309	20,450,294	8.0%	76.9%	23.1%	15,406,201	4.9%	76.8%	4,650,362	17.6%	23.2%	321,049	41.3%	81.5%	72,682	-1.2%	18.5%	
	YE	201409	22,232,518	8.7%	76.3%	23.7%	16,589,046	7.7%	76.3%	5,164,866	11.1%	23.7%	372,204	15.9%	77.8%	106,402	46.4%	22.2%	
United Kingdom	2013	9	1,613,893	1.1%	39.7%	60.3%	640,145	1.2%	40.3%	948,076	2.1%	59.7%	1,240	12300.0%	4.8%	24,432	-31.2%	95.2%	
	2014	9	1,631,720	1.1%	38.0%	62.0%	620,488	-3.1%	38.8%	979,587	3.3%	61.2%	3	-99.8%	0.0%	31,642	29.5%	100.0%	
	YE	201209	16,951,277	2.3%	39.3%	60.7%	6,662,593	-2.5%	39.9%	10,034,457	5.6%	60.1%	2,084	109.0%	0.8%	252,143	6.9%	99.2%	
	YE	201309	17,045,411	0.6%	38.8%	61.2%	6,618,331	-0.7%	39.3%	10,208,881	1.7%	60.7%	2,044	-1.9%	0.9%	216,155	-14.3%	99.1%	
	YE	201409	17,305,007	1.5%	38.2%	61.8%	6,602,427	-0.2%	38.6%	10,501,388	2.9%	61.4%	966	-52.7%	0.5%	200,226	-7.4%	99.5%	
Japan	2013	9	1,004,528	-1.8%	62.2%	37.8%	624,399	-6.4%	62.8%	369,277	7.5%	37.2%	2	-99.8%	0.0%	10,850	-4.9%	100.0%	
	2014	9	963,282	-4.1%	60.4%	39.6%	579,072	-7.3%	60.7%	375,341	1.6%	39.3%	2,684	#####	30.3%	6,185	-43.0%	69.7%	
	YE	201209	11,210,621	9.1%	65.6%	34.4%	7,335,262	6.9%	66.4%	3,719,651	13.4%	33.6%	23,294	103.3%	15.0%	132,414	10.7%	85.0%	
	YE	201309	11,773,090	5.0%	63.6%	36.4%	7,477,477	1.9%	64.4%	4,134,808	11.2%	35.6%	15,045	-35.4%	9.4%	145,760	10.1%	90.6%	
	YE	201409	11,493,844	-2.4%	61.4%	38.6%	7,051,694	-5.7%	61.8%	4,354,847	5.3%	38.2%	9,425	-37.4%	10.8%	77,878	-46.6%	89.2%	
Germany	2013	9	992,052	6.7%	36.3%	63.7%	359,264	2.8%	36.2%	631,988	9.0%	63.8%	786	0.0%	98.3%	14	27.3%	1.8%	
	2014	9	1,018,179	2.6%	34.1%	65.9%	346,959	-3.4%	34.1%	671,196	6.2%	65.9%	-	-100.0%	0.0%	24	71.4%	100.0%	
	YE	201209	9,823,012	2.3%	36.8%	63.2%	3,616,202	1.0%	36.8%	6,204,028	3.1%	63.2%	2,397	68.1%	86.2%	385	-55.7%	13.8%	
	YE	201309	10,093,145	2.8%	35.6%	64.4%	3,589,480	-0.7%	35.6%	6,500,339	4.8%	64.4%	2,875	19.9%	86.4%	451	17.1%	13.6%	
	YE	201409	10,286,130	1.9%	34.6%	65.4%	3,554,315	-1.0%	34.6%	6,729,399	3.5%	65.4%	1,911	-33.5%	79.1%	505	12.0%	20.9%	

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

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2/ Ranked in descending order according to YE 201409 data.

Table 3 : Top 25 Foreign Country Gateways 1/

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	2013	9	640,632	6.7%	43.7%	56.3%	280,023	19.6%	43.7%	360,566	-1.5%	56.3%	6	0.0%	14.0%	37	164.3%	86.0%
	2014	9	529,389	-17.4%	52.4%	47.6%	274,063	-2.1%	52.1%	251,687	-30.2%	47.9%	3,539	58883.3%	97.3%	100	170.3%	2.7%
	YE	201209	6,308,070	1.0%	39.9%	60.1%	2,513,662	4.0%	39.9%	3,792,058	-1.0%	60.1%	1,625	36.7%	69.1%	725	40.8%	30.9%
	YE	201309	6,356,131	0.8%	41.5%	58.5%	2,634,406	4.8%	41.5%	3,719,557	-1.9%	58.5%	1,826	12.4%	84.2%	342	-52.8%	15.8%
	YE	201409	6,606,845	3.9%	43.9%	56.1%	2,860,682	8.6%	43.5%	3,708,193	-0.3%	56.5%	36,747	1912.4%	96.8%	1,223	257.6%	3.2%
Dominican Republic	2013	9	335,638	1.2%	95.1%	4.9%	313,065	-3.2%	95.0%	16,336	344.9%	5.0%	6,237	33.0%	100.0%	-	0.0%	0.0%
	2014	9	377,066	12.3%	95.0%	5.0%	350,322	11.9%	94.9%	18,666	14.3%	5.1%	8,078	29.5%	100.0%	-	0.0%	0.0%
	YE	201209	4,982,651	9.9%	99.2%	0.8%	4,740,588	8.0%	99.2%	37,804	5.9%	0.8%	204,257	83.9%	100.0%	2	-80.0%	0.0%
	YE	201309	5,266,511	5.7%	97.2%	2.8%	4,909,402	3.6%	97.1%	145,740	285.5%	2.9%	211,347	3.5%	100.0%	22	1000.0%	0.0%
	YE	201409	5,903,983	12.1%	96.4%	3.6%	5,475,341	11.5%	96.3%	210,434	44.4%	3.7%	218,205	3.2%	100.0%	3	-86.4%	0.0%
Brazil	2013	9	389,116	6.9%	66.1%	33.9%	256,936	5.3%	66.1%	131,785	9.8%	33.9%	395	0.0%	100.0%	-	-100.0%	0.0%
	2014	9	421,903	8.4%	65.2%	34.8%	274,985	7.0%	65.2%	146,918	11.5%	34.8%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201209	4,287,351	10.5%	66.9%	33.1%	2,858,376	9.4%	66.8%	1,419,692	12.2%	33.2%	9,224	216.3%	99.4%	59	247.1%	0.6%
	YE	201309	4,846,139	13.0%	67.5%	32.5%	3,267,472	14.3%	67.4%	1,577,153	11.1%	32.6%	1,496	-83.8%	98.8%	18	-69.5%	1.2%
	YE	201409	5,324,203	9.9%	67.1%	32.9%	3,567,487	9.2%	67.0%	1,754,142	11.2%	33.0%	2,479	65.7%	96.3%	95	427.8%	3.7%
South Korea	2013	9	393,992	7.7%	14.5%	85.5%	57,240	37.6%	14.6%	335,890	3.6%	85.4%	-	-100.0%	0.0%	862	230.3%	100.0%
	2014	9	410,193	4.1%	16.4%	83.6%	67,382	17.7%	16.5%	342,214	1.9%	83.5%	-	0.0%	0.0%	597	-30.7%	100.0%
	YE	201209	4,441,065	7.4%	10.3%	89.7%	456,902	14.2%	10.3%	3,970,196	7.1%	89.7%	171	-95.8%	1.2%	13,796	-39.6%	98.8%
	YE	201309	4,741,387	6.8%	12.6%	87.4%	598,681	31.0%	12.6%	4,137,966	4.2%	87.4%	-	-100.0%	0.0%	4,740	-65.6%	100.0%
	YE	201409	5,102,698	7.6%	15.5%	84.5%	778,163	30.0%	15.3%	4,306,455	4.1%	84.7%	13,066	0.0%	72.3%	5,014	5.8%	27.7%
China	2013	9	389,685	20.7%	52.0%	48.0%	202,234	6.8%	52.7%	181,813	36.2%	47.3%	595	286.4%	10.6%	5,043	0.0%	89.4%
	2014	9	436,288	12.0%	51.2%	48.8%	222,107	9.8%	51.1%	212,731	17.0%	48.9%	1,450	143.7%	100.0%	-	-100.0%	0.0%
	YE	201209	3,722,545	18.7%	59.3%	40.7%	2,200,473	13.2%	59.2%	1,516,177	27.7%	40.8%	5,873	62.6%	99.6%	22	-98.1%	0.4%
	YE	201309	4,268,061	14.7%	54.5%	45.5%	2,320,820	5.5%	55.1%	1,893,818	24.9%	44.9%	3,926	-33.2%	7.3%	49,497	224886.4%	92.7%
	YE	201409	4,984,177	16.8%	49.6%	50.4%	2,455,610	5.8%	49.5%	2,507,209	32.4%	50.5%	16,782	327.5%	78.6%	4,576	-90.8%	21.4%

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

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2/ Ranked in descending order according to YE 201409 data.

Table 3 : Top 25 Foreign Country Gateways 1/

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	
Netherlands	2013	9	455,026	5.3%	64.2%	35.8%	291,911	9.0%	64.2%	163,115	-0.7%	35.8%	-	0.0%	0.0%	-	-100.0%	0.0%
	2014	9	473,287	4.0%	62.6%	37.4%	296,502	1.6%	62.6%	176,773	8.4%	37.4%	12	0.0%	100.0%	-	0.0%	0.0%
	YE	201209	4,500,036	0.2%	61.5%	38.5%	2,768,726	-1.4%	61.5%	1,731,146	2.9%	38.5%	136	9.7%	82.9%	28	1300.0%	17.1%
	YE	201309	4,669,020	3.8%	64.2%	35.8%	2,996,257	8.2%	64.2%	1,672,315	-3.4%	35.8%	347	155.1%	77.5%	101	260.7%	22.5%
	YE	201409	4,650,370	-0.4%	62.6%	37.4%	2,910,256	-2.9%	62.6%	1,739,209	4.0%	37.4%	110	-68.3%	12.2%	795	687.1%	87.8%
United Arab Emirates	2013	9	204,509	16.2%	12.3%	87.7%	25,235	-6.1%	12.3%	179,274	20.3%	87.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2014	9	287,665	40.7%	8.6%	91.4%	24,809	-1.7%	8.6%	262,856	46.6%	91.4%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201209	2,229,072	18.7%	14.8%	85.2%	329,542	2.3%	14.8%	1,899,529	22.1%	85.2%	-	0.0%	0.0%	1	-75.0%	100.0%
	YE	201309	2,529,713	13.5%	13.5%	86.5%	340,343	3.3%	13.5%	2,189,310	15.3%	86.5%	-	0.0%	0.0%	60	5900.0%	100.0%
	YE	201409	3,283,345	29.8%	9.9%	90.1%	326,567	-4.0%	9.9%	2,956,129	35.0%	90.1%	-	0.0%	0.0%	649	981.7%	100.0%
Jamaica	2013	9	175,820	-5.5%	83.1%	16.9%	144,985	-0.8%	83.0%	29,639	-25.3%	17.0%	1,196	526.2%	100.0%	-	0.0%	0.0%
	2014	9	183,475	4.4%	87.7%	12.3%	159,903	10.3%	87.6%	22,659	-23.6%	12.4%	913	-23.7%	100.0%	-	0.0%	0.0%
	YE	201209	3,138,506	2.9%	79.3%	20.7%	2,404,203	6.2%	78.7%	650,430	6.1%	21.3%	83,873	-51.4%	100.0%	-	0.0%	0.0%
	YE	201309	3,051,341	-2.8%	83.8%	16.2%	2,525,797	5.1%	83.6%	494,332	-24.0%	16.4%	31,206	-62.8%	100.0%	6	0.0%	0.0%
	YE	201409	3,144,659	3.1%	88.0%	12.0%	2,726,597	7.9%	87.8%	378,118	-23.5%	12.2%	39,937	28.0%	100.0%	7	16.7%	0.0%
Colombia	2013	9	211,133	6.8%	49.4%	50.6%	104,239	0.6%	49.4%	106,771	13.7%	50.6%	123	0.0%	100.0%	-	0.0%	0.0%
	2014	9	228,298	8.1%	50.7%	49.3%	115,624	10.9%	50.7%	112,567	5.4%	49.3%	107	-13.0%	100.0%	-	0.0%	0.0%
	YE	201209	2,394,905	5.1%	51.8%	48.2%	1,240,370	8.2%	51.8%	1,153,649	1.9%	48.2%	876	57.8%	98.9%	10	0.0%	1.1%
	YE	201309	2,700,993	12.8%	52.4%	47.6%	1,415,061	14.1%	52.4%	1,284,751	11.4%	47.6%	1,174	34.0%	99.4%	7	-30.0%	0.6%
	YE	201409	2,948,010	9.1%	53.6%	46.4%	1,579,407	11.6%	53.6%	1,367,679	6.5%	46.4%	922	-21.5%	99.8%	2	-71.4%	0.2%
Italy	2013	9	283,769	-0.3%	64.2%	35.8%	182,104	3.4%	64.2%	101,654	-6.3%	35.8%	2	0.0%	18.2%	9	50.0%	81.8%
	2014	9	310,331	9.4%	64.6%	35.4%	200,140	9.9%	64.5%	110,008	8.2%	35.5%	179	8850.0%	97.8%	4	-55.6%	2.2%
	YE	201209	2,590,581	-4.1%	65.8%	34.2%	1,704,781	-1.6%	65.8%	885,681	-8.5%	34.2%	17	112.5%	14.3%	102	-51.7%	85.7%
	YE	201309	2,508,648	-3.2%	65.1%	34.9%	1,633,552	-4.2%	65.1%	874,884	-1.2%	34.9%	130	664.7%	61.3%	82	-19.6%	38.7%
	YE	201409	2,722,804	8.5%	65.3%	34.7%	1,778,422	8.9%	65.3%	944,097	7.9%	34.7%	179	37.7%	62.8%	106	29.3%	37.2%

