



U.S. Department of Transportation  
Office of Public Affairs  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
[www.dot.gov/briefing-room.html](http://www.dot.gov/briefing-room.html)

## BTS Data

---

BTS 07-11  
Wednesday, February 2, 2011  
Contact: Dave Smallen  
Tel: 202-366-5568

### **3rd-Quarter 2010 Domestic Air Fares Rose 10.7% from 3rd Quarter 2009**

#### *Top 100 Airports: Highest Fare in Newark, Lowest Fare in Atlantic City*

Average domestic air fares rose to \$340 in the third quarter of 2010, up 10.7 percent from the average fare of \$307 in the third quarter of 2009 (Table 2), the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today. Newark-Liberty, NJ, had the highest average fare, \$469, while Atlantic City, NJ, had the lowest, \$153.

Third-quarter fares decreased 0.3 percent from the second quarter, after four consecutive quarterly increases. During those four quarters ending in the second quarter of 2010, fares increased 12.9 percent after falling to a recent low of \$302 in the second quarter of 2009.

BTS, a part of the Research and Innovative Technology Administration, reports average fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. Fares are based on the total ticket value which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares include only the price paid at the time of the ticket purchase and do not include other fees, such as baggage fees, paid at the airport or onboard the aircraft. Averages do not include frequent-flyer or "zero fares" or a few abnormally high reported fares.

The \$340 third-quarter 2010 average fares were down 5.4 percent from the all-time high, not inflation-adjusted, of \$359 in the third quarter of 2008. Third quarter 2010 average fares were up 14.6 percent from the post-9/11 third-quarter low of \$297 in 2004, not adjusted for inflation. Adjusted for inflation, third-quarter 2010 fares in 1995 dollars were \$238, down 19.8 percent from the average fare of \$297 in the third quarter of 2000, the inflation-adjusted high for any third-quarter since 1995 (Table 1). BTS air fare records reach back to 1995. See [BTS Air Fare web page](#) for historic data.

Passenger airlines collected 71.1 percent of their total revenue from passenger fares during the first nine months of 2010. During the full year 2009, the percent of revenue from fares was 70.2 percent, down from 84.1 percent in 2000 (Table 1A).

- more -

## AIR TRAVEL PRICE INDEX ADD ONE

Air fares in the third quarter of 2010 increased 0.9 percent from the third quarter of 2000, compared to an overall increase in consumer prices of 25.8 percent during that period (Table 6). In the 15 years from 1995, the first year of BTS air fare records, air fares rose 18.2 percent compared to a 42.6 percent inflation rate. In 1995 dollars, the average air fare in the third quarter of 2010 was \$238, compared to \$288 in 1995 and \$297 in 2000 (Table 1).

First-quarter 2009 average fares have been revised from previous releases, which did not include Northwest Airlines' filing. The national average fare, in the first quarter of 2009, was \$314, revised from \$311 reported in previous releases. Fares at airports served by Northwest were also revised. In addition, national averages for the final three quarters of 2008 and all of 2009 have been revised slightly as a result of updated filings by ExpressJet Airlines. Average fares at airports served by ExpressJet have also been revised.

See tables below for the following information about the [top 100 airports](#) based on 2009 originating passengers.

Table 3: Five highest and five lowest average fares in the third quarter: Newark-Liberty had the highest average fare, \$469, while Atlantic City had the lowest, \$153. For the Top 100 Airports, see [Table 8](#) on the BTS website.

Table 4: Five largest increases and five largest decreases from the third quarter of 2009 to the third quarter of 2010: Charleston, SC, had the largest increase, 27.2 percent, and Grand Rapids, MI had the largest decrease, 9.2 percent. For the Top 100 Airports, see [Table 9](#) on the BTS website.

Table 5: Five largest increases and five largest decreases from the third quarter of 2000 to the third quarter of 2010: Burbank/Glendale/Pasadena, CA had the largest increase, 42.1 percent, and White Plains, NY, had the largest decrease, 47.4 percent. For the Top 100 Airports, see [Table 10](#) on the BTS website.

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

Fourth-quarter 2010 average fare data will be released on May 4.

