



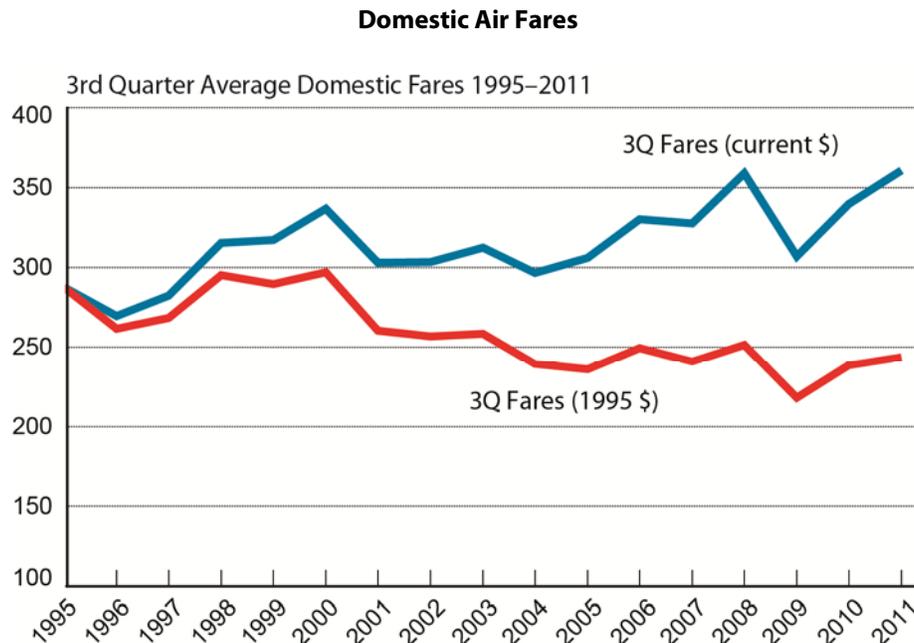
U.S. Department of Transportation  
Office of Public Affairs  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
[www.dot.gov/briefing-room.html](http://www.dot.gov/briefing-room.html)

## BTS Data

BTS 05-12  
Thursday, January 26, 2012  
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### 3rd-Quarter 2011 Domestic Air Fares Rose 6.2% from 3rd Quarter 2010

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



Average domestic air fares rose to \$361 in the third quarter of 2011, up 6.2 percent from the average fare of \$340 in the third quarter of 2010 (Table 1), the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today. Cincinnati had the highest average fare, \$488, while Atlantic City, NJ, had the lowest, \$167 (Table 3).

Third-quarter fares decreased 2.4 percent from the second quarter (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 \$361 third-quarter 2011 average fares were up 0.5 percent from the previous third-quarter high of \$359 in 2008. Unadjusted third-quarter fares dropped to \$307 in 2009 during the recession. Third-quarter 2011 fares were up 17.5 percent from the 2009 low, not adjusted for inflation (Table 6).

Third-quarter 2011 fares, not adjusted for inflation, were the second highest of any quarter, slightly below the high of \$370 in the second quarter of 2011. Adjusted for inflation, third-quarter 2011 fares in 1995 dollars were \$244, down 18.0 percent from the third quarter of 2000, which, at \$297, was the inflation-adjusted high for any third quarter since 1995 (Table 1). BTS air fare records begin in 1995. See [BTS Air Fare web page](#) for historic data.

Passenger airlines collected 71.4 percent of their total revenue from passenger fares during the third quarter of 2011, the most recent quarter available (Table 1A).

Air fares in the third quarter of 2011 increased 7.1 percent from the third quarter of 2000, not adjusted for inflation, compared to an overall increase in consumer prices of 30.6 percent during that period. In the 16 years from 1995, the first year of BTS air fare records, air fares rose 25.5 percent compared to a 48.1 percent inflation rate (Table 6). The average inflation-adjusted third-quarter 2011 fare in 1995 dollars was \$244 compared to \$288 in 1995 and \$297 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 third quarter: Cincinnati had the highest average fare, \$488, while Atlantic City had the lowest, \$167. For the Top 100 Airports, see [Table 8](#) on the BTS website.

Table 4: Five largest increases and five largest decreases from the third quarter of 2010 to the third quarter of 2011: Bellingham, WA, had the largest increase, 18.0 percent, and Charleston, SC, had the largest decrease, 10.1 percent. For the Top 100 Airports, see [Table 9](#) on the BTS website.

Table 5: Five largest increases and five largest decreases from the third quarter of 2000 to the third quarter of 2011: Burbank/Glendale/Pasadena, CA, had the largest increase, 57.6 percent, and White Plains, NY, had the largest decrease, 43.1 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.

Fourth-quarter 2011 average fare data will be released on April 25.