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

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2/ Ranked in descending order according to YE 201409 data.

Table 3 : Top 25 Foreign Country Gateways 1/

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
Spain	2013	9	251,026	-7.4%	61.5%	38.5%	154,326	-2.4%	61.5%	96,688	-14.5%	38.5%	-	-100.0%	0.0%	12	9.1%	100.0%	
	2014	9	277,844	10.7%	61.8%	38.2%	171,648	11.2%	61.8%	106,189	9.8%	38.2%	-	0.0%	0.0%	7	-41.7%	100.0%	
	YE	201209	2,861,655	-2.4%	55.9%	44.1%	1,598,708	-3.7%	55.9%	1,262,765	-0.2%	44.1%	34	-99.2%	18.7%	148	-77.3%	81.3%	
	YE	201309	2,616,299	-8.6%	61.1%	38.9%	1,587,136	-0.7%	60.9%	1,017,479	-19.4%	39.1%	11,511	33755.9%	98.5%	173	16.9%	1.5%	
	YE	201409	2,715,885	3.8%	61.5%	38.5%	1,669,841	5.2%	61.5%	1,045,068	2.7%	38.5%	768	-93.3%	78.7%	208	20.2%	21.3%	
Hong Kong	2013	9	191,579	0.7%	25.3%	74.7%	48,527	-9.7%	25.3%	143,052	4.8%	74.7%	-	0.0%	0.0%	-	0.0%	0.0%	
	2014	9	232,345	21.3%	28.3%	71.7%	65,750	35.5%	28.3%	166,595	16.5%	71.7%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	201209	2,456,933	5.5%	29.7%	70.3%	728,367	-4.8%	29.7%	1,728,034	11.0%	70.3%	523	-91.3%	98.3%	9	350.0%	1.7%	
	YE	201309	2,376,512	-3.3%	26.8%	73.2%	637,536	-12.5%	26.8%	1,738,470	0.6%	73.2%	506	-3.3%	100.0%	-	-100.0%	0.0%	
	YE	201409	2,678,492	12.7%	25.9%	74.1%	688,479	8.0%	25.7%	1,985,907	14.2%	74.3%	4,103	710.9%	99.9%	3	0.0%	0.1%	
Australia	2013	9	246,062	4.2%	32.5%	67.5%	79,913	10.6%	32.5%	166,149	1.4%	67.5%	-	0.0%	0.0%	-	0.0%	0.0%	
	2014	9	233,565	-5.1%	27.9%	72.1%	65,159	-18.5%	27.9%	168,406	1.4%	72.1%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	201209	2,445,721	3.3%	31.6%	68.4%	772,209	-2.0%	31.6%	1,673,223	6.0%	68.4%	285	4650.0%	98.6%	4	-99.2%	1.4%	
	YE	201309	2,654,454	8.5%	32.1%	67.9%	851,035	10.2%	32.1%	1,803,260	7.8%	67.9%	142	-50.2%	89.3%	17	325.0%	10.7%	
	YE	201409	2,666,030	0.4%	30.2%	69.8%	806,241	-5.3%	30.2%	1,859,786	3.1%	69.8%	-	-100.0%	0.0%	3	-82.4%	100.0%	
Panama	2013	9	189,388	13.5%	24.4%	75.6%	46,244	-7.7%	24.4%	143,087	22.5%	75.6%	-	0.0%	0.0%	57	0.0%	100.0%	
	2014	9	202,208	6.8%	23.8%	76.2%	48,119	4.1%	23.8%	154,089	7.7%	76.2%	-	0.0%	0.0%	-	-100.0%	0.0%	
	YE	201209	1,965,214	19.1%	36.0%	64.0%	707,651	0.6%	36.0%	1,257,013	33.0%	64.0%	542	-60.9%	98.5%	8	33.3%	1.5%	
	YE	201309	2,308,092	17.4%	30.2%	69.8%	695,279	-1.7%	30.1%	1,610,814	28.1%	69.9%	1,931	256.3%	96.6%	68	750.0%	3.4%	
	YE	201409	2,643,421	14.5%	26.8%	73.2%	706,997	1.7%	26.8%	1,935,352	20.1%	73.2%	1,061	-45.1%	99.0%	11	-83.8%	1.0%	
The Bahamas	2013	9	121,558	-10.1%	74.6%	25.4%	90,442	-14.0%	74.6%	30,851	5.1%	25.4%	265	-58.4%	100.0%	-	-100.0%	0.0%	
	2014	9	127,577	5.0%	76.4%	23.6%	95,320	5.4%	76.0%	30,067	-2.5%	24.0%	2,190	726.4%	100.0%	-	0.0%	0.0%	
	YE	201209	2,659,911	9.5%	82.6%	17.4%	2,137,482	11.7%	82.2%	461,291	-2.3%	17.8%	60,755	41.7%	99.4%	383	-4.5%	0.6%	
	YE	201309	2,509,070	-5.7%	81.1%	18.9%	2,020,584	-5.5%	81.0%	473,675	2.7%	19.0%	14,668	-75.9%	99.0%	143	-62.7%	1.0%	
	YE	201409	2,543,572	1.4%	80.7%	19.3%	2,019,927	0.0%	80.4%	491,717	3.8%	19.6%	31,603	115.5%	99.0%	325	127.3%	1.0%	

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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
Costa Rica	2013	9	107,152	-10.0%	97.5%	2.5%	104,395	0.4%	97.5%	2,662	-82.4%	2.5%	95	0.0%	100.0%	-	0.0%	0.0%
	2014	9	111,770	4.3%	100.0%	0.0%	111,770	7.1%	100.0%	-	-100.0%	0.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201209	2,311,789	8.0%	92.4%	7.6%	2,131,432	7.0%	92.4%	175,432	20.2%	7.6%	4,916	127.9%	99.8%	9	-60.9%	0.2%
	YE	201309	2,285,284	-1.1%	94.4%	5.6%	2,151,908	1.0%	94.4%	128,128	-27.0%	5.6%	5,248	6.8%	100.0%	-	-100.0%	0.0%
	YE	201409	2,417,091	5.8%	99.2%	0.8%	2,389,877	11.1%	99.2%	18,549	-85.5%	0.8%	8,632	64.5%	99.6%	33	0.0%	0.4%
Ireland	2013	9	209,993	12.3%	48.0%	52.0%	100,852	15.2%	48.0%	109,139	11.5%	52.0%	-	-100.0%	0.0%	2	-94.9%	100.0%
	2014	9	232,920	10.9%	44.3%	55.7%	103,223	2.4%	44.3%	129,681	18.8%	55.7%	-	0.0%	0.0%	16	700.0%	100.0%
	YE	201209	1,772,934	-1.4%	45.5%	54.5%	801,817	-9.6%	45.3%	966,274	6.5%	54.7%	4,724	62.3%	97.5%	119	-0.8%	2.5%
	YE	201309	2,020,051	13.9%	45.9%	54.1%	923,460	15.2%	45.8%	1,093,638	13.2%	54.2%	2,843	-39.8%	96.3%	110	-7.6%	3.7%
	YE	201409	2,201,554	9.0%	44.7%	55.3%	981,372	6.3%	44.6%	1,218,160	11.4%	55.4%	1,784	-37.2%	88.2%	238	116.4%	11.8%
Taiwan	2013	9	144,493	13.1%	3.2%	96.8%	4,610	0.0%	3.2%	139,883	9.4%	96.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2014	9	156,846	8.5%	9.0%	91.0%	14,043	204.6%	9.0%	142,803	2.1%	91.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201209	1,762,813	1.7%	0.0%	100.0%	306	0.0%	0.0%	1,762,493	2.1%	100.0%	14	-99.8%	100.0%	-	-100.0%	0.0%
	YE	201309	1,828,556	3.7%	0.8%	99.2%	13,896	4441.2%	0.8%	1,814,646	3.0%	99.2%	14	0.0%	100.0%	-	0.0%	0.0%
	YE	201409	2,067,576	13.1%	5.4%	94.6%	112,284	708.0%	5.4%	1,954,992	7.7%	94.6%	300	2042.9%	100.0%	-	0.0%	0.0%
Switzerland	2013	9	174,061	-7.5%	39.0%	61.0%	67,968	-1.8%	39.1%	106,062	-10.9%	60.9%	2	0.0%	6.5%	29	262.5%	93.5%
	2014	9	185,493	6.6%	36.7%	63.3%	68,122	0.2%	36.7%	117,352	10.6%	63.3%	-	-100.0%	0.0%	19	-34.5%	100.0%
	YE	201209	1,995,789	2.5%	37.8%	62.2%	753,913	-3.7%	37.8%	1,241,629	6.8%	62.2%	-	0.0%	0.0%	247	-45.7%	100.0%
	YE	201309	2,084,709	4.5%	35.5%	64.5%	739,639	-1.9%	35.5%	1,344,747	8.3%	64.5%	5	0.0%	1.5%	318	28.7%	98.5%
	YE	201409	1,997,597	-4.2%	36.5%	63.5%	728,226	-1.5%	36.5%	1,269,044	-5.6%	63.5%	-	-100.0%	0.0%	327	2.8%	100.0%
El Salvador	2013	9	103,103	1.5%	25.1%	74.9%	23,757	-1.2%	23.5%	77,219	2.4%	76.5%	2,127	-2.0%	100.0%	-	0.0%	0.0%
	2014	9	125,211	21.4%	25.1%	74.9%	27,964	17.7%	23.0%	93,792	21.5%	77.0%	3,455	62.4%	100.0%	-	0.0%	0.0%
	YE	201209	1,444,307	0.6%	30.2%	69.8%	415,007	-14.3%	29.2%	1,008,151	7.9%	70.8%	21,149	19.9%	100.0%	-	0.0%	0.0%
	YE	201309	1,520,474	5.3%	31.6%	68.4%	457,391	10.2%	30.5%	1,039,878	3.1%	69.5%	23,205	9.7%	100.0%	-	0.0%	0.0%
	YE	201409	1,750,843	15.2%	29.0%	71.0%	477,125	4.3%	27.7%	1,243,570	19.6%	72.3%	30,148	29.9%	100.0%	-	0.0%	0.0%

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

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Please see the report's introduction for further details.

