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## BTS Data

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BTS 50-10  
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### **2nd-Quarter 2010 Domestic Air Fares Increased 3.8% from 1st Quarter**

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

Average domestic air fares rose to \$341 in the second quarter of 2010, up 3.8 percent from the average fare of \$328 in the first quarter in the fourth consecutive increase from the previous quarter (Table 2), the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today. During those four quarters, fares increased 13.1 percent after falling to a recent low of \$301 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 \$341 second-quarter 2010 average fares were down 4.8 percent from the all-time high, not inflation-adjusted, of \$358 in the third quarter of 2008. Second quarter 2010 average fares were up 13.1 percent from the post-9/11 second-quarter low of \$301 in 2009, not adjusted for inflation. Adjusted for inflation, second-quarter 2010 fares in 1995 dollars were \$238, down 21.1 percent from the average fare of \$302 in the second quarter of 1999, the inflation-adjusted high for any second-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 70.9 percent of their total revenue from passenger fares during the first half 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).

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### **ADD ONE**

Air fares in the second quarter of 2010 increased 0.5 percent since the second quarter of 2000, compared to an overall increase in consumer prices of 26.4 percent during that period (Table 6). In the 15 years from 1995, the first year of BTS air fare records, air fares rose 14.8 percent compared to a 42.9 percent inflation rate. In 1995 dollars, the average air fare in the second quarter of 2010 was \$238, compared to \$297 in 1995 and \$300 in 2000 (Table 1).

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 second quarter: Huntsville, AL, had the highest average fare, \$485, while Atlantic City, NJ, had the lowest, \$178. 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 2009 to the second quarter of 2010: Charleston, SC, had the largest increase, 24.5 percent, and Grand Rapids, MI had the largest decrease, 6.0 percent. For the Top 100 Airports, see [Table 9](#) on the BTS website.

Table 5: Five largest increases and five largest decreases from the second quarter of 2000 to the second quarter of 2010: Dallas Love had the largest increase, 47.0 percent, and White Plains, NY, had the largest decrease, 47.2 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.

Third-quarter 2010 average fare data will be released on Jan. 26, 2011.

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**Table 1: 2nd 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 2Q Fares (\$)	Average Fares (2Q to 2Q)	Inflation (Jun from previous Jun)*	Cumulative Average Fares (2Q of each year)	Cumulative inflation rate (Jun of each year from Jun 1995)*	Average Fare in 1995 dollars
<b>1995</b>	297					297
<b>1996</b>	276	-7.1	2.8	-7.1	2.8	268
<b>1997</b>	289	5.0	2.3	-2.5	5.1	275
<b>1998</b>	301	4.0	1.7	1.4	6.9	282
<b>1999</b>	329	9.4	2.0	11.0	9.0	302
<b>2000</b>	339	3.0	3.7	14.3	13.0	300
<b>2001</b>	329	-3.1	3.2	10.7	16.7	282
<b>2002</b>	318	-3.3	1.1	7.1	18.0	270
<b>2003</b>	315	-1.1	2.1	6.0	20.5	261
<b>2004</b>	309	-1.6	3.3	4.2	24.4	249
<b>2005</b>	307	-0.9	2.5	3.3	27.5	240
<b>2006</b>	342	11.4	4.3	15.1	33.0	257
<b>2007</b>	325	-4.7	2.7	9.6	36.6	238
<b>2008</b>	346	6.4	5.0	16.6	43.5	241
<b>2009</b>	301	-13.0	-1.4	1.5	41.4	213
<b>2010</b>	341	13.1	1.1	14.8	42.9	238

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 1990-2010 (through June)**

Revenue from Passenger Fares as Percent of Scheduled Passenger Airline Total Revenue\*

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( thru 2Q)	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: 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.

	Average Domestic Fares	
	Avg Fare* (\$)	Pct. Change from Previous Quarter
3Q 2008	358	3.4
4Q 2008	345	-3.7
1Q 2009**	311	-9.8
2Q 2009	301	-0.7
3Q 2009	306	1.7
4Q 2009	319	4.2
1Q 2010	328	2.8
2Q 2010	341	3.8

SOURCE: Bureau of Transportation Statistics

\* Average fares from 3Q 2008 to 1Q 2009 revised from July 29, 2009 release.

