



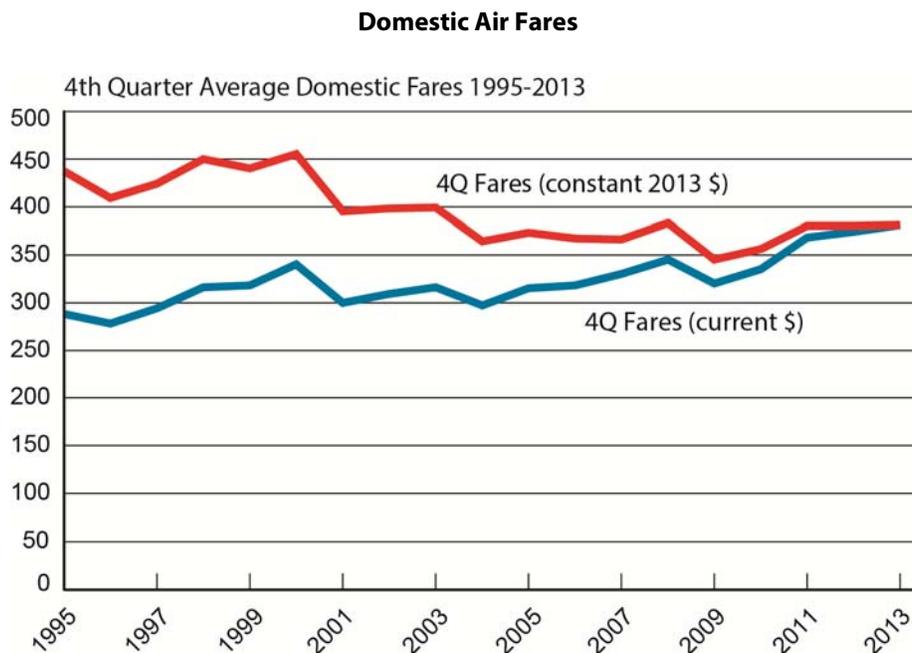
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## BTS Data

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Contact: Dave Smallen  
Tel: 202-366-5568

### 4th-Quarter 2013 Domestic Air Fare Up 0.3% from 4th Quarter 2012 (Adjusted for Inflation)

*Top 100 Airports: Highest Fares at Huntsville, Lowest Fares at Long Beach*



The average domestic air fare increased to \$381 in the fourth quarter of 2013, up 0.3 percent from the average fare of \$380 in the fourth quarter of 2012, adjusted for inflation in constant 2013 dollars (Table 1), the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today. During that October to December period, Huntsville, Ala., had the highest average fare, \$528, while Long Beach, Calif., had the lowest, \$249 (Table 6).

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 were 28 percent of fares calculated for the fourth quarter of 2013. 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.

Fourth-quarter fares rose 10.2 percent adjusted for inflation from the recession-affected low of \$345 in 2009 to \$380 in 2011, approaching the 2008 level of \$383. Since 2011, fourth, quarter fares have shown little change, dropping 0.2 percent from 2011 to 2012, and rising 0.3 percent from 2012 to 2013. Fourth-quarter fares were 0.2 percent above the 2011 level (Table 1).

The fourth-quarter 2013 fare was down 16.3 percent adjusted for inflation in constant 2013 dollars from the average fare of \$455 in 2000, the highest inflation-adjusted fourth quarter average fare in the 18 years since BTS began collecting air fare records in 1995 (Table 2). The 16.3 percent decline took place while there was an increase in overall consumer prices of 33.9 percent. In the 18 years since 1995, inflation-adjusted fares declined 12.8 percent compared to a 51.8 percent increase in overall consumer prices (Table 2). See [BTS Air Fare web page](#) for historic data.

U.S. passenger airlines collected 71.5 percent of their total revenue from passenger fares during the third quarter of 2013, the most recent quarter available, down from 1990 when 87.6 percent of airline revenue was received from fares (Table 1A).

