



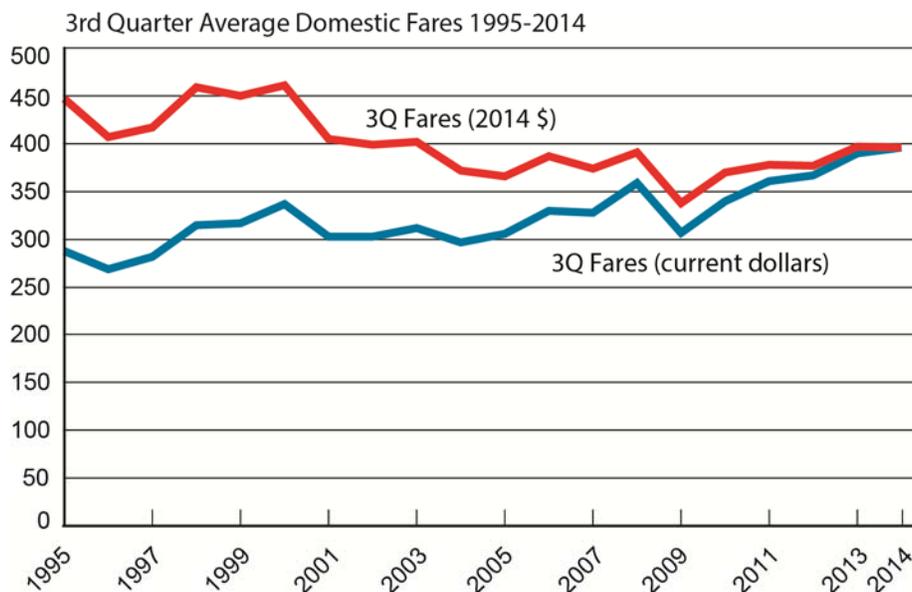
BTS Data

BTS 06-15
Friday, January 30, 2015
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3rd-Quarter 2014 Air Fare Data

The average domestic air fare of \$396 in the third quarter of 2014 was virtually the same as the average fare in the third quarter of 2013, adjusted for inflation (Table 1), the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today. During the July to September 2014 period, passengers originating in Cincinnati, Ohio, paid the highest average fare, \$533, while passengers originating in Mesa, Arizona, paid the lowest, \$100 (Table 6).

U.S. Domestic Air Fares



Source: Bureau of Transportation Statistics, [BTS Air Fares, Origin and Destination Survey](#)

BTS reports average fares based on domestic itinerary fares. Itinerary fares consist of round-trip fares, unless the customer does not purchase a return trip. In that case, the one-way fare is included. One-way trips accounted for 33 percent of fares calculated for the third quarter of 2014. 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 either the airport or onboard the aircraft. Averages do not include frequent-flyer or “zero fares,” or abnormally high reported fares. Constant 2014 dollars are used for inflation adjustment.

Inflation-Adjusted Air Fares

Third-quarter fares rose 11.8 percent from the recession-affected low of \$338 in 2009 to the third quarter of 2011. Since 2011, third quarter fares have shown little change, increasing 4.7 percent from 2011 to 2014 (Table 1). (Corrected 2/2/15).

The third-quarter 2014 fare was down 16.4 percent from the average fare of \$461 in 2000, the highest inflation-adjusted third quarter average fare in the 19 years since BTS began collecting air fare records in 1995. The 16.4 percent decline took place while overall consumer prices rose 37 percent. Since 1995, inflation-adjusted fares declined 11.3 percent compared to a 55.4 percent increase in overall consumer prices (Table 2). See [BTS Air Fare web page](#) for historic data.

U.S. passenger airlines collected 71.8 percent of their total revenue from passenger fares during the third quarter of 2014, down from 1990 when 87.6 percent of airline revenue was received from fares (Table 1A).

Quarter-to-Quarter Change

In the three-year period from the third quarter of 2011 to the third quarter of 2014, inflation-adjusted fares increased 4.7 percent. In the two-year period from the third quarter of 2012 to the third quarter of 2014, inflation-adjusted fares decreased 1.0 percent (Table 3).

Unadjusted Air Fares

The \$396 third-quarter 2014 average fare equaled the highest average fare for any quarter since 1995 which was \$396 in the second quarter of 2014. The previous highest unadjusted third-quarter fare was \$390 in 2013. Since 1995, unadjusted fares rose 37.9 percent compared to a 55.4 percent increase in overall consumer prices (Table 4).

Unadjusted third-quarter 2014 fares were the same as the second quarter of 2014 (Table 5). See [Tables 13-16](#) for additional unadjusted fare data by airport.

Fares by Airport

Tables 6-8 provide fare data on the [top 100 airports](#) based on 2013 originating passengers. All figures are reported in constant 2014 dollars.

