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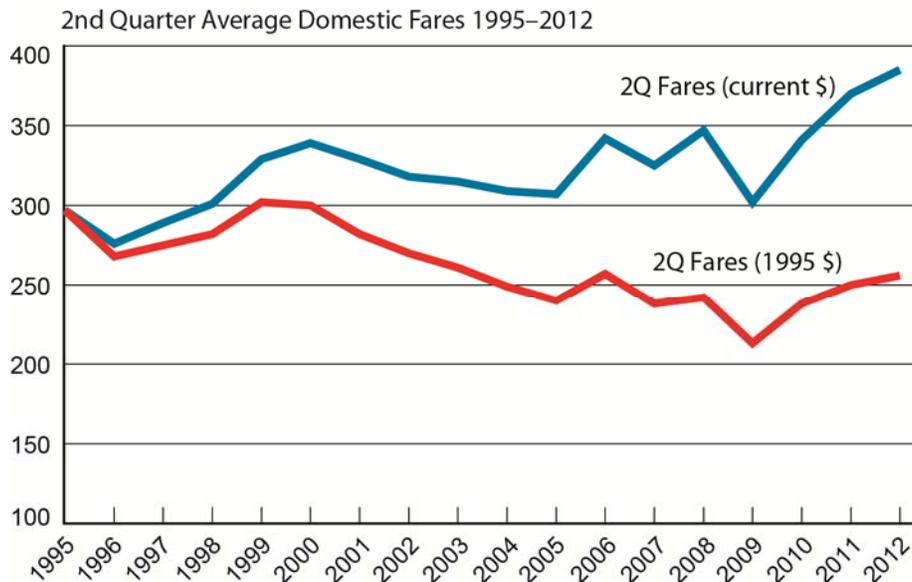
BTS Data

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2nd-Quarter Domestic Air Fares Rose 4.1% from 2nd Quarter 2011

Top 100 Airports: Highest Fares at Cincinnati, Lowest Fares at Atlantic City

Domestic Air Fares



Average domestic air fares rose to \$385 in the second quarter of 2012, up 4.1 percent from the average fare of \$370 in the second quarter of 2011 (Table 1), the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today. Cincinnati had the highest average fare, \$535, while Atlantic City, NJ, had the lowest, \$166 (Table 3).

Not adjusted for inflation, the \$385 second-quarter 2012 average fares reached an all-time high for any quarter. The previous high was \$373 in the first quarter of 2012. The previous second-quarter high was \$370 in 2011. Second-quarter 2012 fares were \$256 in 1995 dollars, down 15.4 percent from \$302 in 1999, the inflation-adjusted high for any second quarter since BTS began collecting air fare records in 1995 (Tables 1 and 2).

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BTS, a part of the Research and Innovative Technology Administration, 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. 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.

Passenger airlines collected 70.8 percent of their total revenue from passenger fares during the second quarter of 2012, down from 1990 when 87.6 percent of airline revenue was received from fares (Table 1A).

Air fares in the second quarter of 2012 increased 13.5 percent from the second quarter of 2000, not adjusted for inflation, compared to an overall increase in consumer prices of 25.0 percent during that period. In the 17 years from 1995, air fares rose 29.7 percent compared to a 50.5 percent inflation rate (Table 6). The average inflation-adjusted second-quarter 2012 fare in 1995 dollars was \$256 compared to \$297 in 1995 and \$300 in 2000 (Table 1). See [BTS Air Fare web page](#) for historic data.

Unadjusted second-quarter 2012 fares were up 27.5 percent from the recession low of \$302 in 2009 (Table 1).

Second-quarter fares increased 3.2 percent from the first quarter of 2012 (Table 2). Quarter-to-quarter changes may be affected by seasonal factors such as the number of passengers. In the last 18 years, U.S. airlines carried an average of 14.7 percent more originating passengers in the second quarter of the year than in the first quarter. The number of originating passengers rose by 14.0 percent in the second quarter of 2012 from the first quarter.

See Tables 3-5 for data about the [top 100 airports](#) based on 2011 originating passengers.