**Table 1: 3rd 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 3Q Fares (\$)	Average Fares (3Q to 3Q)	Inflation (Sep from previous Sep)*	Cumulative Average Fares (3Q of each year)	Cumulative inflation rate (Sep of each year from Sep 1995)*	Average Fare in 1995 dollars
1995	288		153.2			288
1996	269	-6.3	157.8	-6.3	3.0	262
1997	282	4.7	161.2	-1.8	5.2	268
1998	315	11.7	163.6	9.6	6.8	295
1999	317	0.6	167.9	10.3	9.6	289
2000	337	6.1	173.7	17.1	13.4	297
2001	303	-10.0	178.3	5.4	16.4	260
2002	303	0.1	181.0	5.5	18.1	257
2003	312	3.0	185.2	8.7	20.9	258
2004	297	-5.1	189.9	3.1	24.0	239
2005	306	3.2	198.8	6.4	29.8	236
2006	330	7.9	202.9	14.8	32.4	249
2007	328	-0.8	208.5	13.9	36.1	241
2008	359	9.6	218.8	24.8	42.8	251
2009	307	-14.5	216.0	6.8	41.0	218
2010	340	10.7	218.4	18.2	42.6	238
2011	361	6.2	226.9	25.5	48.1	244

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\*

<b>Year</b>	<b>Revenue from Passenger Fares as Percent of Total Scheduled Passenger Airline Revenue* (%)</b>
1990	<b>87.6</b>
1995	<b>85.6</b>
2000	<b>84.1</b>
2001	<b>82.7</b>
2002	<b>82.3</b>
2003	<b>79.5</b>
2004	<b>76.6</b>
2005	<b>75.0</b>
2006	<b>74.4</b>
2007	<b>74.3</b>
2008	<b>72.9</b>
2009	<b>70.2</b>
2010	<b>71.3</b>
2011 (1Q)	<b>70.4</b>
2011 (2Q)	<b>71.3</b>
2011 (3Q)	<b>71.4</b>
2011 (thru Sept)	<b>71.1</b>

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.

Average Domestic Fares		
Quarter/Year	Avg Fare (\$)	Pct. Change from Previous Quarter (%)
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	335	-1.5
1Q 2011	356	6.3
2Q 2011	370	3.9
3Q 2011	361	-2.4

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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**AIR TRAVEL PRICE INDEX**  
**ADD FIVE**

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

<b>Rank</b>	<b>Origin</b>	<b>3rd Quarter 2011 (\$)</b>
<b>Highest Average Fares</b>		
1	Cincinnati, OH	488
2	Huntsville, AL	473
3	Memphis, TN	472
4	Houston Bush, TX	469
5	Washington Dulles	468
<b>Average Fare at All Airports</b>		<b>361</b>
<b>Lowest Average Fares</b>		
1	Atlantic City, NJ	167
2	Long Beach, CA	240
3	Bellingham, WA	253
4	Ft. Lauderdale, FL	256
5	Orlando, FL	263

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 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.

<b>Rank</b>	<b>Origin</b>	<b>3rd Quarter 2010 (\$)</b>	<b>3rd Quarter 2011 (\$)</b>	<b>Percent Change (%)</b>
<b>Largest Increases</b>				
1	Bellingham, WA	215	253	18.0
2	Harrisburg, PA	380	443	16.7
3	Ft. Myers, FL	251	292	16.3
4	Richmond, VA	340	392	15.3
5	Indianapolis, IN	314	358	14.0
<b>Average Fare at All Airports</b>		<b>340</b>	<b>361</b>	<b>6.2</b>
<b>Largest Decreases</b>				
1	Charleston, SC	451	405	-10.1
2	Greenville/Spartanburg, SC	415	374	-9.7
3	Knoxville TN	435	422	-3.0
4	Fresno, CA	420	413	-1.6
5	Washington Reagan National	374	370	-1.2

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: 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.

<b>Rank</b>	<b>Origin</b>	<b>3rd Quarter 2000 (\$)</b>	<b>3rd Quarter 2011 (\$)</b>	<b>Percent Change (%)</b>
<b>Largest Increases</b>				
1	Burbank/Glendale/Pasadena, CA	189	299	57.6
2	El Paso, TX	260	378	45.5
3	Reno, NV	232	335	44.2
4	Dallas Love, TX	192	276	43.4
5	Houston Hobby, TX	219	308	40.4
<b>Average Fare at All Airports</b>		<b>337</b>	<b>361</b>	<b>7.1</b>
<b>Largest Decreases</b>				
1	White Plains, NY	555	316	-43.1
2	Bellingham, WA	379	253	-33.2
3	Denver, CO	436	316	-27.6
4	Long Beach, CA	316	240	-24.0
5	Milwaukee, WI	366	285	-22.1

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 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 3rd Quarter ...	Duration in Years	Average 3Q Itinerary Fare (\$)	Percent Change in Average Fare to 3rd Quarter 2011	Inflation Rate to Sep 2011
<b>2011</b>		361		
<b>2010</b>	1	340	6.2	3.9
<b>2009</b>	2	307	17.5	5.1
<b>2008</b>	3	359	0.5	3.7
<b>2007</b>	4	328	10.1	8.8
<b>2006</b>	5	330	9.3	11.8
<b>2005</b>	6	306	17.9	14.1
<b>2004</b>	7	297	21.6	19.5
<b>2003</b>	8	312	15.5	22.5
<b>2002</b>	9	303	18.9	25.4
<b>2001</b>	10	303	19.0	27.3
<b>2000</b>	11	337	7.1	30.6
<b>1999</b>	12	317	13.7	35.1
<b>1998</b>	13	315	14.4	38.7
<b>1997</b>	14	282	27.8	40.8
<b>1996</b>	15	269	33.9	43.8
<b>1995</b>	16	288	25.5	48.1

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

### ADD NINE

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
<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

**AIR TRAVEL PRICE INDEX**

**ADD TEN**

<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, San Antonio
<b>Utah</b>	Salt Lake City
<b>Vermont</b>	Burlington
<b>Virginia</b>	Newport News/Williamsburg, Norfolk, Richmond
<b>Washington</b>	Bellingham, Seattle, Spokane
<b>Wisconsin</b>	Madison, Milwaukee

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