### **Annual Fares**

The average fare of \$381 for the [full year 2013](#) was up 0.1 percent, inflation-adjusted, from the 2012 average fare of \$380 but down 17.0 percent from the inflation-adjusted annual high of \$459 in 2000. Not adjusted for inflation, the \$381 average fare in 2013 is the highest annual fare since BTS began collecting air fare records in 1995, 1.6 percent higher than the previous high of \$375 in 2012.

### **Quarter-to-Quarter Change**

In the three-year period from the fourth quarter of 2010 to the fourth quarter of 2013, inflation-adjusted fares increased 7.0 percent. In the two-year period from the fourth quarter of 2011 to the fourth quarter of 2013, inflation-adjusted fares increased 0.2 percent (Table 3).

### **Air Fares in Unadjusted Dollars**

Not adjusting for inflation, the \$381 fourth-quarter 2013 average fare was the highest average fare for any fourth quarter since 1995. The previous highest unadjusted fourth-quarter fare was \$374 in 2013 (Table 4).

Unadjusted fourth-quarter 2013 fares were down 1.8 percent from the third quarter of 2013 (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 2013 dollars.

Table 6: Five highest and five lowest average fares in the fourth quarter: Huntsville had the highest average fare (\$528) while Long Beach had the lowest (\$249). For the Top 100 Airports, see [Table 10](#) on the BTS website.

Table 7: Five largest increases and five largest decreases in constant 2013 dollars from the fourth quarter of 2012 to the fourth quarter of 2013: Colorado Springs, Colo., had the largest increase (15.6 percent) and Cedar Rapids, Iowa, had the largest decrease (16.5 percent). For the Top 100 Airports, see [Table 11](#) on the BTS website.

Table 8: Five largest increases and five largest decreases in constant 2013 dollars from the fourth quarter of 2000 to the fourth quarter of 2013: Midland/Odessa, Texas, had the largest increase (43.1 percent) and White Plains, N.Y., had the largest decrease (43.9 percent). For the Top 100 Airports, see [Table 12](#) on the BTS website.

The top 100 airports based on 2013 originating passengers include Cedar Rapids, Fayetteville, Ark., Midland/Odessa and Savannah, Ga. No longer included on the list are Atlantic City, N.J., Bellingham, Wash., Flint, Mich., and Newport News, Va.

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. First-quarter 2014 average fare data will be released on July 22.

**Table 1. 4th Quarter Average Fare 1995-2013, Adjusted for Inflation**

	<b>Average Fare in constant 2013 dollars (\$)</b>	<b>Year-to-Year Percent Change in Average Fare (4Q to 4Q) (%)</b>	<b>Cumulative Percent Change in Average Fare (4Q 1995 to 4Q of each year) (%)</b>
<b>1995</b>	437		
<b>1996</b>	409	-6.4	-6.4
<b>1997</b>	424	3.7	-2.9
<b>1998</b>	450	6.0	2.9
<b>1999</b>	440	-2.1	0.8
<b>2000</b>	455	3.5	4.3
<b>2001</b>	395	-13.2	-9.5
<b>2002</b>	398	0.6	-8.9
<b>2003</b>	399	0.4	-8.6
<b>2004</b>	364	-8.8	-16.7
<b>2005</b>	373	2.4	-14.7
<b>2006</b>	367	-1.4	-15.9
<b>2007</b>	366	-0.4	-16.3
<b>2008</b>	383	4.7	-12.4
<b>2009</b>	345	-9.9	-21.0
<b>2010</b>	356	3.1	-18.5
<b>2011</b>	380	6.9	-12.9
<b>2012</b>	380	-0.2	-13.1
<b>2013</b>	381	0.3	-12.8