Table 3: Five highest and five lowest average fares in the second quarter: Cincinnati, a market with a high representation of business travelers, had the highest average fare (\$535) while Atlantic City, a leisure-dominated market, had the lowest (\$166). For the Top 100 Airports, see [Table 8](#) on the BTS website.

Table 4: Five largest increases and five largest decreases from the second quarter of 2011 to the second quarter of 2012: Newport News/Williamsburg, VA, had the largest increase, 24.9 percent, and Atlantic City, had the largest decrease, 19.2 percent. For the Top 100 Airports, see [Table 9](#) on the BTS website.

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Table 5: Five largest increases and five largest decreases from the second quarter of 2001 to the second quarter of 2012: Newport News/Williamsburg had the largest increase, 63.9 percent, and White Plains, NY, had the largest decrease, 33.8 percent. For the Top 100 Airports, see [Table 10](#) 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. Third-quarter 2012 average fare data will be released in January 2013.

Table 1: 2nd Quarter Average Fares 1995-2012 Compared to Inflation Rate

	Percent change from previous year			Percent change from 1995		
	Average Domestic 2Q Fares (\$)	Average Fares (2Q to 2Q)	Inflation (Jun from previous Jun)*	Cumulative Average Fares (2Q 1995 to 2Q of each year)	Cumulative inflation rate (Jun of each year from Jun 1995)*	Average Fare in 1995 dollars
1995	297	-	-	-	-	297
1996	276	-7.1	2.8	-7.1	2.8	268
1997	289	5.0	2.3	-2.5	5.1	275
1998	301	4.0	1.7	1.4	6.9	282
1999	329	9.4	2.0	11.0	9.0	302
2000	339	3.0	3.7	14.3	13.0	300
2001	329	-3.1	3.2	10.7	16.7	282
2002	318	-3.3	1.1	7.1	18.0	270
2003	315	-1.1	2.1	6.0	20.5	261
2004	309	-1.6	3.3	4.3	24.4	249
2005	307	-0.9	2.5	3.3	27.5	240
2006	342	11.4	4.3	15.1	33.0	257
2007	325	-4.7	2.7	9.6	36.6	238
2008	347	6.6	5.0	16.9	43.5	242
2009	302	-13.0	-1.4	1.7	41.4	213
2010	341	12.9	1.1	14.8	42.9	238
2011	370	8.5	3.6	24.6	48.0	250
2012	385	4.1	1.7	29.7	50.5	256

Source: Bureau of Transportation Statistics

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

Note: Percent change based on unrounded numbers

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**AIR TRAVEL PRICE INDEX PRESS RELEASE
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Table 1A Passenger Airline Revenue from Fares 1990-2012

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 (1Q)	69.8
2012 (2Q)	70.8
2012 (thru 2Q)	70.3

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).

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Table 2: Quarterly Change in Average Domestic Airline Fares
Percent Change by Quarter

Quarter/Year	Current \$		Inflation-Adjusted	
	Avg Fare (current\$)	Pct. Change from Previous Quarter (%)	Inflation-Adjusted Avg Fare (1995\$)	Pct. Change from Previous Quarter (%)
1Q 2010	328	2.6	228	1.8
2Q 2010	341	3.8	237	3.7
3Q 2010	340	-0.3	235	-0.5
4Q 2010	335	-1.5	231	-1.8
1Q 2011	356	6.3	241	4.2
2Q 2011	370	3.9	248	2.9
3Q 2011	361	-2.4	241	-2.9
4Q 2011	368	2.1	251	3.9
1Q 2012	373	1.2	246	-1.9
2Q 2012	385	3.2	256	3.9

SOURCE: Bureau of Transportation Statistics

Note: Percent change based on unrounded numbers

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

Table 3: Airports with Highest and Lowest U.S. Domestic Average Itinerary Fares 2nd Quarter 2012