2/ Ranked in descending order according to YE 201409 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	2013	9	2,471,869	-6.1%	52.9%	47.1%	1,300,564	-0.9%	53.0%	1,154,068	-11.5%	47.0%	8,154	67.8%	47.3%	9,083	-21.7%	52.7%
	2014	9	2,526,913	2.2%	50.6%	49.4%	1,269,416	-2.4%	50.4%	1,247,805	8.1%	49.6%	8,378	2.7%	86.4%	1,314	-85.5%	13.6%
	YE 201209		32,677,412	4.2%	47.6%	52.4%	15,424,434	0.2%	47.8%	16,843,735	8.2%	52.2%	133,128	11.4%	32.5%	276,115	-3.9%	67.5%
	YE 201309		33,265,985	1.8%	45.9%	54.1%	15,176,933	-1.6%	46.1%	17,772,205	5.5%	53.9%	86,749	-34.8%	27.4%	230,098	-16.7%	72.6%
	YE 201409		31,950,646	-4.0%	46.9%	53.1%	14,868,134	-2.0%	47.0%	16,785,080	-5.6%	53.0%	128,130	47.7%	43.1%	169,302	-26.4%	56.9%
Mexico	2013	9	1,727,125	8.5%	69.6%	30.4%	1,180,320	4.6%	69.8%	511,823	16.8%	30.2%	21,766	9.8%	62.2%	13,216	126.8%	37.8%
	2014	9	1,688,463	-2.2%	68.8%	31.2%	1,138,372	-3.6%	68.8%	516,780	1.0%	31.2%	23,457	7.8%	70.4%	9,854	-25.4%	29.6%
	YE 201209		24,103,334	3.7%	77.7%	22.3%	18,430,449	-1.8%	77.7%	5,276,359	30.2%	22.3%	294,199	62.2%	74.2%	102,327	-58.4%	25.8%
	YE 201309		25,809,827	7.1%	75.5%	24.5%	19,089,732	3.6%	75.4%	6,217,053	17.8%	24.6%	393,873	33.9%	78.3%	109,169	6.7%	21.7%
	YE 201409		27,788,107	7.7%	75.3%	24.7%	20,463,908	7.2%	75.3%	6,706,386	7.9%	24.7%	470,968	19.6%	76.2%	146,845	34.5%	23.8%
United Kingdom	2013	9	1,857,124	-0.7%	40.8%	59.2%	754,968	-0.6%	41.3%	1,073,942	0.2%	58.7%	2,342	8264.3%	8.3%	25,872	-34.6%	91.7%
	2014	9	1,958,898	5.5%	40.2%	59.8%	787,030	4.2%	40.9%	1,136,956	5.9%	59.1%	255	-89.1%	0.7%	34,657	34.0%	99.3%
	YE 201209		21,128,117	2.1%	40.7%	59.3%	8,600,398	-1.3%	41.3%	12,238,559	4.4%	58.7%	6,523	82.2%	2.3%	282,637	7.4%	97.7%
	YE 201309		20,815,678	-1.5%	40.2%	59.8%	8,362,248	-2.8%	40.7%	12,208,323	-0.2%	59.3%	6,240	-4.3%	2.5%	238,867	-15.5%	97.5%
	YE 201409		21,809,524	4.8%	39.8%	60.2%	8,681,860	3.8%	40.2%	12,902,474	5.7%	59.8%	5,667	-9.2%	2.5%	219,523	-8.1%	97.5%
Japan	2013	9	1,262,933	2.1%	62.1%	37.9%	784,401	-3.3%	62.7%	466,417	13.7%	37.3%	12	-99.0%	0.1%	12,103	-12.7%	99.9%
	2014	9	1,192,331	-5.6%	60.9%	39.1%	723,151	-7.8%	61.1%	459,695	-1.4%	38.9%	2,752	22833.3%	29.0%	6,733	-44.4%	71.0%
	YE 201209		13,941,733	7.5%	65.5%	34.5%	9,096,122	6.3%	66.1%	4,671,000	9.7%	33.9%	28,912	42.8%	16.6%	145,699	4.4%	83.4%
	YE 201309		14,724,863	5.6%	63.2%	36.8%	9,279,381	2.0%	63.8%	5,266,091	12.7%	36.2%	20,417	-29.4%	11.4%	158,974	9.1%	88.6%
	YE 201409		14,406,260	-2.2%	60.8%	39.2%	8,747,871	-5.7%	61.2%	5,556,346	5.5%	38.8%	11,101	-45.6%	10.9%	90,942	-42.8%	89.1%
Germany	2013	9	1,140,622	4.4%	35.5%	64.5%	403,680	0.5%	35.4%	735,493	6.6%	64.6%	1,420	420.1%	98.0%	29	-19.4%	2.0%
	2014	9	1,188,063	4.2%	33.8%	66.2%	401,784	-0.5%	33.8%	785,913	6.9%	66.2%	278	-80.4%	76.0%	88	203.4%	24.0%
	YE 201209		11,898,792	1.9%	37.7%	62.3%	4,473,759	1.7%	37.6%	7,417,312	2.1%	62.4%	6,160	51.1%	79.8%	1,561	-28.4%	20.2%
	YE 201309		12,049,999	1.3%	36.2%	63.8%	4,350,091	-2.8%	36.1%	7,691,896	3.7%	63.9%	7,169	16.4%	89.5%	843	-46.0%	10.5%
	YE 201409		12,472,223	3.5%	35.3%	64.7%	4,393,510	1.0%	35.2%	8,072,422	4.9%	64.8%	5,176	-27.8%	82.3%	1,115	32.3%	17.7%

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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	
France	2013	9	732,810	6.6%	43.3%	56.7%	317,145	18.1%	43.3%	415,467	-0.7%	56.7%	13	0.0%	6.6%	185	-47.6%	93.4%
	2014	9	614,577	-16.1%	51.8%	48.2%	314,268	-0.9%	51.5%	295,455	-28.9%	48.5%	3,828	29346.2%	78.9%	1,026	454.6%	21.1%
	YE 201209		7,481,941	-2.6%	41.2%	58.8%	3,077,557	-0.8%	41.2%	4,398,973	-3.8%	58.8%	2,358	19.5%	43.6%	3,053	-17.2%	56.4%
	YE 201309		7,451,546	-0.4%	42.3%	57.7%	3,147,256	2.3%	42.3%	4,299,977	-2.3%	57.7%	2,802	18.8%	65.0%	1,511	-50.5%	35.0%
	YE 201409		7,822,037	5.0%	44.9%	55.1%	3,468,231	10.2%	44.6%	4,307,832	0.2%	55.4%	42,108	1402.8%	91.6%	3,866	155.9%	8.4%
Dominican Republic	2013	9	451,539	9.8%	95.0%	5.0%	419,874	5.5%	94.9%	22,668	233.5%	5.1%	8,997	40.0%	100.0%	-	0.0%	0.0%
	2014	9	501,088	11.0%	95.0%	5.0%	466,700	11.2%	94.9%	24,908	9.9%	5.1%	9,480	5.4%	100.0%	-	0.0%	0.0%
	YE 201209		6,156,071	9.6%	99.0%	1.0%	5,812,793	7.6%	98.9%	63,058	12.6%	1.1%	280,046	79.5%	99.9%	174	262.5%	0.1%
	YE 201309		6,550,914	6.4%	96.0%	4.0%	6,021,991	3.6%	95.9%	259,188	311.0%	4.1%	269,706	-3.7%	100.0%	29	-83.3%	0.0%
	YE 201409		7,479,512	14.2%	96.0%	4.0%	6,892,426	14.5%	95.8%	302,512	16.7%	4.2%	284,562	5.5%	100.0%	12	-58.6%	0.0%
Brazil	2013	9	470,889	13.1%	68.0%	32.0%	319,371	12.9%	67.9%	150,809	13.2%	32.1%	709	0.0%	100.0%	-	-100.0%	0.0%
	2014	9	529,690	12.5%	65.9%	34.1%	348,574	9.1%	65.8%	180,826	19.9%	34.2%	290	-59.1%	100.0%	-	0.0%	0.0%
	YE 201209		5,147,598	11.0%	68.4%	31.6%	3,508,661	9.9%	68.3%	1,624,876	12.9%	31.7%	13,736	211.2%	97.7%	325	231.6%	2.3%
	YE 201309		6,035,297	17.2%	68.1%	31.9%	4,107,893	17.1%	68.1%	1,924,145	18.4%	31.9%	3,202	-76.7%	98.3%	57	-82.5%	1.7%
	YE 201409		6,623,882	9.8%	69.3%	30.7%	4,580,551	11.5%	69.2%	2,035,796	5.8%	30.8%	7,321	128.6%	97.2%	214	275.4%	2.8%
South Korea	2013	9	524,026	10.1%	14.4%	85.6%	75,323	42.2%	14.4%	447,833	5.9%	85.6%	-	0.0%	0.0%	870	233.3%	100.0%
	2014	9	558,312	6.5%	15.0%	85.0%	83,912	11.4%	15.1%	473,587	5.8%	84.9%	-	0.0%	0.0%	813	-6.6%	100.0%
	YE 201209		5,692,203	8.8%	9.8%	90.2%	558,043	15.1%	9.8%	5,118,326	8.6%	90.2%	179	-96.7%	1.1%	15,655	-40.3%	98.9%
	YE 201309		6,021,307	5.8%	12.1%	87.9%	727,450	30.4%	12.1%	5,287,972	3.3%	87.9%	278	55.3%	4.7%	5,607	-64.2%	95.3%
	YE 201409		6,588,852	9.4%	14.6%	85.4%	936,952	28.8%	14.3%	5,620,771	6.3%	85.7%	24,611	8752.9%	79.1%	6,518	16.2%	20.9%
China	2013	9	462,842	25.4%	51.8%	48.2%	238,336	8.8%	52.3%	217,790	45.5%	47.7%	1,316	749.0%	19.6%	5,400	0.0%	80.4%
	2014	9	542,471	17.2%	51.6%	48.4%	275,028	15.4%	51.1%	262,779	20.7%	48.9%	4,664	254.4%	100.0%	-	-100.0%	0.0%
	YE 201209		4,380,363	17.9%	60.2%	39.8%	2,630,464	14.1%	60.1%	1,743,629	24.3%	39.9%	6,200	22.9%	98.9%	70	-96.0%	1.1%
	YE 201309		4,916,723	12.2%	54.6%	45.4%	2,678,342	1.8%	55.2%	2,173,289	24.6%	44.8%	5,662	-8.7%	8.7%	59,430	84800.0%	91.3%
	YE 201409		5,944,586	20.9%	50.0%	50.0%	2,945,856	10.0%	49.8%	2,965,315	36.4%	50.2%	28,601	405.1%	85.6%	4,814	-91.9%	14.4%

