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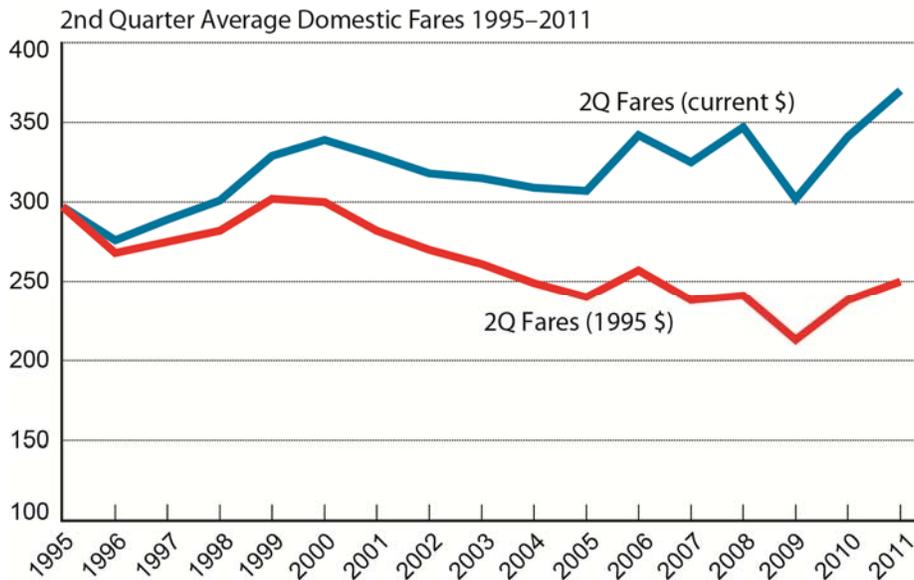
BTS Data

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2nd-Quarter 2011 Domestic Air Fares Rose 8.5% from 2nd Quarter 2010

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

Domestic Air Fares



Average domestic air fares rose to \$370 in the second quarter of 2011, up 8.5 percent from the average fare of \$341 in the second quarter of 2010 (Table 1), the U.S. Department of Transportation’s Bureau of Transportation Statistics (BTS) reported today. Memphis, TN and Cincinnati had the highest average fare, \$476, while Atlantic City, NJ, had the lowest, \$205 (Table 3).

Second-quarter fares increased 3.9 percent from the first quarter, the second consecutive quarterly increase (Table 2). Quarter-to-quarter changes may be affected by seasonal factors.

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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.

Not inflation-adjusted, the \$370 second-quarter 2011 average fares were up 6.5 percent from the previous second-quarter high of \$347 in 2008. Unadjusted second-quarter fares dropped to a low of \$302 in 2009 during the recession. Second-quarter 2011 fares were up 22.5 percent from the 2009 low, not adjusted for inflation (Table 6).

Second-quarter 2011 fares, not adjusted for inflation, were highest of any quarter. The post-1995 high was \$359 in the third quarter of 2008. Adjusted for inflation, second-quarter 2011 fares in 1995 dollars were \$250, down 17.4 percent from the second quarter of 1999, which, at \$302, was 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 71.3 percent of their total revenue from passenger fares during the second quarter of 2011, the most recent quarter available (Table 1A).

Air fares in the second quarter of 2011 increased 9.0 percent from the second quarter of 2000, not adjusted for inflation, compared to an overall increase in consumer prices of 30.9 percent during that period. In the 16 years from 1995, the first year of BTS air fare records, air fares rose 24.6 percent compared to a 48.0 percent inflation rate (Table 6). The average inflation-adjusted second-quarter 2011 fare in 1995 dollars was \$250 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 2010 originating passengers.

Table 3: Five highest and five lowest average fares in the second quarter: Memphis had the highest average fare, \$476, while Atlantic City had the lowest, \$205. 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 2010 to the second quarter of 2011: Newport News/Williamsburg, VA, had the largest increase, 19.1 percent, and Greenville/Spartanburg, SC had the largest decrease, 14.3 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 2011: Dallas Love, TX, had the largest increase, 63.1 percent, and White Plains, NY, had the largest decrease, 37.6 percent. For the Top 100 Airports, see [Table 10](#) on the BTS website.

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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 2011 average fare data will be released on Jan 26, 2011.