Top 100 Airports* Based on 2011 U.S. Originating Domestic Passengers

Rank	Origin	2nd Quarter 2012 (\$)
Highest Average Fares		
1	Cincinnati, OH	535
2	Houston Bush, TX	518
3	Memphis, TN	512
4	Washington Dulles	504
5	Huntsville, AL	504
Average Fare at All Airports		385
Lowest Average Fares		
1	Atlantic City, NJ	166
2	Long Beach, CA	244
3	Bellingham, WA	263
4	Fort Lauderdale, FL	276
5	Las Vegas, NV	281

Source: Bureau of Transportation Statistics

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

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Table 4: One-Year Change by Airport: Top 5 Percentage Increases and Decreases/Smallest Increases in U.S. Domestic Average Itinerary Fare, 2nd Quarter 2011 to 2nd Quarter 2012
 Top 100 Airports* Based on 2011 U.S. Originating Domestic Passengers

Rank	Origin	2nd Quarter 2011 (\$)	2nd Quarter 2012 (\$)	Percent Change (%)
Largest Increases				
1	Newport News/Williamsburg, VA	353	441	24.9
2	Boise, ID	348	397	14.0
3	Ft. Myers, FL	285	323	13.4
4	Cincinnati, OH	476	535	12.4
5	Pittsburgh, PA	339	378	11.3
Average Fare at All Airports		370	385	4.1
Largest Decreases/Smallest Increases				
1	Atlantic City, NJ	205	166	-19.2
2	Colorado Springs, CO	414	399	-3.8
3	Little Rock, AR	406	392	-3.5
4	Atlanta, GA	376	367	-2.5
5	Oakland, CA	310	305	-1.7

Source: Bureau of Transportation Statistics

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

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Table 5: 11-Year Change by Airport: Top 5 Percentage Increases and Decreases in U.S. Domestic Average Itinerary Fare, 2001-2012

Top 100 Airports* Based on 2011 U.S. Originating Domestic Passengers

Rank	Origin	2nd Quarter 2001 (\$)	2nd Quarter 2012 (\$)	Percent Change (%)
Largest Increases				
1	Newport News/Williamsburg, VA	269	441	63.9
2	Dallas Love, TX	181	291	61.2
3	Burbank/Glendale/Pasadena, CA	185	289	55.7
4	Reno, NV	224	346	54.4
5	Louisville, KY	273	417	52.9
Average Fare at All Airports		329	385	17.1
Largest Decreases				
1	White Plains, NY	541	358	-33.8
2	Bellingham, WA	361	263	-27.1
3	Atlantic City, NJ	224	166	-26.1
4	Long Beach, CA	316	244	-22.7
5	Denver, CO	414	326	-21.3

Source: Bureau of Transportation Statistics

* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

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Table 6: Percent Changes to 2012 in Domestic Average Itinerary Fares and the Inflation Rate* by Year Since 1995

(2nd Quarter to 2nd Quarter for fares; June to June for inflation)

Since 2nd Quarter ...	Duration in Years	Average 2Q Itinerary Fare (\$)	Percent Change in Average Fare to 2nd Quarter 2012	Inflation Rate to June 2012
2012		385		
2011	1	370	4.1	1.7
2010	2	341	12.9	5.3
2009	3	302	27.5	6.4
2008	4	347	10.9	4.9
2007	5	325	18.3	10.1
2006	6	342	12.7	13.1
2005	7	307	25.5	18.0
2004	8	309	24.4	21.0
2003	9	315	22.3	24.9
2002	10	318	21.0	27.6
2001	11	329	17.1	28.9
2000	12	339	13.5	33.1
1999	13	329	16.8	38.1
1998	14	301	27.9	40.8
1997	15	289	33.0	43.2
1996	16	276	39.5	46.4
1995	17	297	29.7	50.5

Source: Bureau of Transportation Statistics

* Rate calculated using Bureau of Labor Statistics Consumer Price Index

Note: Percent change based on unrounded numbers

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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:

Alabama	Birmingham, Huntsville
Arizona	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, Tampa, West Palm Beach
Georgia	Atlanta
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, Flint, 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

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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	Newport News/Williamsburg, Norfolk, Richmond
Washington	Bellingham, Seattle, Spokane
Wisconsin	Madison, Milwaukee

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