Source: Bureau of Transportation Statistics

Note: Percent change based on unrounded numbers

**Table 1A. Passenger Airline Revenue from Fares 1990-2013**

<b>Year</b>	<b>Revenue from Passenger Fares as Percent of Total Scheduled Passenger Airline Revenue* (%)</b>
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 (1Q)	70.2
2013 (2Q)	70.8
2013 (3Q)	71.5
2013 (thru 3Q)	70.9

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 2013 in Average Domestic Average Fares and the Inflation Rate\* by Year Since 1995**

(4th Quarter to 4th Quarter for fares; Dec to Dec for inflation)

Since 4th Quarter of ...	Duration in Years	Average Fare in constant 2013 dollars (\$)	Percent Change in Average Fare to 4th Quarter 2013 (%)	Inflation Rate Change to Dec 2013
<b>2013</b>		381		
<b>2012</b>	1	380	0.3	1.5
<b>2011</b>	2	380	0.2	3.3
<b>2010</b>	3	356	7.0	6.3
<b>2009</b>	4	345	10.4	7.9
<b>2008</b>	5	383	-0.5	10.9
<b>2007</b>	6	366	4.1	11.0
<b>2006</b>	7	367	3.7	15.5
<b>2005</b>	8	373	2.2	18.4
<b>2004</b>	9	364	4.7	22.5
<b>2003</b>	10	399	-4.6	26.5
<b>2002</b>	11	398	-4.2	28.8
<b>2001</b>	12	395	-3.6	31.9
<b>2000</b>	13	455	-16.3	33.9
<b>1999</b>	14	440	-13.4	38.5
<b>1998</b>	15	450	-15.2	42.2
<b>1997</b>	16	424	-10.1	44.5
<b>1996</b>	17	409	-6.8	46.9
<b>1995</b>	18	437	-12.8	51.8

Source: Bureau of Transportation Statistics

\* 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

<b>Average Domestic Fare (2013\$)</b>		
<b>Quarter/Year</b>	<b>Average Fare in constant 2013 dollars (\$)</b>	<b>Quarter-to-Quarter Percent Change in Average Fare (%)</b>
4Q 2010	356	
1Q 2011	371	4.2
2Q 2011	382	2.9
3Q 2011	371	-2.9
4Q 2011	380	2.7
1Q 2012	379	-0.5
2Q 2012	391	3.2
3Q 2012	369	-5.5
4Q 2012	380	2.9
1Q 2013*	379	-0.3
2Q 2013*	375	-0.9
3Q 2013*	388	3.4
4Q 2013*	381	-1.8

SOURCE: Bureau of Transportation Statistics

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 4th Quarter Average Fares, 1995-2013**

	Average Fare in current dollars (\$)	Year-to-Year Percent Change in Average Fare (4Q to 4Q) (%)	Cumulative Percent Change in Average Fare (3Q 1995 to 3Q of each year) (%)
1995	288		
1996	278	-3.3	-3.3
1997	294	5.5	2.0
1998	316	7.7	9.9
1999	318	0.6	10.5
2000	340	7.0	18.2
2001	300	-11.8	4.2
2002	309	3.0	7.3
2003	316	2.2	9.7
2004	297	-5.9	3.3
2005	315	5.9	9.4
2006	318	1.1	10.6
2007	330	3.6	14.6
2008	345	4.7	20.0
2009	320	-7.4	11.1
2010	335	4.7	16.3
2011	368	10.0	28.0
2012	374	1.6	30.0
2013	381	1.8	32.4

Source: Bureau of Transportation Statistics  
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 (%)
4Q 2010	335	-1.5
1Q 2011	356	6.3
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	-4.7
4Q 2012	374	2.1
1Q 2013	379	1.2
2Q 2013	375	-0.9
3Q 2013	388	3.4
4Q 2013	381	-1.8

SOURCE: Bureau of Transportation Statistics  
Note: Percent change based on unrounded numbers