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share		
Netherlands	2013	9	513,283	4.7%	62.4%	37.6%	320,178	7.1%	62.4%	193,105	1.0%	37.6%	-	0.0%	0.0%	-	-100.0%	0.0%	
	2014	9	520,682	1.4%	62.2%	37.8%	323,881	1.2%	62.2%	196,786	1.9%	37.8%	15	0.0%	100.0%	-	0.0%	0.0%	
	YE	201209		5,344,455	-1.6%	61.5%	38.5%	3,283,855	-4.8%	61.5%	2,059,125	4.2%	38.5%	1,369	10.2%	92.8%	106	783.3%	7.2%
	YE	201309		5,504,066	3.0%	63.7%	36.3%	3,504,655	6.7%	63.7%	1,997,702	-3.0%	36.3%	1,478	8.0%	86.5%	231	117.9%	13.5%
	YE	201409		5,444,967	-1.1%	62.6%	37.4%	3,406,846	-2.8%	62.6%	2,036,783	2.0%	37.4%	254	-82.8%	19.0%	1,084	369.3%	81.0%
United Arab Emirates	2013	9	267,443	21.9%	12.0%	88.0%	32,003	0.3%	12.0%	235,440	25.6%	88.0%	-	0.0%	0.0%	-	0.0%	0.0%	
	2014	9	368,559	37.8%	8.9%	91.1%	32,771	2.4%	8.9%	335,788	42.6%	91.1%	-	0.0%	0.0%	-	0.0%	0.0%	
	YE	201209		2,656,881	10.3%	14.6%	85.4%	387,224	0.7%	14.6%	2,269,642	12.1%	85.4%	-	0.0%	0.0%	15	7.1%	100.0%
	YE	201309		3,016,267	13.5%	12.9%	87.1%	390,031	0.7%	12.9%	2,624,828	15.6%	87.1%	-	0.0%	0.0%	1,408	9286.7%	100.0%
	YE	201409		3,954,672	31.1%	9.9%	90.1%	393,436	0.9%	10.0%	3,560,340	35.6%	90.0%	-	0.0%	0.0%	896	-36.4%	100.0%
Jamaica	2013	9	213,285	-15.9%	80.5%	19.5%	170,015	-8.2%	80.3%	41,580	-38.5%	19.7%	1,690	84.5%	100.0%	-	0.0%	0.0%	
	2014	9	240,794	12.9%	83.4%	16.6%	199,396	17.3%	83.3%	39,984	-3.8%	16.7%	1,414	-16.3%	100.0%	-	0.0%	0.0%	
	YE	201209		3,966,659	5.2%	76.9%	23.1%	2,928,729	8.4%	76.2%	915,142	8.4%	23.8%	122,788	-45.4%	100.0%	-	0.0%	0.0%
	YE	201309		3,694,425	-6.9%	82.3%	17.7%	3,000,411	2.4%	82.1%	652,772	-28.7%	17.9%	41,232	-66.4%	100.0%	10	0.0%	0.0%
	YE	201409		3,894,860	5.4%	85.9%	14.1%	3,291,636	9.7%	85.7%	549,706	-15.8%	14.3%	53,508	29.8%	100.0%	10	0.0%	0.0%
Colombia	2013	9	257,149	10.0%	50.4%	49.6%	129,307	2.7%	50.3%	127,530	18.6%	49.7%	312	-0.3%	100.0%	-	0.0%	0.0%	
	2014	9	264,362	2.8%	51.4%	48.6%	135,656	4.9%	51.4%	128,396	0.7%	48.6%	310	-0.6%	100.0%	-	0.0%	0.0%	
	YE	201209		2,880,080	-1.9%	53.4%	46.6%	1,534,324	3.7%	53.3%	1,341,725	-7.8%	46.7%	4,018	141.8%	99.7%	13	0.0%	0.3%
	YE	201309		3,206,670	11.3%	53.9%	46.1%	1,725,900	12.5%	53.9%	1,477,321	10.1%	46.1%	3,430	-14.6%	99.4%	19	46.2%	0.6%
	YE	201409		3,536,272	10.3%	54.9%	45.1%	1,938,343	12.3%	54.9%	1,594,714	7.9%	45.1%	3,201	-6.7%	99.6%	14	-26.3%	0.4%
The Bahamas	2013	9	184,835	-15.1%	72.0%	28.0%	132,843	-18.5%	72.0%	51,670	-2.2%	28.0%	322	-81.6%	100.0%	-	-100.0%	0.0%	
	2014	9	205,454	11.2%	73.1%	26.9%	145,210	9.3%	72.5%	55,190	6.8%	27.5%	5,054	1469.6%	100.0%	-	0.0%	0.0%	
	YE	201209		3,754,344	15.2%	81.6%	18.4%	2,902,816	13.0%	80.8%	691,666	11.2%	19.2%	159,022	134.6%	99.5%	840	-4.7%	0.5%
	YE	201309		3,392,118	-9.6%	79.3%	20.7%	2,658,986	-8.4%	79.2%	700,135	1.2%	20.8%	32,646	-79.5%	98.9%	351	-58.2%	1.1%
	YE	201409		3,532,036	4.1%	77.6%	22.4%	2,677,630	0.7%	77.2%	790,446	12.9%	22.8%	63,399	94.2%	99.1%	561	59.8%	0.9%

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
Panama	2013	9	262,279	23.6%	27.4%	72.6%	71,989	4.8%	27.5%	190,144	32.5%	72.5%	-	0.0%	0.0%	146	0.0%	100.0%
	2014	9	284,630	8.5%	25.0%	75.0%	71,128	-1.2%	25.0%	213,502	12.3%	75.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE 201209		2,751,399	22.6%	34.3%	65.7%	943,097	2.1%	34.3%	1,807,468	37.2%	65.7%	776	-68.4%	93.0%	58	383.3%	7.0%
	YE 201309		2,994,669	8.8%	30.2%	69.8%	901,775	-4.4%	30.2%	2,088,917	15.6%	69.8%	3,793	388.8%	95.4%	184	217.2%	4.6%
	YE 201409		3,440,710	14.9%	27.2%	72.8%	933,273	3.5%	27.1%	2,504,210	19.9%	72.9%	3,213	-15.3%	99.6%	14	-92.4%	0.4%
Australia	2013	9	284,406	7.9%	33.7%	66.3%	95,739	19.5%	33.7%	188,667	2.8%	66.3%	-	0.0%	0.0%	-	0.0%	0.0%
	2014	9	277,102	-2.6%	28.2%	71.8%	78,031	-18.5%	28.2%	199,071	5.5%	71.8%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 201209		3,014,061	6.9%	31.7%	68.3%	952,675	0.0%	31.6%	2,059,889	10.4%	68.4%	1,483	7315.0%	99.1%	14	-98.8%	0.9%
	YE 201309		3,308,528	9.8%	32.5%	67.5%	1,072,712	12.6%	32.4%	2,234,848	8.5%	67.6%	949	-36.0%	98.0%	19	35.7%	2.0%
	YE 201409		3,333,646	0.8%	30.3%	69.7%	1,011,095	-5.7%	30.3%	2,322,541	3.9%	69.7%	-	-100.0%	0.0%	10	-47.4%	100.0%
Spain	2013	9	293,412	-10.8%	58.8%	41.2%	172,556	-2.7%	58.8%	120,806	-20.3%	41.2%	-	-100.0%	0.0%	50	31.6%	100.0%
	2014	9	329,783	12.4%	59.2%	40.8%	195,209	13.1%	59.2%	134,546	11.4%	40.8%	-	0.0%	0.0%	28	-44.0%	100.0%
	YE 201209		3,530,650	-4.0%	54.4%	45.6%	1,919,557	-5.6%	54.4%	1,610,027	-1.5%	45.6%	72	-99.2%	6.8%	994	-45.4%	93.2%
	YE 201309		3,155,053	-10.6%	59.2%	40.8%	1,854,003	-3.4%	59.1%	1,284,992	-20.2%	40.9%	15,313	21168.1%	95.4%	745	-25.1%	4.6%
	YE 201409		3,289,888	4.3%	60.3%	39.7%	1,980,186	6.8%	60.2%	1,306,619	1.7%	39.8%	2,374	-84.5%	77.0%	709	-4.8%	23.0%
Italy	2013	9	321,170	0.8%	61.9%	38.1%	198,865	3.0%	61.9%	122,282	-2.7%	38.1%	13	0.0%	56.5%	10	-37.5%	43.5%
	2014	9	345,641	7.6%	64.7%	35.3%	223,476	12.4%	64.7%	121,934	-0.3%	35.3%	204	1469.2%	88.3%	27	170.0%	11.7%
	YE 201209		3,098,505	-7.1%	64.4%	35.6%	1,995,372	-3.7%	64.4%	1,102,833	-12.7%	35.6%	32	-13.5%	10.7%	268	-34.2%	89.3%
	YE 201309		2,924,542	-5.6%	63.4%	36.6%	1,853,304	-7.1%	63.4%	1,069,464	-3.0%	36.6%	1,532	4687.5%	86.4%	242	-9.7%	13.6%
	YE 201409		3,227,499	10.4%	64.5%	35.5%	2,081,904	12.3%	64.5%	1,145,094	7.1%	35.5%	204	-86.7%	40.7%	297	22.7%	59.3%
Hong Kong	2013	9	226,307	-2.9%	25.2%	74.8%	57,082	-9.4%	25.2%	169,225	-0.5%	74.8%	-	0.0%	0.0%	-	0.0%	0.0%
	2014	9	311,019	37.4%	28.8%	71.2%	89,367	56.6%	28.8%	221,362	30.8%	71.2%	290	0.0%	100.0%	-	0.0%	0.0%
	YE 201209		3,094,892	13.7%	28.2%	71.8%	871,716	-2.5%	28.2%	2,220,714	22.8%	71.8%	2,448	-88.0%	99.4%	14	0.0%	0.6%
	YE 201309		2,844,216	-8.1%	25.5%	74.5%	724,021	-16.9%	25.5%	2,119,576	-4.6%	74.5%	619	-74.7%	100.0%	-	-100.0%	0.0%
	YE 201409		3,146,034	10.6%	26.2%	73.8%	815,869	12.7%	26.0%	2,321,445	9.5%	74.0%	8,706	1306.5%	99.8%	14	0.0%	0.2%