- more -

**AIR TRAVEL PRICE INDEX PRESS RELEASE**  
**ADD TWO**

**Table 1: 3rd Quarter Average Fares 1995-2010 Compared to Inflation Rate**

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. Fares are based on the total ticket value which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares include only the price paid at the time of the ticket purchase and do not include other fees, such as baggage fees, paid at the airport or onboard the aircraft. Averages do not include frequent-flyer or “zero fares” or a few abnormally high reported fares. Averages do not include frequent flyer fares.

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

Source: Bureau of Transportation Statistics

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

Note: Percent change based on unrounded numbers

**AIR TRAVEL PRICE INDEX PRESS RELEASE**  
**ADD THREE**

**Table 1A Passenger Airline Revenue from Fares 1990-2010 (through September)**  
Revenue from Passenger Fares as Percent of Scheduled Passenger Airline Total Revenue\*

<b>Year</b>	<b>Revenue from Passenger Fares as Percent of Total Scheduled Passenger Airline Revenue* (%)</b>
1990	<b>87.6</b>
1995	<b>85.6</b>
2000	<b>84.1</b>
2001	<b>82.7</b>
2002	<b>82.3</b>
2003	<b>79.5</b>
2004	<b>76.6</b>
2005	<b>75.0</b>
2006	<b>74.4</b>
2007	<b>74.3</b>
2008	<b>72.9</b>
2009	<b>70.2</b>
2010( thru 3Q)	<b>71.1</b>

Source: Bureau of Transportation Statistics, P-12

\* Scheduled passenger airline total revenue is the sum of the following Schedule P12 accounts with account numbers: Reservation cancellation fees (3919.1), Baggage fees (3906.2), Miscellaneous Operating Revenue (3919.2), Transport-Related Revenue (4898) and Passenger Revenue (Fares) (3901).

**- more -**

**AIR TRAVEL PRICE INDEX PRESS RELEASE  
ADD FOUR**

**Table 2: Quarterly Change in Average Domestic Airline Fares**

Percent Change by Quarter

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. Fares are based on the total ticket value which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares include only the price paid at the time of the ticket purchase and do not include other fees, such as baggage fees, paid at the airport or onboard the aircraft. Averages do not include frequent-flyer or “zero fares” or a few abnormally high reported fares.

	<b>Average Domestic Fares</b>	
	<b>Avg Fare* (\$)</b>	<b>Pct. Change from Previous Quarter</b>
4Q 2008	345	-3.8
1Q 2009	(R)314	-9.1
2Q 2009	302	-3.8
3Q 2009	307	1.7
4Q 2009	320	4.2
1Q 2010	328	2.6
2Q 2010	341	3.8
3Q 2010	340	-0.3

SOURCE: Bureau of Transportation Statistics

Note: Percent change based on unrounded numbers

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

Note: First-quarter 2009 average fares have been revised from previous releases, which did not include Northwest Airlines' filing. The national average fare, in the first quarter of 2009, was \$314, revised from \$311 reported in previous releases. In addition, national averages for the final three quarters of 2008 and all of 2009 have been revised slightly as a result of updated filings by ExpressJet Airlines.

**-more-**

**AIR TRAVEL PRICE INDEX**  
**ADD FIVE**

**Table 3: Highest and Lowest U.S. Domestic Average Itinerary Fares 3rd Quarter 2010**

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

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. Fares are based on the total ticket value which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares include only the price paid at the time of the ticket purchase and do not include other fees, such as baggage fees, paid at the airport or onboard the aircraft. Averages do not include frequent-flyer or “zero fares” or a few abnormally high reported fares.

<b>Rank</b>	<b>Origin</b>	<b>3rd Quarter 2010 (\$)</b>
<b>Highest Average Fares</b>		
1	Newark-Liberty, NJ	469
2	Charleston, SC	451
3	Huntsville, AL	449
4	Houston Bush, TX	439
5	Cincinnati, OH	436
<b>Average Fare at All Airports</b>		<b>340</b>
<b>Lowest Average Fares</b>		
1	Atlantic City, NJ	153
2	Long Beach, CA	238
3	Orlando, FL	242
4	Ft. Lauderdale, FL	245
5	Ft. Myers, FL	251

Source: Bureau of Transportation Statistics

\* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

**-more-**

**AIR TRAVEL PRICE INDEX  
ADD SIX**

**Table 4: Top 5 Increases/Smallest Decreases and Top 5 Decreases in U.S. Domestic Average Itinerary Fare, 2009 – 2010**

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

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. Fares are based on the total ticket value which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares include only the price paid at the time of the ticket purchase and do not include other fees, such as baggage fees, paid at the airport or onboard the aircraft. Averages do not include frequent-flyer or “zero fares” or a few abnormally high reported fares.