**Table 6. Airports with Highest and Lowest U.S. Domestic Average Itinerary Fares  
4th Quarter 2013**

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

<b>Rank</b>	<b>Origin</b>	<b>4th Quarter 2013 (\$)</b>
<b>Highest Average Fares</b>		
1	Huntsville, AL	528
2	Cincinnati, OH	510
3	Washington Dulles	506
4	Newark-Liberty, NJ	499
5	Houston Bush, TX	498
<b>Average Fare at All Airports</b>		<b>381</b>
<b>Lowest Average Fares</b>		
1	Long Beach, CA	249
2	Las Vegas, NV	255
3	Burbank/Glendale/Pasadena, CA	281
4	Ft. Lauderdale, FL	289
5	Dallas Love, TX	291

Source: Bureau of Transportation Statistics

\* 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, 4Q 2012 to 4Q 2013**

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

Rank	Origin	4th Quarter 2012 (2013\$)	4th Quarter 2013 (2013\$)	Percent Change (%)
<b>Largest Increases</b>				
1	Colorado Springs, CO	381	441	15.6
2	Atlanta, GA	366	399	9.0
3	New York LaGuardia, NY	359	390	8.4
4	Orlando, FL	280	303	8.3
5	Ft. Myers, FL	304	326	7.2
<b>Average Fare at All Airports</b>		380	381	0.3
<b>Largest Decreases</b>				
1	Cedar Rapids, IA	443	370	-16.5
2	Knoxville TN	470	403	-14.3
3	Memphis, TN	487	434	-10.8
4	Fayetteville, AR	524	485	-7.4
5	Harrisburg, PA	454	420	-7.3

Source: Bureau of Transportation Statistics

\* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

**Table 8. 13-Year Change by Airport: Top 5 Percentage Increases and Decreases in U.S. Domestic Average Itinerary Fare, 2000-2013**

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

<b>Rank</b>	<b>Origin</b>	<b>4th Quarter 2000 (2013\$)</b>	<b>4th Quarter 2013 (2013\$)</b>	<b>Percent Change (%)</b>
<b>Largest Increases</b>				
1	Midland/Odessa, TX	294	421	43.1
2	Reno, NV	296	347	17.2
3	Houston Hobby, TX	293	339	15.6
4	Burbank/Glendale/Pasadena, CA	252	281	11.7
5	El Paso, TX	346	384	11.2
<b>Average Fare at All Airports</b>		<b>455</b>	<b>381</b>	<b>-16.3</b>
<b>Largest Decreases</b>				
1	White Plains, NY	739	414	-43.9
2	Greenville/Spartanburg, SC	644	372	-42.3
3	Denver, CO	561	328	-41.5
4	Charlotte, NC	664	406	-38.9
5	Long Beach, CA	402	249	-38.2

Source: Bureau of Transportation Statistics

\* 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.

Airports covered by average fare calculations are:

<b>Alabama</b>	Birmingham, Huntsville
<b>Arizona</b>	Phoenix, Tucson
<b>Arkansas</b>	Fayetteville, 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, Savannah
<b>Idaho</b>	Boise
<b>Illinois</b>	Chicago Midway, Chicago O'Hare
<b>Indiana</b>	Indianapolis
<b>Iowa</b>	Cedar Rapids, 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, 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>	Newark
<b>New Mexico</b>	Albuquerque
<b>New York</b>	Albany, Buffalo, Islip, New York JFK, New York LaGuardia, Rochester, Syracuse, White Plains

<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, Greenville-Spartanburg
<b>Tennessee</b>	Knoxville, Memphis, Nashville
<b>Texas</b>	Austin, Dallas Love, Dallas/Ft. Worth, El Paso, Houston Bush, Houston Hobby, Midland/Odessa, San Antonio
<b>Utah</b>	Salt Lake City
<b>Vermont</b>	Burlington
<b>Virginia</b>	Norfolk, Richmond
<b>Washington</b>	Seattle, Spokane
<b>Wisconsin</b>	Madison, Milwaukee