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 201409 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
Costa Rica	2013	9	140,230	-16.3%	97.1%	2.9%	135,890	-9.4%	97.1%	4,032	-77.1%	2.9%	308	0.0%	100.0%	-	0.0%	0.0%
	2014	9	141,007	0.6%	100.0%	0.0%	141,007	3.8%	100.0%	-	-100.0%	0.0%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE 201209		2,834,208	8.0%	92.4%	7.6%	2,607,601	7.0%	92.3%	216,648	19.2%	7.7%	9,947	147.2%	99.9%	12	-77.8%	0.1%
	YE 201309		2,776,659	-2.0%	94.3%	5.7%	2,611,268	0.1%	94.3%	157,478	-27.3%	5.7%	7,913	-20.4%	100.0%	-	-100.0%	0.0%
	YE 201409		2,985,896	7.5%	98.9%	1.1%	2,941,270	12.6%	98.9%	31,825	-79.8%	1.1%	12,756	61.2%	99.6%	45	0.0%	0.4%
Ireland	2013	9	233,756	14.1%	47.1%	52.9%	109,873	16.8%	47.1%	123,591	13.8%	52.9%	278	-87.3%	95.2%	14	-84.1%	4.8%
	2014	9	257,825	10.3%	44.8%	55.2%	115,529	5.1%	44.8%	142,266	15.1%	55.2%	-	-100.0%	0.0%	30	114.3%	100.0%
	YE 201209		2,131,067	-3.9%	43.5%	56.5%	916,556	-10.9%	43.2%	1,204,609	2.2%	56.8%	9,516	-2.7%	96.1%	386	10.3%	3.9%
	YE 201309		2,375,012	11.4%	44.6%	55.4%	1,054,943	15.1%	44.5%	1,314,662	9.1%	55.5%	5,056	-46.9%	93.5%	351	-9.1%	6.5%
	YE 201409		2,580,867	8.7%	43.7%	56.3%	1,123,711	6.5%	43.6%	1,453,014	10.5%	56.4%	3,403	-32.7%	82.2%	739	110.5%	17.8%
Taiwan	2013	9	193,952	18.1%	3.9%	96.1%	7,644	0.0%	3.9%	186,308	13.4%	96.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2014	9	224,569	15.8%	7.3%	92.7%	16,450	115.2%	7.3%	208,119	11.7%	92.7%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 201209		2,139,315	0.4%	0.0%	100.0%	374	0.0%	0.0%	2,138,773	0.7%	100.0%	168	-97.7%	100.0%	-	-100.0%	0.0%
	YE 201309		2,193,623	2.5%	1.0%	99.0%	21,168	5559.9%	1.0%	2,172,408	1.6%	99.0%	47	-72.0%	100.0%	-	0.0%	0.0%
	YE 201409		2,525,476	15.1%	5.9%	94.1%	147,035	594.6%	5.8%	2,376,657	9.4%	94.2%	1,784	3695.7%	100.0%	-	0.0%	0.0%
Switzerland	2013	9	200,679	-8.3%	40.5%	59.5%	81,280	-6.3%	40.5%	119,239	-9.8%	59.5%	13	0.0%	8.1%	147	267.5%	91.9%
	2014	9	218,851	9.1%	39.1%	60.9%	85,677	5.4%	39.2%	133,098	11.6%	60.8%	-	-100.0%	0.0%	76	-48.3%	100.0%
	YE 201209		2,446,467	2.5%	40.9%	59.1%	1,000,879	-3.0%	40.9%	1,443,797	6.8%	59.1%	-	0.0%	0.0%	1,791	-37.9%	100.0%
	YE 201309		2,509,563	2.6%	38.4%	61.6%	962,597	-3.8%	38.4%	1,545,544	7.0%	61.6%	27	0.0%	1.9%	1,395	-22.1%	98.1%
	YE 201409		2,456,995	-2.1%	39.5%	60.5%	971,207	0.9%	39.6%	1,484,170	-4.0%	60.4%	-	-100.0%	0.0%	1,618	16.0%	100.0%
El Salvador	2013	9	154,355	8.3%	33.0%	67.0%	46,192	13.4%	30.9%	103,360	6.4%	69.1%	4,803	5.2%	100.0%	-	0.0%	0.0%
	2014	9	177,995	15.3%	33.3%	66.7%	51,722	12.0%	30.3%	118,716	14.9%	69.7%	7,557	57.3%	100.0%	-	0.0%	0.0%
	YE 201209		1,923,547	-1.4%	34.7%	65.3%	620,943	-15.5%	33.1%	1,255,450	6.8%	66.9%	47,154	17.6%	100.0%	-	0.0%	0.0%
	YE 201309		1,969,816	2.4%	35.9%	64.1%	657,480	5.9%	34.2%	1,262,654	0.6%	65.8%	49,682	5.4%	100.0%	-	0.0%	0.0%
	YE 201409		2,256,290	14.5%	31.3%	68.7%	640,058	-2.6%	29.2%	1,549,901	22.7%	70.8%	66,331	33.5%	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 201409 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	2013	9	68,421	-2.8%	50.4%	49.6%	29,305	-19.9%	46.4%	33,917	6.5%	53.6%	5,199	270.5%	100.0%	-	-100.0%	0.0%
	2014	9	78,602	14.9%	51.2%	48.8%	33,995	16.0%	47.0%	38,352	13.1%	53.0%	6,255	20.3%	100.0%	-	0.0%	0.0%
	YE	201209	831,754	-0.2%	56.5%	43.5%	448,068	3.8%	55.5%	358,926	2.3%	44.5%	21,815	-46.9%	88.1%	2,945	-72.1%	11.9%
	YE	201309	829,255	-0.3%	52.7%	47.3%	383,968	-14.3%	49.6%	390,355	8.8%	50.4%	53,257	144.1%	97.0%	1,675	-43.1%	3.0%
	YE	201409	892,814	7.7%	50.3%	49.7%	379,940	-1.0%	46.2%	443,220	13.5%	53.8%	69,213	30.0%	99.4%	441	-73.7%	0.6%
Germany	2013	9	65,121	7.2%	43.8%	56.2%	22,167	1.0%	37.7%	36,562	7.4%	62.3%	6,339	34.2%	99.2%	52	47.9%	0.8%
	2014	9	64,752	-0.6%	44.5%	55.5%	22,030	-0.6%	38.3%	35,441	-3.1%	61.7%	6,803	7.3%	93.4%	478	816.0%	6.6%
	YE	201209	739,581	-10.1%	43.0%	57.0%	265,019	-9.6%	38.7%	420,670	-8.8%	61.3%	52,934	-19.9%	98.2%	959	-55.1%	1.8%
	YE	201309	747,743	1.1%	43.6%	56.4%	258,131	-2.6%	38.0%	421,108	0.1%	62.0%	67,728	27.9%	98.9%	776	-19.1%	1.1%
	YE	201409	784,342	4.9%	44.9%	55.1%	270,090	4.6%	38.6%	428,865	1.8%	61.4%	82,336	21.6%	96.4%	3,051	293.2%	3.6%
United Kingdom	2013	9	60,906	1.9%	43.5%	56.5%	24,644	-3.8%	41.9%	34,161	4.9%	58.1%	1,878	45.8%	89.4%	222	-27.5%	10.6%
	2014	9	61,618	1.2%	45.4%	54.6%	26,837	8.9%	44.5%	33,509	-1.9%	55.5%	1,133	-39.6%	89.2%	138	-37.9%	10.8%
	YE	201209	763,349	-4.9%	44.0%	56.0%	317,862	-7.5%	42.8%	423,981	-2.3%	57.2%	17,996	-10.6%	83.7%	3,510	-31.6%	16.3%
	YE	201309	738,629	-3.2%	43.6%	56.4%	302,564	-4.8%	42.3%	413,018	-2.6%	57.7%	19,421	7.9%	84.3%	3,625	3.3%	15.7%
	YE	201409	774,745	4.9%	45.7%	54.3%	334,711	10.6%	44.4%	418,648	1.4%	55.6%	19,384	-0.2%	90.6%	2,002	-44.8%	9.4%
China	2013	9	57,395	1.6%	43.2%	56.8%	17,659	-13.4%	35.2%	32,576	2.0%	64.8%	7,160	83.5%	100.0%	-	-100.0%	0.0%
	2014	9	62,688	9.2%	43.8%	56.2%	16,928	-4.1%	32.5%	35,212	8.1%	67.5%	10,549	47.3%	100.0%	-	0.0%	0.0%
	YE	201209	662,442	2.1%	46.7%	53.3%	267,591	1.3%	43.1%	352,682	4.9%	56.9%	41,858	-13.5%	99.3%	310	0.0%	0.7%
	YE	201309	657,843	-0.7%	45.3%	54.7%	221,792	-17.1%	38.2%	359,094	1.8%	61.8%	76,412	82.5%	99.3%	546	75.9%	0.7%
	YE	201409	704,425	7.1%	43.9%	56.1%	196,773	-11.3%	33.2%	395,282	10.1%	66.8%	112,370	47.1%	100.0%	-	-100.0%	0.0%
Hong Kong	2013	9	55,104	2.2%	42.8%	57.2%	10,444	-21.0%	24.9%	31,513	11.5%	75.1%	13,146	5.8%	100.0%	-	0.0%	0.0%
	2014	9	60,760	10.3%	42.6%	57.4%	11,500	10.1%	24.8%	34,887	10.7%	75.2%	14,373	9.3%	100.0%	-	0.0%	0.0%
	YE	201209	608,061	-4.0%	46.4%	53.6%	164,715	-20.4%	33.6%	325,890	-11.2%	66.4%	117,456	97.3%	100.0%	-	0.0%	0.0%
	YE	201309	631,041	3.8%	45.2%	54.8%	135,091	-18.0%	28.1%	345,887	6.1%	71.9%	150,063	27.8%	100.0%	-	0.0%	0.0%
	YE	201409	697,581	10.5%	42.0%	58.0%	129,368	-4.2%	24.2%	404,776	17.0%	75.8%	163,437	8.9%	100.0%	-	0.0%	0.0%

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

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Freight (Tons)

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						Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	Total	Yr/Yr Chg.	Market Share	
South Korea	2013	9	52,193	-8.7%	29.5%	70.5%	8,429	-35.1%	20.1%	33,423	0.2%	79.9%	6,966	-3.9%	67.4%	3,375	-5.2%	32.6%
	2014	9	59,903	14.8%	33.6%	66.4%	9,652	14.5%	20.6%	37,192	11.3%	79.4%	10,463	50.2%	80.1%	2,596	-23.1%	19.9%
	YE	201209	696,392	-15.4%	34.2%	65.8%	152,946	-2.4%	27.5%	404,183	-5.4%	72.5%	84,934	-13.7%	61.0%	54,327	-61.4%	39.0%
	YE	201309	650,305	-6.6%	33.7%	66.3%	109,974	-28.1%	22.4%	380,121	-6.0%	77.6%	109,076	28.4%	68.1%	51,135	-5.9%	31.9%
	YE	201409	690,504	6.2%	30.9%	69.1%	113,832	3.5%	21.3%	421,178	10.8%	78.7%	99,435	-8.8%	63.9%	56,059	9.6%	36.1%
Taiwan	2013	9	49,097	2.6%	10.9%	89.1%	5,355	14.2%	10.9%	43,741	1.3%	89.1%	-	0.0%	0.0%	-	0.0%	0.0%
	2014	9	48,936	-0.3%	11.8%	88.2%	5,759	7.5%	11.8%	43,177	-1.3%	88.2%	-	0.0%	0.0%	-	0.0%	0.0%
	YE	201209	610,321	-6.8%	9.4%	90.6%	57,549	0.2%	9.4%	552,772	-7.3%	90.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201309	579,326	-5.1%	11.1%	88.9%	64,126	11.4%	11.1%	515,141	-6.8%	88.9%	60	0.0%	100.0%	-	0.0%	0.0%
	YE	201409	596,366	2.9%	11.4%	88.6%	67,746	5.6%	11.4%	528,596	2.6%	88.6%	25	-58.8%	100.0%	-	0.0%	0.0%
Colombia	2013	9	34,970	13.5%	31.0%	69.0%	6,115	-26.1%	20.2%	24,115	39.9%	79.8%	4,740	-10.5%	100.0%	-	0.0%	0.0%
	2014	9	40,123	14.7%	17.9%	82.1%	5,570	-8.9%	14.5%	32,936	36.6%	85.5%	1,617	-65.9%	100.0%	-	0.0%	0.0%
	YE	201209	429,617	2.6%	52.8%	47.2%	105,036	5.7%	34.4%	200,259	-2.5%	65.6%	121,994	66.9%	98.1%	2,328	-94.3%	1.9%
	YE	201309	424,848	-1.1%	38.9%	61.1%	91,571	-12.8%	26.1%	259,762	29.7%	73.9%	73,504	-39.7%	100.0%	11	-99.5%	0.0%
	YE	201409	486,172	14.4%	34.4%	65.6%	101,461	10.8%	24.1%	318,939	22.8%	75.9%	65,772	-10.5%	100.0%	-	-100.0%	0.0%
Mexico	2013	9	33,665	4.1%	60.0%	40.0%	17,266	3.8%	58.3%	12,345	-1.5%	41.7%	2,934	-7.0%	72.4%	1,121	0.0%	27.6%
	2014	9	28,532	-15.2%	52.6%	47.4%	12,685	-26.5%	49.4%	12,971	5.1%	50.6%	2,308	-21.3%	80.3%	567	-49.4%	19.7%
	YE	201209	413,667	-2.8%	60.1%	39.9%	198,466	11.8%	54.7%	164,520	-2.2%	45.3%	50,178	-36.7%	99.0%	504	15.1%	1.0%
	YE	201309	409,042	-1.1%	60.7%	39.3%	212,089	6.9%	57.2%	158,865	-3.4%	42.8%	36,059	-28.1%	94.7%	2,028	302.1%	5.3%
	YE	201409	417,274	2.0%	59.6%	40.4%	210,962	-0.5%	57.2%	158,069	-0.5%	42.8%	37,760	4.7%	78.3%	10,483	416.9%	21.7%
Netherlands	2013	9	26,372	-4.4%	31.0%	69.0%	7,210	9.1%	30.1%	16,758	-3.4%	69.9%	974	-66.9%	40.5%	1,430	111.3%	59.5%
	2014	9	30,567	15.9%	33.4%	66.6%	8,059	11.8%	30.2%	18,651	11.3%	69.8%	2,148	120.5%	55.7%	1,709	19.5%	44.3%
	YE	201209	338,904	-0.2%	31.3%	68.7%	77,169	-9.0%	26.9%	209,558	-3.6%	73.1%	28,749	9.9%	55.1%	23,428	110.4%	44.9%
	YE	201309	313,510	-7.5%	32.5%	67.5%	80,713	4.6%	28.8%	199,424	-4.8%	71.2%	21,077	-26.7%	63.2%	12,296	-47.5%	36.8%
	YE	201409	347,620	10.9%	35.5%	64.5%	98,670	22.2%	32.6%	204,097	2.3%	67.4%	24,761	17.5%	55.2%	20,092	63.4%	44.8%