Table 6: Five highest and five lowest average fares in the third quarter: Cincinnati had the highest average fare (\$533) while Mesa had the lowest (\$100). For the Top 100 Airports, see [Table 10](#) on the BTS website.

Table 7: Five largest increases and five largest decreases adjusted for inflation from the third quarter of 2013 to the third quarter of 2014: Jackson/Vicksburg, MS, had the largest increase (9.4 percent) and Bellingham, Washington, had the largest decrease (-12.5 percent). For the Top 100 Airports, see [Table 11](#) on the BTS website.

Table 8: Five largest increases and five largest decreases adjusted for inflation from the third quarter of 2000 to the third quarter of 2014: Houston Hobby, Texas, had the largest increase (20.3 percent) and Bellingham, Washington, had the largest decrease (-64.4 percent). For the Top 100 Airports, see [Table 12](#) on the BTS website.

For additional data, see [Top 100 Airports, Rankings](#) or [All Airports](#). Since average fares are based on the [Origin and Destination Survey](#) 10 percent ticket sample, averages for airports with smaller samples may be less reliable. Fares for Alaska, Hawaii and Puerto Rico airports are not included in rankings but are available on the web page. Fourth-quarter 2014 average fare data will be released April 21.

Table 1. 3rd Quarter Average Fare 1995-2014, Adjusted for Inflation

	Average Fare in constant 2014 dollars (\$)	Year-to-Year Percent Change in Average Fare (3Q to 3Q) (%)	Cumulative Percent Change in Average Fare (3Q 1995 to 3Q of each year) (%)
1995	447		
1996	407	-9.0	-9.0
1997	417	2.5	-6.7
1998	459	10.0	2.7
1999	450	-2.0	0.7
2000	461	2.6	3.3
2001	405	-12.3	-9.4
2002	399	-1.4	-10.7
2003	402	0.7	-10.1
2004	372	-7.4	-16.8
2005	366	-1.5	-18.0
2006	387	5.7	-13.3
2007	374	-3.4	-16.3
2008	391	4.4	-12.6
2009	338	-13.4	-24.3
2010	370	9.4	-17.1
2011	378	2.2	-15.3
2012	377	-0.3	-15.5
2013	397	5.0	-11.2
2014	396	0.0	-11.3

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

Note: Percent change based on unrounded numbers

Table 1A. Passenger Airline Revenue from Fares 1990-2014

Year	Revenue from Passenger Fares as Percent of Total Scheduled Passenger Airline Revenue* (%)
1990	87.6
1995	85.6
2000	84.1
2001	82.7
2002	82.3
2003	79.5
2004	76.6
2005	75.0
2006	74.4
2007	74.3
2008	72.9
2009	70.2
2010	71.3
2011	71.0
2012	70.3
2013	70.7
2014 (1Q)	70.2
2014 (2Q)	71.4
2014 (3Q)	71.8
2014 (thru 3Q)	71.2

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).

Table 2. Percent Changes to 2014 in Average Domestic Average Fares and the Inflation Rate* by Year Since 1995

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

Since 3rd Quarter of ...	Duration in Years	Average Fare in constant 2014 dollars (\$)	Percent Change in Average Fare to 3rdQuarter 2014 (%)	Inflation Rate Change to Sep 2014
2014		396		
2013	1	397	0.0	1.7
2012	2	377	5.0	2.9
2011	3	378	4.7	4.9
2010	4	370	7.1	9.0
2009	5	338	17.2	10.2
2008	6	391	1.5	8.8
2007	7	374	6.0	14.2
2006	8	387	2.3	17.3
2005	9	366	8.2	19.7
2004	10	372	6.6	25.3
2003	11	402	-1.3	28.5
2002	12	399	-0.6	31.5
2001	13	405	-2.0	33.5
2000	14	461	-14.1	37.0
1999	15	450	-11.9	41.8
1998	16	459	-13.6	45.5
1997	17	417	-4.9	47.7
1996	18	407	-2.5	50.8
1995	19	447	-11.3	55.4

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

* Rate calculated using Bureau of Labor Statistics Consumer Price Index

Table 3. Inflation-Adjusted Average Domestic Airline Fares by Quarter
Average Fare and Percent Change by Quarter

Average Domestic Fare (2014\$)		
Quarter/Year	Average Fare in constant 2014 dollars (\$)	Quarter-to-Quarter Percent Change in Average Fare (%)
2Q 2011	390	2.9
3Q 2011	378	-2.9
4Q 2011	389	2.7
1Q 2012	387	-0.4
2Q 2012	399	3.1
3Q 2012	377	-5.4
4Q 2012	388	2.8
1Q 2013	386	-0.4
2Q 2013	385	-0.3
3Q 2013	397	2.9
4Q 2013	390	-1.6
1Q 2014*	382	-2.1
2Q 2014*	395	3.4
3Q 2014*	396	0.3

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

Note: Percent change based on unrounded numbers

* Fares for the most recent four quarters are in current dollars, not adjusted for inflation.