<b>Rank</b>	<b>Origin</b>	<b>3rd Quarter 2009 (\$)</b>	<b>3rd Quarter 2010 (\$)</b>	<b>Percent Change</b>
<b>Largest Increases</b>				
<b>1</b>	Charleston, SC	354	451	27.2
<b>2</b>	Burlington, VT	316	391	23.8
<b>3</b>	Newark-Liberty, NJ	380	469	23.3
<b>4</b>	Minneapolis/St. Paul, MN	322	392	21.6
<b>5</b>	Flint, MI	252	302	20.1
<b>Average Fare at All Airports</b>		<b>307</b>	<b>340</b>	<b>10.7</b>
<b>Largest Decreases/Smallest Increases</b>				
<b>1</b>	Grand Rapids, MI	406	368	-9.2
<b>2</b>	Huntsville, AL	490	449	-8.5
<b>3</b>	Atlantic City, NJ	165	153	-7.0
<b>4</b>	Pensacola, FL	360	367	1.8
<b>5</b>	Spokane, WA	303	311	2.6

Source: Bureau of Transportation Statistics

\* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

- more -

**AIR TRAVEL PRICE INDEX  
ADD SEVEN**

**Table 5: Top 5 U.S. Domestic Average Itinerary Fare Increases and Decreases, 2000-2010**

Top 100 Airports\* Based on 2009 U.S. Originating Domestic Passengers  
Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. Fares are based on the total ticket value which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares include only the price paid at the time of the ticket purchase and do not include other fees, such as baggage fees, paid at the airport or onboard the aircraft. Averages do not include frequent-flyer or “zero fares” or a few abnormally high reported fares.

<b>Rank</b>	<b>Origin</b>	<b>3rd Quarter 2000 (\$)</b>	<b>3rd Quarter 2010 (\$)</b>	<b>Percent Change</b>
<b>Largest Increases</b>				
1	Burbank/Glendale/Pasadena, CA	189	269	42.1
2	Lubbock, TX	229	321	40.6
3	Dallas Love, TX	192	258	34.0
4	Reno, NV	232	306	31.5
5	Houston Hobby, TX	219	289	31.5
<b>Average Fare at All Airports</b>		<b>337</b>	<b>340</b>	<b>0.9</b>
<b>Largest Decreases</b>				
1	White Plains, NY	555	292	-47.4
2	Denver, CO	436	298	-31.5
3	Pittsburgh, PA	430	308	-28.3
4	Milwaukee, WI	366	263	-28.3
5	Charlotte, NC	498	358	-28.2

Source: Bureau of Transportation Statistics  
\* Not including Alaska, Hawaii or Puerto Rico  
Note: Percent change based on unrounded numbers

- more -

**AIR TRAVEL PRICE INDEX  
ADD EIGHT**

**Table 6: Percent Changes to 2010 in Domestic Average Itinerary Fares and the Inflation Rate\* by Year Since 1995**

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

Fares based on domestic itinerary fares, round-trip or one-way for which no return is purchased. Fares are based on the total ticket value which consists of the price charged by the airlines plus any additional taxes and fees levied by an outside entity at the time of purchase. Fares include only the price paid at the time of the ticket purchase and do not include other fees, such as baggage fees, paid at the airport or onboard the aircraft.

Averages do not include frequent-flyer or “zero fares” or a few abnormally high reported fares.