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 201409 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	
France	2013	9	28,228	-6.7%	52.6%	47.4%	14,695	-13.9%	52.4%	13,370	1.4%	47.6%	163	7122.0%	100.0%	-	-100.0%	0.0%
	2014	9	22,907	-18.8%	68.4%	31.6%	15,665	6.6%	68.4%	7,242	-45.8%	31.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	YE	201209	369,738	-3.7%	58.8%	41.2%	216,699	-0.2%	58.8%	151,782	-7.8%	41.2%	640	-46.0%	50.9%	617	-21.2%	49.1%
	YE	201309	331,344	-10.4%	56.2%	43.8%	184,250	-15.0%	56.0%	144,964	-4.5%	44.0%	1,816	183.5%	85.3%	314	-49.1%	14.7%
	YE	201409	339,152	2.4%	57.6%	42.4%	195,084	5.9%	57.7%	143,238	-1.2%	42.3%	258	-85.8%	31.1%	572	82.1%	68.9%
Canada	2013	9	26,026	-3.3%	77.4%	22.6%	19,004	-5.0%	79.8%	4,798	-11.4%	20.2%	1,144	451.2%	51.5%	1,079	-16.5%	48.5%
	2014	9	28,300	8.7%	75.1%	24.9%	19,620	3.2%	79.0%	5,228	9.0%	21.0%	1,640	43.4%	47.5%	1,812	67.8%	52.5%
	YE	201209	323,907	-7.6%	77.0%	23.0%	236,312	2.7%	80.4%	57,743	-25.9%	19.6%	13,067	-32.6%	43.8%	16,786	-27.1%	56.2%
	YE	201309	329,096	1.6%	76.2%	23.8%	235,555	-0.3%	79.1%	62,071	7.5%	20.9%	15,168	16.1%	48.2%	16,303	-2.9%	51.8%
	YE	201409	333,303	1.3%	76.5%	23.5%	235,993	0.2%	79.2%	61,893	-0.3%	20.8%	19,047	25.6%	53.8%	16,371	0.4%	46.2%
Brazil	2013	9	24,112	-0.8%	53.4%	46.6%	8,063	-8.1%	43.6%	10,450	35.2%	56.4%	4,811	-34.0%	85.9%	787	53.2%	14.1%
	2014	9	22,225	-7.8%	57.9%	42.1%	8,726	8.2%	50.2%	8,656	-17.2%	49.8%	4,133	-14.1%	85.3%	711	-9.7%	14.7%
	YE	201209	326,932	0.2%	68.3%	31.7%	136,331	1.2%	57.4%	101,095	-0.1%	42.6%	86,969	-1.4%	97.2%	2,538	23.6%	2.8%
	YE	201309	287,293	-12.1%	59.2%	40.8%	103,799	-23.9%	48.9%	108,355	7.2%	51.1%	66,293	-23.8%	88.2%	8,846	248.6%	11.8%
	YE	201409	280,564	-2.3%	57.3%	42.7%	110,325	6.3%	50.0%	110,486	2.0%	50.0%	50,497	-23.8%	84.5%	9,256	4.6%	15.5%
Peru	2013	9	19,307	-3.5%	45.4%	54.6%	3,473	-6.7%	26.8%	9,492	-11.3%	73.2%	5,290	5.7%	83.4%	1,052	82.5%	16.6%
	2014	9	16,986	-12.0%	36.2%	63.8%	1,687	-51.4%	14.4%	10,017	5.5%	85.6%	4,455	-15.8%	84.4%	826	-21.5%	15.6%
	YE	201209	169,808	6.3%	54.9%	45.1%	42,833	55.2%	37.1%	72,674	1.7%	62.9%	50,415	11.0%	92.8%	3,886	-74.5%	7.2%
	YE	201309	180,779	6.5%	49.4%	50.6%	36,795	-14.1%	30.7%	82,964	14.2%	69.3%	52,430	4.0%	85.9%	8,590	121.0%	14.1%
	YE	201409	180,233	-0.3%	45.5%	54.5%	41,041	11.5%	31.7%	88,346	6.5%	68.3%	40,965	-21.9%	80.6%	9,881	15.0%	19.4%
Luxembourg	2013	9	15,340	19.7%	24.1%	75.9%	-	0.0%	0.0%	11,639	21.3%	100.0%	3,701	21.7%	100.0%	-	-100.0%	0.0%
	2014	9	15,522	1.2%	24.8%	75.2%	-	0.0%	0.0%	11,570	-0.6%	100.0%	3,850	4.0%	97.4%	102	0.0%	2.6%
	YE	201209	158,866	-9.5%	26.9%	73.1%	-	-100.0%	0.0%	115,322	-7.0%	100.0%	42,739	0.5%	98.2%	805	-91.0%	1.8%
	YE	201309	171,648	8.0%	25.4%	74.6%	-	0.0%	0.0%	126,383	9.6%	100.0%	43,606	2.0%	96.3%	1,660	106.3%	3.7%
	YE	201409	178,962	4.3%	26.6%	73.4%	-	0.0%	0.0%	130,979	3.6%	100.0%	47,578	9.1%	99.2%	404	-75.7%	0.8%

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 201409 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	
Ecuador	2013	9	12,448	27.6%	38.8%	61.2%	1,948	-38.6%	20.4%	7,621	56.7%	79.6%	2,880	67.3%	100.0%	-	0.0%	0.0%
	2014	9	13,661	9.7%	44.4%	55.6%	2,934	50.6%	27.9%	7,590	-0.4%	72.1%	3,137	8.9%	100.0%	-	0.0%	0.0%
	YE 201209		116,384	8.3%	49.5%	50.5%	38,218	22.8%	39.5%	58,568	-9.3%	60.5%	19,396	67.6%	99.0%	201	-8.7%	1.0%
	YE 201309		141,002	21.2%	44.1%	55.9%	30,390	-20.5%	27.8%	78,759	34.5%	72.2%	31,853	64.2%	100.0%	-	-100.0%	0.0%
	YE 201409		170,230	20.7%	45.9%	54.1%	33,505	10.3%	26.7%	92,121	17.0%	73.3%	44,604	40.0%	100.0%	-	0.0%	0.0%
United Arab Emirates	2013	9	8,962	-3.3%	22.2%	77.8%	1,895	-11.9%	21.5%	6,923	-2.7%	78.5%	92	4994.6%	63.5%	53	0.0%	36.5%
	2014	9	14,774	64.8%	14.2%	85.8%	2,100	10.8%	14.2%	12,674	83.1%	85.8%	-	-100.0%	0.0%	-	-100.0%	0.0%
	YE 201209		94,642	6.5%	24.6%	75.4%	23,257	23.9%	24.6%	71,374	3.1%	75.4%	11	-98.5%	100.0%	-	-100.0%	0.0%
	YE 201309		108,392	14.5%	23.7%	76.3%	25,528	9.8%	23.6%	82,563	15.7%	76.4%	115	944.9%	38.4%	185	0.0%	61.6%
	YE 201409		134,159	23.8%	18.6%	81.4%	24,683	-3.3%	18.4%	109,127	32.2%	81.6%	324	180.8%	92.9%	25	-86.6%	7.1%
Chile	2013	9	7,530	-26.2%	46.9%	53.1%	1,243	-43.6%	23.7%	4,002	-33.9%	76.3%	2,285	17.0%	100.0%	-	0.0%	0.0%
	2014	9	7,612	1.1%	48.3%	51.7%	1,274	2.4%	24.5%	3,934	-1.7%	75.5%	2,405	5.2%	100.0%	-	0.0%	0.0%
	YE 201209		164,592	24.1%	56.2%	43.8%	44,341	26.9%	38.1%	71,980	14.8%	61.9%	48,226	41.3%	99.9%	44	-95.1%	0.1%
	YE 201309		154,607	-6.1%	53.4%	46.6%	23,260	-47.5%	24.7%	71,028	-1.3%	75.3%	59,317	23.0%	98.3%	1,002	2177.4%	1.7%
	YE 201409		129,583	-16.2%	49.5%	50.5%	24,350	4.7%	27.3%	64,883	-8.7%	72.7%	39,849	-32.8%	98.8%	502	-49.9%	1.2%
Australia	2013	9	10,585	-0.6%	57.0%	43.0%	4,284	-4.5%	48.5%	4,554	12.6%	51.5%	1,747	-17.3%	100.0%	-	0.0%	0.0%
	2014	9	9,616	-9.2%	53.0%	47.0%	3,967	-7.4%	46.7%	4,520	-0.8%	53.3%	1,130	-35.3%	100.0%	-	0.0%	0.0%
	YE 201209		125,212	5.7%	59.0%	41.0%	51,936	-6.3%	50.3%	51,216	15.6%	49.7%	21,972	26.5%	99.6%	88	-93.9%	0.4%
	YE 201309		126,065	0.7%	59.1%	40.9%	49,592	-4.5%	49.0%	51,596	0.7%	51.0%	24,852	13.1%	99.9%	25	-71.0%	0.1%
	YE 201409		119,014	-5.6%	54.0%	46.0%	48,710	-1.8%	47.1%	54,661	5.9%	52.9%	15,614	-37.2%	99.8%	29	16.2%	0.2%
Belgium	2013	9	6,781	-31.2%	30.9%	69.1%	1,937	-16.5%	29.3%	4,672	-20.6%	70.7%	158	-90.4%	92.5%	13	0.0%	7.5%
	2014	9	9,402	38.7%	52.5%	47.5%	1,954	0.9%	30.5%	4,462	-4.5%	69.5%	2,986	1788.8%	100.0%	-	-100.0%	0.0%
	YE 201209		174,523	-1.1%	37.7%	62.3%	28,873	-15.1%	21.6%	104,599	4.5%	78.4%	36,896	3.4%	89.9%	4,156	-37.4%	10.1%
	YE 201309		100,850	-42.2%	37.7%	62.3%	24,114	-16.5%	29.1%	58,727	-43.9%	70.9%	13,944	-62.2%	77.4%	4,065	-2.2%	22.6%
	YE 201409		110,058	9.1%	44.4%	55.6%	24,145	0.1%	28.5%	60,563	3.1%	71.5%	24,772	77.6%	97.7%	579	-85.8%	2.3%