Table 4. Unadjusted 3rd Quarter Average Fares, 1995-2014

	Average Fare in current dollars (\$)	Year-to-Year Percent Change in Average Fare (3Q to 3Q) (%)	Cumulative Percent Change in Average Fare (3Q 1995 to 3Q of each year) (%)
1995	288		
1996	269	-6.3	-6.3
1997	282	4.7	-1.8
1998	315	11.7	9.6
1999	317	0.6	10.3
2000	337	6.1	17.1
2001	303	-10.0	5.4
2002	303	0.1	5.5
2003	312	3.0	8.7
2004	297	-5.1	3.1
2005	306	3.2	6.4
2006	330	7.9	14.8
2007	328	-0.8	13.9
2008	359	9.6	24.8
2009	307	-14.5	6.8
2010	340	10.7	18.2
2011	361	6.2	25.5
2012	367	1.7	27.6
2013	390	6.3	35.7
2014	396	1.6	37.9

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

Note: Percent change based on unrounded numbers

Table 5. Unadjusted Average Domestic Airline Fares by Quarter

Average Fare and Percent Change by Quarter

Quarter/Year	Average Domestic Fare (current\$)	
	Average Fare in current dollars (\$)	Quarter-to-Quarter Percent Change in Average Fare (%)
2Q 2011	370	3.9
3Q 2011	361	-2.4
4Q 2011	368	2.1
1Q 2012	373	1.2
2Q 2012	385	3.2
3Q 2012	367	-4.6
4Q 2012	374	2.0
1Q 2013	378	1.0
2Q 2013	378	0.0
3Q 2013	390	3.2
4Q 2013	382	-2.0
1Q 2014	382	0.0
2Q 2014	396	3.5
3Q 2014	396	0.2

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

Note: Percent change based on unrounded numbers

**Table 6. Airports with Highest and Lowest U.S. Domestic Average Itinerary Fares
3rd Quarter 2014**

Top 100 Airports* Based on 2013 U.S. Originating Domestic Passengers

Rank	Origin	3rd Quarter 2014 (\$)
Highest Average Fares		
1	Cincinnati, OH	533
2	Madison, WI	508
3	Newark, NJ	506
4	Jackson/Vicksburg, MS	503
5	Houston Bush, TX	501
Average Fare at All Airports		396
Lowest Average Fares		
1	Mesa, AZ	100
2	Sanford, FL	106
3	Atlantic City, NJ	166
4	Bellingham, WA	185
5	Long Beach, CA	261

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

Table 7. One-Year Change by Airport: Top 5 Percentage Increases and Decreases in U.S. Domestic Average Itinerary Fare, 3Q 2013 to 3Q 2014

Top 100 Airports* Based on 2013 U.S. Originating Domestic Passengers, Fares Adjusted for Inflation

Rank	Origin	3rd Quarter 2013 (2014\$)	3rd Quarter 2014 (2014\$)	Percent Change (%)
Largest Increases				
1	Jackson/Vicksburg, MS	460	503	9.4
2	Dayton, OH	398	434	9.2
3	Albuquerque, NM	365	394	8.0
4	Norfolk, VA	428	462	8.0
5	Manchester, NH	360	385	7.0
Average Fare at All Airports		397	396	0.0
Largest Decreases				
1	Bellingham, WA	211	185	-12.5
2	Savannah/Hilton Head	503	445	-11.6
3	Cleveland, OH	480	445	-7.3
4	Memphis, TN	487	457	-6.3
5	Mesa, AZ	106	100	-5.8

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

Table 8. 14-Year Change by Airport: Top 5 Percentage Increases and Decreases in U.S. Domestic Average Itinerary Fare, 2000-2014

Top 100 Airports* Based on 2013 U.S. Originating Domestic Passengers, Fares Adjusted for Inflation

Rank	Origin	3rd Quarter 2000 (2014\$)	3rd Quarter 2014 (2014\$)	Percent Change (%)
Largest Increases				
1	Houston Hobby, TX	301	362	20.3
2	Dallas Love Field, TX	264	305	15.5
3	Burbank, CA	260	299	15.1
4	Reno, NV	319	366	15.0
5	Chicago Midway, IL	290	332	14.2
Average Fare at All Airports		461	396	-14.1
Largest Decreases				
1	Bellingham, WA	520	185	-64.4
2	White Plains, NY	761	382	-49.8
3	Denver, CO	597	338	-43.4
4	Long Beach, CA	433	261	-39.7
5	Atlantic City, NJ	258	166	-35.8

Source: Bureau of Transportation Statistics, [BTS Air Fares](#) and [Origin and Destination Survey](#)

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

For **air fares** for the following airports, go to
<http://apps.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.

Top 100 airports based on 2013 originating domestic passengers:

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

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