\*\* Revised as of Nov. 2, 2010

Note: Percent change based on unrounded numbers

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

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

**Table 3: Highest and Lowest U.S. Domestic Average Itinerary Fares 2nd 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>2nd Quarter 2010 (\$)</b>
<b>Highest Average Fares</b>		
1	Huntsville, AL	485
2	Charleston, SC	461
3	Newark-Liberty, NJ	450
4	Knoxville TN	441
5	Memphis, TN	437
<b>Average Fare at All Airports</b>		<b>341</b>
<b>Lowest Average Fares</b>		
1	Atlantic City, NJ	178
2	Long Beach, CA	241
3	Ft. Lauderdale, FL	249
4	Orlando, FL	251
5	Dallas Love, TX	256

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: 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>2nd Quarter 2009 (\$)</b>	<b>2nd Quarter 2010 (\$)</b>	<b>Percent Change</b>
<b>Largest Increases</b>				
<b>1</b>	Charleston, SC	371	461	24.5
<b>2</b>	Minneapolis/St. Paul, MN	319	393	23.3
<b>3</b>	Manchester, NH	284	344	21.0
<b>4</b>	Greensboro/High Point, NC	333	401	20.7
<b>5</b>	Newark-Liberty, NJ	373	450	20.6
<b>Average Fare at All Airports</b>		<b>301</b>	<b>341</b>	<b>13.1</b>
<b>Largest Decreases/Smallest Increases</b>				
<b>1</b>	Grand Rapids, MI	403	379	-6.0
<b>2</b>	Atlantic City, NJ	185	178	-3.9
<b>3</b>	Milwaukee, WI	273	263	-3.6
<b>4</b>	Huntsville, AL	471	485	2.9
<b>5</b>	Pensacola, FL	372	386	3.8

Source: Bureau of Transportation Statistics

\* Not including Alaska, Hawaii or Puerto Rico

Note: Percent change based on unrounded numbers

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**AIR TRAVEL PRICE INDEX**  
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**Table 5: Top 5 U.S. Domestic Average Itinerary Fare Increases and Decreases, 2001-2010**

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>2nd Quarter 2000 (\$)</b>	<b>2nd Quarter 2010 (\$)</b>	<b>Percent Change</b>
<b>Largest Increases</b>				
<b>1</b>	Dallas Love, TX	174	256	47.0
<b>2</b>	Burbank/Glendale/Pasadena, CA	186	261	40.3
<b>3</b>	Reno, NV	224	307	37.4
<b>4</b>	Lubbock, TX	230	315	37.2
<b>5</b>	Houston Hobby, TX	219	289	31.9
<b>Average Fare at All Airports</b>		<b>339</b>	<b>341</b>	<b>0.5</b>
<b>Largest Decreases</b>				
<b>1</b>	White Plains, NY	571	301	-47.2
<b>2</b>	Denver, CO	442	294	-33.5
<b>3</b>	Richmond, VA	480	346	-27.9
<b>4</b>	Milwaukee, WI	364	263	-27.7
<b>5</b>	Long Beach, CA	327	241	-26.2

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 2010 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)

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 2nd Quarter ...	Duration in Years	Average 2Q Itinerary Fare (\$)	Percent Change in Average Fare to 2nd Quarter 2010	Inflation Rate to Jun 2010
<b>2010</b>	-	<b>341</b>	-	-
<b>2009</b>	1	301	13.1	1.1
<b>2008</b>	2	346	-1.6	-0.4
<b>2007</b>	3	325	4.7	4.6
<b>2006</b>	4	342	-0.3	7.4
<b>2005</b>	5	307	11.1	12.1
<b>2004</b>	6	309	10.1	14.9
<b>2003</b>	7	315	8.3	18.7
<b>2002</b>	8	318	7.2	21.2
<b>2001</b>	9	329	3.7	22.5
<b>2000</b>	10	339	0.5	26.4
<b>1999</b>	11	329	3.5	31.1
<b>1998</b>	12	301	13.2	33.7
<b>1997</b>	13	289	17.7	36.0
<b>1996</b>	14	276	23.5	39.1
<b>1995</b>	15	297	14.8	42.9

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:

<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

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**ADD NINE**

<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

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