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

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2/ Ranked in descending order according to YE 201409 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	
Qatar	2013	9	8,630	42.2%	0.0%	100.0%	-	0.0%	0.0%	8,630	42.2%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	2014	9	10,134	17.4%	0.0%	100.0%	-	0.0%	0.0%	10,134	17.4%	100.0%	-	0.0%	0.0%	-	0.0%	0.0%
	YE 201209		61,686	5.7%	0.0%	100.0%	-	0.0%	0.0%	61,686	5.8%	100.0%	-	0.0%	0.0%	-	-100.0%	0.0%
	YE 201309		74,011	20.0%	0.0%	100.0%	-	0.0%	0.0%	73,847	19.7%	100.0%	-	0.0%	0.0%	163	0.0%	100.0%
	YE 201409		108,415	46.5%	0.0%	100.0%	-	0.0%	0.0%	108,415	46.8%	100.0%	-	0.0%	0.0%	-	-100.0%	0.0%
Italy	2013	9	7,498	8.5%	58.6%	41.4%	4,220	22.6%	57.6%	3,102	-1.1%	42.4%	176	-46.9%	100.0%	-	0.0%	0.0%
	2014	9	9,341	24.6%	60.2%	39.8%	5,023	19.0%	57.4%	3,722	20.0%	42.6%	597	238.9%	100.0%	-	0.0%	0.0%
	YE 201209		71,298	0.1%	59.0%	41.0%	38,999	-9.6%	57.2%	29,160	10.1%	42.8%	3,069	102.0%	97.8%	69	-36.2%	2.2%
	YE 201309		84,494	18.5%	60.7%	39.3%	48,763	25.0%	59.6%	33,122	13.6%	40.4%	2,547	-17.0%	97.6%	62	-10.6%	2.4%
	YE 201409		95,004	12.4%	60.2%	39.8%	53,384	9.5%	58.6%	37,733	13.9%	41.4%	3,856	51.4%	99.2%	32	-49.0%	0.8%
Argentina	2013	9	5,589	-27.5%	56.3%	43.7%	2,153	-18.3%	46.9%	2,442	-32.0%	53.1%	994	-33.1%	100.0%	-	0.0%	0.0%
	2014	9	6,171	10.4%	50.1%	49.9%	2,311	7.3%	42.9%	3,081	26.2%	57.1%	779	-21.7%	100.0%	-	0.0%	0.0%
	YE 201209		86,315	12.2%	56.6%	43.4%	35,167	10.5%	48.4%	37,434	6.3%	51.6%	13,654	42.8%	99.6%	61	-81.7%	0.4%
	YE 201309		88,345	2.4%	59.0%	41.0%	35,909	2.1%	49.8%	36,234	-3.2%	50.2%	16,202	18.7%	100.0%	-	-100.0%	0.0%
	YE 201409		84,780	-4.0%	54.7%	45.3%	34,281	-4.5%	47.1%	38,442	6.1%	52.9%	12,057	-25.6%	100.0%	-	0.0%	0.0%
Switzerland	2013	9	6,427	-14.2%	18.4%	81.6%	1,185	-27.4%	18.4%	5,242	-10.5%	81.6%	-	-100.0%	0.0%	-	0.0%	0.0%
	2014	9	6,852	6.6%	17.7%	82.3%	1,199	1.2%	17.5%	5,636	7.5%	82.5%	17	0.0%	100.0%	-	0.0%	0.0%
	YE 201209		85,946	-1.7%	23.1%	76.9%	19,891	-13.1%	23.1%	66,052	2.3%	76.9%	2	-80.3%	100.0%	-	0.0%	0.0%
	YE 201309		85,612	-0.4%	20.3%	79.7%	17,376	-12.6%	20.3%	68,077	3.1%	79.7%	3	23.5%	1.8%	156	0.0%	98.2%
	YE 201409		82,802	-3.3%	20.3%	79.7%	16,786	-3.4%	20.3%	65,985	-3.1%	79.7%	30	970.4%	95.8%	1	-99.2%	4.2%
Dominican Republic	2013	9	5,416	3.1%	94.3%	5.7%	5,109	5.6%	94.3%	308	-26.2%	5.7%	-	0.0%	0.0%	-	0.0%	0.0%
	2014	9	5,676	4.8%	95.9%	4.1%	4,894	-4.2%	95.5%	230	-25.2%	4.5%	552	0.0%	100.0%	-	0.0%	0.0%
	YE 201209		60,582	-9.0%	94.1%	5.9%	55,901	-0.2%	94.1%	3,526	2.2%	5.9%	1,081	-84.3%	93.6%	74	-71.5%	6.4%
	YE 201309		64,261	6.1%	92.8%	7.2%	58,636	4.9%	92.7%	4,643	31.7%	7.3%	979	-9.5%	99.7%	3	-96.2%	0.3%
	YE 201409		72,741	13.2%	95.0%	5.0%	61,901	5.6%	94.4%	3,662	-21.1%	5.6%	7,174	633.1%	99.9%	4	49.9%	0.1%

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

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2/ Ranked in descending order according to YE 201409 data.

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

Gateway City	Apt.	YE Sept. 2014			YE Sept. 2013			Yr/Yr Growth	YE Sept. 2014 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
New York, NY	JFK	27,258,910	37.7%	62.3%	25,578,664	39.4%	60.6%	6.6%	80.6%
Miami, FL	MIA	19,390,235	59.0%	41.0%	19,294,714	59.5%	40.5%	0.5%	79.4%
Los Angeles, CA	LAX	18,463,083	23.6%	76.4%	17,241,386	22.6%	77.4%	7.1%	83.9%
Newark, NJ	EWR	11,301,309	69.4%	30.6%	11,122,751	70.1%	29.9%	1.6%	82.1%
Chicago, IL	ORD	11,046,206	54.9%	45.1%	10,486,227	55.9%	44.1%	5.3%	80.1%
Atlanta, GA	ATL	10,537,387	87.9%	12.1%	9,822,906	87.1%	12.9%	7.3%	85.2%
San Francisco, CA	SFO	9,982,575	39.2%	60.8%	9,381,441	40.0%	60.0%	6.4%	85.0%
Houston, TX	IAH	9,405,420	75.4%	24.6%	8,574,606	77.2%	22.8%	9.7%	78.9%
Washington, DC	IAD	6,969,555	43.8%	56.2%	6,712,132	46.0%	54.0%	3.8%	77.4%
Dallas/Fort Worth, TX	DFW	6,752,309	83.6%	16.4%	6,364,705	82.4%	17.6%	6.1%	77.6%
Honolulu, HI	HNL	4,887,085	41.2%	58.8%	4,661,200	44.9%	55.1%	4.8%	78.0%
Boston, MA	BOS	4,285,810	23.1%	76.9%	4,101,347	26.2%	73.8%	4.5%	78.4%
Fort Lauderdale, FL	FLL	4,188,284	60.8%	39.2%	3,566,604	56.2%	43.8%	17.4%	80.3%
Orlando, FL	MCO	4,047,063	14.7%	85.3%	3,779,099	14.8%	85.2%	7.1%	82.7%
Philadelphia, PA	PHL	3,888,373	88.2%	11.8%	3,920,582	88.6%	11.4%	-0.8%	76.3%
Seattle, WA	SEA	3,545,433	56.5%	43.5%	3,304,517	56.6%	43.4%	7.3%	80.2%
Detroit, MI	DTW	3,398,941	88.7%	11.3%	3,268,001	89.1%	10.9%	4.0%	83.0%
Charlotte, NC	CLT	3,156,267	93.4%	6.6%	3,052,393	93.2%	6.8%	3.4%	79.6%
Las Vegas, NV	LAS	3,132,990	0.1%	99.9%	2,877,254	0.0%	100.0%	8.9%	83.7%
Guam, TT	GUM	2,683,959	64.5%	35.5%	2,745,213	66.0%	34.0%	-2.2%	75.8%
Minneapolis, MN	MSP	2,361,234	92.8%	7.2%	2,244,150	92.9%	7.1%	5.2%	82.5%
Phoenix, AZ	PHX	2,226,939	64.1%	35.9%	2,216,413	67.4%	32.6%	0.5%	79.8%
Denver, CO	DEN	2,134,122	70.1%	29.9%	1,868,232	66.9%	33.1%	14.2%	82.4%
New York, NY	LGA	1,547,488	35.1%	64.9%	1,644,454	32.3%	67.7%	-5.9%	68.2%
San Juan, PR	SJU	933,135	75.9%	24.1%	956,621	74.2%	25.8%	-2.5%	66.6%
Saipan, TT	SPN	767,794	24.9%	75.1%	726,852	31.3%	68.7%	5.6%	82.3%
San Diego, CA	SAN	741,832	36.8%	63.2%	652,196	36.3%	63.7%	13.7%	82.2%
Baltimore, MD	BWI	665,411	71.1%	28.9%	648,195	71.7%	28.3%	2.7%	80.3%
Chicago, IL	MDW	564,422	38.1%	61.9%	503,168	27.7%	72.3%	12.2%	73.9%
Tampa, FL	TPA	520,248	1.3%	98.7%	491,658	1.4%	98.6%	5.8%	79.6%
Portland, OR	PDX	476,261	72.9%	27.1%	442,395	74.5%	25.5%	7.7%	80.4%
San Antonio, TX	SAT	451,917	24.1%	75.9%	472,115	22.6%	77.4%	-4.3%	74.7%
San Jose, CA	SJC	356,805	44.2%	55.8%	286,283	56.1%	43.9%	24.6%	82.5%
Salt Lake City, UT	SLC	352,113	99.6%	0.4%	327,612	100.0%	0.0%	7.5%	84.2%
Santa Ana, CA	SNA	311,097	53.6%	46.4%	398,243	39.7%	60.3%	-21.9%	71.7%
Kahului, HI	OGG	301,773	0.0%	100.0%	327,496	0.0%	100.0%	-7.9%	86.5%
Fort Myers, FL	RSW	298,629	2.8%	97.2%	300,923	2.2%	97.8%	-0.8%	83.2%
Palm Springs, CA	PSP	269,893	0.0%	100.0%	239,913	0.0%	100.0%	12.5%	80.8%
Washington, DC	DCA	263,511	59.4%	40.6%	392,414	48.8%	51.2%	-32.8%	68.7%
Cincinnati, OH	CVG	191,490	83.6%	16.4%	183,713	85.7%	14.3%	4.2%	69.4%