Table 1: 2nd Quarter Average Fares 1995-2011 Compared to Inflation Rate

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.

	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	241
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

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
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Table 1A Passenger Airline Revenue from Fares 1990-2011

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	71.3
2011 (1Q)	70.4
2011 (2Q)	71.3
2011 (thru June)	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).

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Table 2: Quarterly Change in Average Domestic Airline Fares

Percent Change by Quarter

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.

	Avg Fare	Pct. Change from
	(\$)	Previous Quarter
		(%)
1Q 2009	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
4Q 2010	337	-0.9
1Q 2011	356	5.7
2Q 2011	370	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.

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Table 3: Airports with Highest and Lowest U.S. Domestic Average Itinerary Fares 2nd Quarter 2011

Top 100 Airports* Based on 2010 U.S. Originating Domestic Passengers

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.

Rank	Origin	2nd Quarter 2011 (\$)
Highest Average Fares		
1	Memphis, TN	476
2	Cincinnati, OH	476
3	Washington Dulles	475
4	Huntsville, AL	473
5	Houston Bush, TX	473
Average Fare at All Airports		
Lowest Average Fares		
1	Atlantic City, NJ	205
2	Long Beach, CA	247
3	Ft. Lauderdale, FL	266
4	Bellingham, WA	267
5	Orlando, FL	280

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 Percent Increases and Decreases in U.S. Domestic Average Itinerary Fare, 2010 – 2011

Top 100 Airports* Based on 2010 U.S. Originating Domestic Passengers

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.

Rank	Origin	2nd Quarter 2010 (\$)	2nd Quarter 2011 (\$)	Percent Change (%)
Largest Increases				
1	Newport News/Williamsburg, VA	296	353	19.1
2	Bellingham, WA	225	267	18.6
3	White Plains, NY	301	356	18.1
4	Harrisburg, PA	382	450	17.8
5	Milwaukee, WI	263	309	17.4
Average Fare at All Airports		341	370	8.5
Largest Decreases/Smallest Increase				
1	Greenville/Spartanburg, SC	440	377	-14.3
2	Charleston, SC	461	428	-7.2
3	Greensboro/High Point, NC	401	390	-2.7
4	Huntsville, AL	485	473	-2.4
5	Knoxville TN	441	444	0.5

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: 10-Year Change by Airport: Top 5 Percent Increases and Decreases in U.S. Domestic Average Itinerary Fare, 2001-2011

Top 100 Airports* Based on 2010 U.S. Originating Domestic Passengers

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.

Rank	Origin	2nd Quarter 2000 (\$)	2nd Quarter 2011 (\$)	Percent Change (%)
Largest Increases				
1	Dallas Love, TX	174	285	63.6
2	Burbank/Glendale/Pasadena, CA	186	291	56.5
3	Reno, NV	224	342	53.0
4	Newport News/Williamsburg, VA	236	353	49.7
5	El Paso, TX	260	380	45.7
Average Fare at All Airports		339	370	9.0
Largest Decreases				
1	White Plains, NY	571	356	-37.6
2	Denver, CO	442	318	-28.2
3	Long Beach, CA	327	247	-24.6
4	Greenville/Spartanburg, SC	499	377	-24.5
5	Bellingham, WA	345	267	-22.6

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 2011 in Domestic Average Itinerary Fares and the Inflation Rate* by Year Since 1995

(1st Quarter to 1st Quarter for fares; March to March for inflation)

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.

Since 2nd Quarter ... 2011	Duration in Years	Average 2Q Itinerary Fare (\$)	Percent Change in Average Fare to 2nd Quarter 2011	Inflation Rate to Jun 2011
2010	1	341	8.5	3.6
2009	2	302	22.5	4.6
2008	3	347	6.5	3.2
2007	4	325	13.6	8.3
2006	5	342	8.2	11.2
2005	6	307	20.5	16.1
2004	7	309	19.5	19.0
2003	8	315	17.5	22.9
2002	9	318	16.3	25.5
2001	10	329	12.5	26.8
2000	11	339	9.0	30.9
1999	12	329	12.2	35.8
1998	13	301	22.8	38.5
1997	14	289	27.7	40.8
1996	15	276	34.0	44.0
1995	16	297	24.6	48.0

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

AIR TRAVEL PRICE INDEX

ADD TEN

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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