Since 3rd Quarter ...	Duration in Years	Average 3Q Itinerary Fare (\$)	Percent Change in Average Fare to 3rd Quarter 2010	Inflation Rate to Sep 2010
<b>2010</b>	-	<b>340</b>		
<b>2009</b>	1	307	10.7	1.1
<b>2008</b>	2	359	-5.4	-0.2
<b>2007</b>	3	328	3.7	4.8
<b>2006</b>	4	330	2.9	7.7
<b>2005</b>	5	306	11.1	9.9
<b>2004</b>	6	297	14.6	15.0
<b>2003</b>	7	312	8.7	17.9
<b>2002</b>	8	303	12.0	20.7
<b>2001</b>	9	303	12.1	22.5
<b>2000</b>	10	337	0.9	25.8
<b>1999</b>	11	317	7.1	30.1
<b>1998</b>	12	315	7.8	33.5
<b>1997</b>	13	282	20.3	35.5
<b>1996</b>	14	269	26.1	38.4
<b>1995</b>	15	288	18.2	42.6

Source: Bureau of Transportation Statistics

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

Note: Percent change based on unrounded numbers

- more -

## AIR TRAVEL PRICE INDEX

### ADD NINE

For **air fares** for the following airports, go to  
<http://www.bts.gov/xml/atpi/src/index.xml>.

Multiple airport areas for which a single average fare calculation is available are:  
Boston, Chicago, Dallas-Fort Worth, Houston, Los Angeles, New York, San Francisco  
and Washington, DC.

Airports covered by average fare calculations are:

<b>Alabama</b>	Birmingham, Huntsville
<b>Arizona</b>	Phoenix, Tucson
<b>Arkansas</b>	Little Rock
<b>California</b>	Burbank, Fresno, Long Beach, Los Angeles Intl, Oakland, Ontario/San Bernardino, Sacramento, San Diego, San Francisco, San Jose, Santa Ana (Orange County)
<b>Colorado</b>	Colorado Springs, Denver
<b>Connecticut</b>	Hartford
<b>District of Columbia</b>	Dulles, Reagan National
<b>Florida</b>	Ft. Lauderdale, Ft. Myers, Jacksonville, Miami, Orlando, Pensacola, Tampa, West Palm Beach
<b>Georgia</b>	Atlanta
<b>Idaho</b>	Boise
<b>Illinois</b>	Chicago Midway, Chicago O'Hare, Moline
<b>Indiana</b>	Indianapolis
<b>Iowa</b>	Des Moines
<b>Kansas</b>	Wichita
<b>Kentucky</b>	Louisville
<b>Louisiana</b>	New Orleans
<b>Maine</b>	Portland
<b>Maryland</b>	Baltimore
<b>Massachusetts</b>	Boston
<b>Michigan</b>	Detroit, Flint, Grand Rapids
<b>Minnesota</b>	Minneapolis/St. Paul
<b>Mississippi</b>	Jackson/Vicksburg
<b>Missouri</b>	Kansas City, St. Louis
<b>Nebraska</b>	Omaha
<b>Nevada</b>	Las Vegas, Reno
<b>New Hampshire</b>	Manchester
<b>New Jersey</b>	Atlantic City, Newark
<b>New Mexico</b>	Albuquerque
<b>New York</b>	Albany, Buffalo, Islip, New York JFK, New York LaGuardia, Rochester, Syracuse, White Plains

**AIR TRAVEL PRICE INDEX**

**ADD TEN**

<b>North Carolina</b>	Charlotte, Greensboro, Raleigh/Durham
<b>Ohio</b>	Akron/Canton, Cincinnati, Cleveland, Columbus, Dayton
<b>Oklahoma</b>	Oklahoma City, Tulsa
<b>Oregon</b>	Portland
<b>Pennsylvania</b>	Harrisburg, Philadelphia, Pittsburgh
<b>Rhode Island</b>	Providence
<b>South Carolina</b>	Charleston
<b>Tennessee</b>	Knoxville, Memphis, Nashville
<b>Texas</b>	Austin, Dallas Love, Dallas/Ft. Worth, El Paso, Houston Bush, Houston Hobby, Lubbock, San Antonio
<b>Utah</b>	Salt Lake City
<b>Vermont</b>	Burlington
<b>Virginia</b>	Newport News/Williamsburg, Norfolk, Richmond
<b>Washington</b>	Seattle, Spokane
<b>Wisconsin</b>	Madison, Milwaukee

**-END-**