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 Sept. 2014			YE Sept. 2013			Yr/Yr Growth	YE Sept. 2014 LF
		Passengers	US Share	Foreign Share	Passengers	US Share	Foreign Share		
London, United Kingdom	LHR	14,141,640	38.1%	61.9%	13,917,593	38.8%	61.2%	1.6%	78.6%
Toronto, Canada	YYZ	9,187,328	34.8%	65.2%	9,679,500	33.2%	66.8%	-5.1%	78.5%
Tokyo, Japan	NRT	8,093,181	60.5%	39.5%	8,155,082	62.9%	37.1%	-0.8%	81.3%
Cancun, Mexico	CUN	6,250,081	98.3%	1.7%	5,668,031	98.1%	1.9%	10.3%	85.1%
Frankfurt, Germany	FRA	6,526,945	34.1%	65.9%	6,496,389	36.2%	63.8%	0.5%	82.3%
Paris, France	CDG	6,311,161	43.8%	56.2%	6,106,764	41.5%	58.5%	3.3%	84.6%
Mexico City, Mexico	MEX	5,952,487	49.8%	50.2%	5,688,733	50.5%	49.5%	4.6%	77.2%
Seoul, South Korea	ICN	5,030,224	15.5%	84.5%	4,676,649	12.8%	87.2%	7.6%	77.7%
Amsterdam, Netherlands	AMS	4,649,465	62.6%	37.4%	4,668,572	64.2%	35.8%	-0.4%	85.4%
Vancouver, Canada	YVR	4,641,782	50.9%	49.1%	4,343,354	50.0%	50.0%	6.9%	82.1%
Sao Paulo, Brazil	GRU	3,373,218	64.6%	35.4%	3,009,560	65.3%	34.7%	12.1%	79.6%
Montreal, Canada	YUL	3,117,193	55.7%	44.3%	3,274,137	53.7%	46.3%	-4.8%	79.1%
Calgary, Canada	YYC	3,031,870	48.4%	51.6%	2,847,439	50.0%	50.0%	6.5%	81.0%
Hong Kong, Hong Kong	HKG	2,674,386	25.7%	74.3%	2,376,006	26.8%	73.2%	12.6%	85.2%
Panama City, Panama	PTY	2,642,349	26.8%	73.2%	2,306,093	30.1%	69.9%	14.6%	76.9%
Guadalajara, Mexico	GDL	2,578,085	43.8%	56.2%	2,299,077	50.1%	49.9%	12.1%	80.6%
Dubai, United Arab Emirates	DXB	2,547,535	12.8%	87.2%	2,038,303	16.7%	83.3%	25.0%	83.8%
Beijing, China	PEK	2,463,361	44.9%	55.1%	2,000,716	54.8%	45.2%	23.1%	82.6%
San Jose del Cabo, Mexico	SJD	2,305,621	100.0%	0.0%	2,085,437	100.0%	0.0%	10.6%	83.8%
Montego Bay, Jamaica	MBJ	2,241,935	93.4%	6.6%	2,164,302	91.2%	8.8%	3.6%	80.9%
Punta Cana, Dominican Republ	PUJ	2,082,343	98.6%	1.4%	1,679,234	98.0%	2.0%	24.0%	84.8%
Santo Domingo, Dominican Rep	SDQ	2,134,079	91.5%	8.5%	2,028,337	94.5%	5.5%	5.2%	77.2%
Shanghai, China	PVG	2,111,280	63.0%	37.0%	1,863,094	65.7%	34.3%	13.3%	84.8%
Taipei, Taiwan	TPE	2,066,743	5.4%	94.6%	1,828,542	0.8%	99.2%	13.0%	81.9%
Bogota, Colombia	BOG	2,057,123	52.0%	48.0%	1,907,788	52.3%	47.7%	7.8%	84.1%
Nassau, The Bahamas	NAS	2,048,855	80.2%	19.8%	2,055,278	80.2%	19.8%	-0.3%	74.7%
Munich, Germany	MUC	2,029,235	37.6%	62.4%	1,975,105	35.7%	64.3%	2.7%	84.1%
Madrid, Spain	MAD	1,972,725	47.0%	53.0%	1,909,143	46.7%	53.3%	3.3%	81.8%
Dublin, Ireland	DUB	1,834,604	42.6%	57.4%	1,683,152	43.3%	56.7%	9.0%	85.9%
San Jose, Costa Rica	SJO	1,815,004	99.0%	1.0%	1,736,131	92.6%	7.4%	4.5%	82.1%
Lima, Peru	LIM	1,750,203	47.9%	52.1%	1,587,658	42.9%	57.1%	10.2%	86.1%
San Salvador, El Salvador	SAL	1,720,695	27.7%	72.3%	1,497,269	30.5%	69.5%	14.9%	78.6%
Rome, Italy	FCO	1,733,798	55.2%	44.8%	1,697,157	57.3%	42.7%	2.2%	84.6%
Sydney, Australia	SYD	1,728,342	41.9%	58.1%	1,776,888	43.8%	56.2%	-2.7%	80.4%
Zurich, Switzerland	ZRH	1,691,574	32.5%	67.5%	1,765,308	31.3%	68.7%	-4.2%	82.8%
Ezeiza, Argentina	EZE	1,413,026	63.3%	36.7%	1,424,554	71.8%	28.2%	-0.8%	79.5%
Puerto Vallarta, Mexico	PVR	1,367,907	99.4%	0.6%	1,206,380	100.0%	0.0%	13.4%	85.6%
Tel Aviv, Israel	TLV	1,391,020	53.1%	46.9%	1,398,777	53.5%	46.5%	-0.6%	86.3%
Istanbul, Turkey	IST	1,369,088	3.3%	96.7%	1,264,706	13.3%	86.7%	8.3%	84.9%
Edmonton, Canada	YEG	1,347,705	64.7%	35.3%	1,226,561	64.9%	35.1%	9.9%	83.0%

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 Sept. 2014	YE Sept. 2013	Yr/Yr Growth	US Market Share	Foreign Market Share	YE Sept. 2014	YE Sept. 2013	Yr/Yr Growth	YE Sept. 2014 LF
JFK	LHR	28.8%	71.2%	2,888,019	2,923,006	-1.2%	35.5%	64.5%	3,837,714	3,720,131	3.2%	75.3%
HNL	NRT	38.2%	61.8%	1,476,221	1,498,141	-1.5%	40.7%	59.3%	1,810,491	1,812,311	-0.1%	81.5%
LAX	LHR	23.4%	76.6%	1,424,629	1,408,609	1.1%	23.2%	76.8%	1,677,907	1,633,256	2.7%	84.9%
JFK	CDG	27.8%	72.2%	1,354,952	1,352,681	0.2%	28.3%	71.7%	1,556,633	1,529,358	1.8%	87.0%
EWR	LHR	45.0%	55.0%	1,127,311	1,125,410	0.2%	43.4%	56.6%	1,544,722	1,504,639	2.7%	73.0%
ORD	LHR	64.0%	36.0%	1,124,926	1,138,363	-1.2%	70.6%	29.4%	1,470,399	1,410,618	4.2%	76.5%
LGA	YYZ	20.3%	79.7%	1,124,378	1,068,201	5.3%	21.0%	79.0%	1,643,424	1,686,573	-2.6%	68.4%
LAX	NRT	46.0%	54.0%	1,120,271	1,221,735	-8.3%	38.1%	61.9%	1,311,409	1,456,913	-10.0%	85.4%
LAX	SYD	34.8%	65.2%	1,042,106	1,057,462	-1.5%	35.0%	65.0%	1,298,213	1,305,725	-0.6%	80.3%
LAX	ICN	0.0%	100.0%	1,028,144	1,001,036	2.7%	0.0%	100.0%	1,300,397	1,258,598	3.3%	79.1%
MIA	GRU	50.2%	49.8%	1,027,116	946,955	8.5%	54.9%	45.1%	1,257,401	1,170,435	7.4%	81.7%
MIA	LHR	34.0%	66.0%	966,293	975,247	-0.9%	26.6%	73.4%	1,145,957	1,110,868	3.2%	84.3%
GUM	NRT	83.2%	16.8%	914,528	985,456	-7.2%	85.4%	14.6%	1,127,663	1,239,858	-9.0%	81.1%
SFO	LHR	29.7%	70.3%	922,347	947,227	-2.6%	34.3%	65.7%	1,042,989	1,086,339	-4.0%	88.4%
LAX	TPE	0.0%	100.0%	902,448	869,837	3.7%	0.0%	100.0%	1,118,077	1,038,351	7.7%	80.7%
BOS	LHR	12.2%	87.8%	877,461	885,606	-0.9%	21.8%	78.2%	1,111,697	1,074,131	3.5%	78.9%
IAD	LHR	40.3%	59.7%	858,385	908,690	-5.5%	46.9%	53.1%	1,170,701	1,208,230	-3.1%	73.3%
SFO	HKG	28.3%	71.7%	836,601	872,190	-4.1%	25.6%	74.4%	993,541	1,048,254	-5.2%	84.2%
LAX	YVR	43.3%	56.7%	832,350	744,769	11.8%	43.1%	56.9%	1,006,830	891,652	12.9%	82.7%
JFK	DXB	0.0%	100.0%	810,801	579,541	39.9%	0.1%	99.9%	969,823	680,062	42.6%	83.6%
JFK	FRA	15.7%	84.3%	800,626	735,461	8.9%	16.5%	83.5%	1,009,361	900,882	12.0%	79.3%
JFK	STI	100.0%	0.0%	797,160	772,072	3.2%	100.0%	0.0%	1,096,688	991,363	10.6%	72.7%
LAX	GDL	43.7%	56.3%	793,895	691,399	14.8%	51.5%	48.5%	928,327	784,070	18.4%	85.5%
LAX	MEX	37.8%	62.2%	771,157	750,760	2.7%	36.2%	63.8%	887,306	905,015	-2.0%	86.9%
MIA	EZE	45.8%	54.2%	760,696	760,164	0.1%	46.0%	54.0%	953,334	945,199	0.9%	79.8%
MIA	CCS	43.3%	56.7%	758,014	866,345	-12.5%	51.7%	48.3%	948,472	1,059,724	-10.5%	79.9%
JFK	SDQ	99.9%	0.1%	748,538	700,650	6.8%	100.0%	0.0%	999,305	896,189	11.5%	74.9%
MIA	BOG	36.9%	63.1%	728,746	718,508	1.4%	42.2%	57.8%	868,759	861,418	0.9%	83.9%
JFK	GRU	51.7%	48.3%	713,521	667,998	6.8%	62.1%	37.9%	926,720	826,692	12.1%	77.0%
SFO	ICN	31.6%	68.4%	711,279	731,651	-2.8%	30.1%	69.9%	866,855	882,273	-1.7%	82.1%
MIA	LIM	35.6%	64.4%	710,398	665,651	6.7%	36.6%	63.4%	820,430	788,444	4.1%	86.6%
MIA	PTY	33.4%	66.6%	708,404	668,316	6.0%	37.7%	62.3%	913,548	881,011	3.7%	77.5%
ATL	CUN	100.0%	0.0%	703,700	646,267	8.9%	100.0%	0.0%	791,883	736,269	7.6%	88.9%
IAH	MEX	70.3%	29.7%	688,866	604,439	14.0%	72.1%	27.9%	924,290	841,995	9.8%	74.5%
ORD	NRT	41.6%	58.4%	683,303	613,983	11.3%	50.8%	49.2%	893,655	765,184	16.8%	76.5%
JFK	NRT	35.0%	65.0%	666,831	606,125	10.0%	35.3%	64.7%	864,403	768,139	12.5%	77.1%
JFK	MAD	36.2%	63.8%	666,086	627,838	6.1%	34.9%	65.1%	800,949	758,798	5.6%	83.2%
SFO	TPE	13.1%	86.9%	665,647	518,900	28.3%	0.0%	100.0%	775,148	611,906	26.7%	85.9%
DFW	CUN	100.0%	0.0%	649,281	602,758	7.7%	99.1%	0.9%	776,208	699,890	10.9%	83.6%
MIA	MEX	44.5%	55.5%	663,955	709,058	-6.4%	45.3%	54.7%	930,203	971,532	-4.3%	71.4%
MCO	LGW	0.0%	100.0%	661,721	642,538	3.0%	0.0%	100.0%	803,993	777,667	3.4%	82.3%
JFK	TLV	37.0%	63.0%	656,891	662,472	-0.8%	35.9%	64.1%	756,295	752,854	0.5%	86.9%
ATL	CDG	33.1%	66.9%	654,789	594,926	10.1%	34.9%	65.1%	735,589	673,467	9.2%	89.0%
ORD	FRA	48.6%	51.4%	648,629	620,211	4.6%	50.7%	49.3%	797,553	741,850	7.5%	81.3%
DFW	LHR	68.8%	31.2%	644,730	628,977	2.5%	67.5%	32.5%	766,277	721,121	6.3%	84.1%
JFK	AMS	25.1%	74.9%	640,896	609,765	5.1%	33.5%	66.5%	730,202	697,182	4.7%	87.8%
SFO	FRA	55.5%	44.5%	634,659	645,777	-1.7%	53.9%	46.1%	702,046	733,365	-4.3%	90.4%
DTW	AMS	100.0%	0.0%	615,017	630,192	-2.4%	99.9%	0.1%	718,649	734,680	-2.2%	85.6%
ORD	YYZ	91.9%	8.1%	606,395	730,682	-17.0%	70.0%	30.0%	771,934	939,958	-17.9%	78.6%
LAX	YYZ	19.7%	80.3%	604,124	559,150	8.0%	25.7%	74.3%	734,544	689,791	6.5%	82.2%

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.