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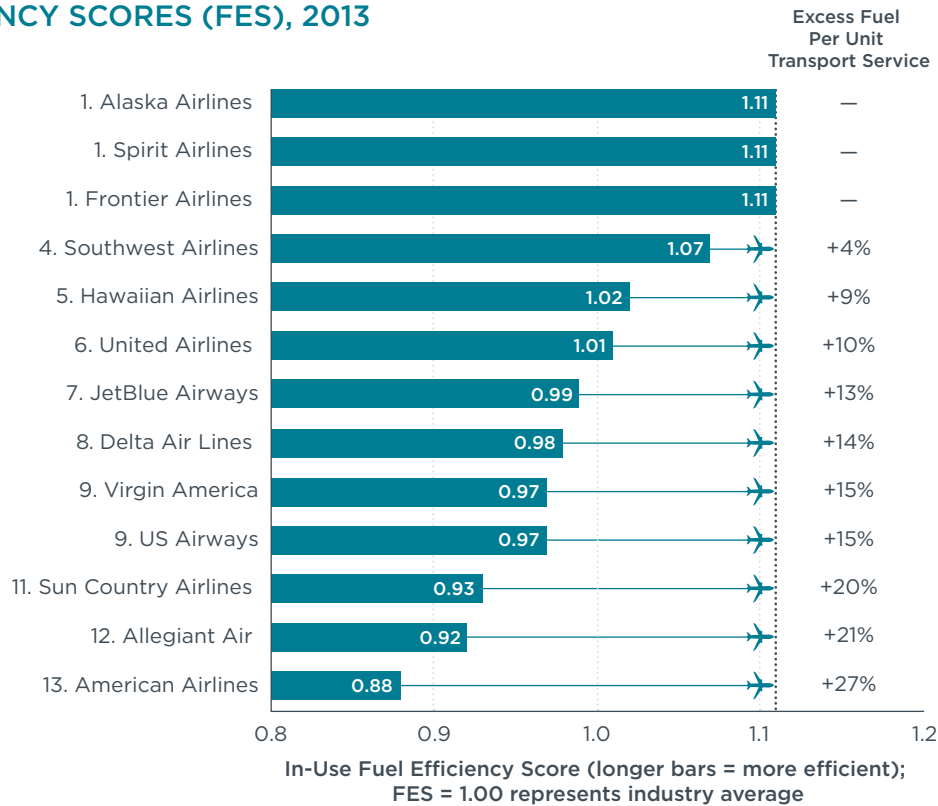
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U.S. DOMESTIC AIRLINE FUEL EFFICIENCY RANKING, 2013

A new report by the International Council on Clean Transportation (ICCT) compares the fuel efficiency, and therefore carbon intensity, of U.S. airlines on domestic operations in 2013. The report also investigates changes in fuel efficiency since 2010, both for individual airlines and the industry as a whole. If counted as a country, globally the aviation sector would rank 7th in terms of

CO₂ emissions, just after Germany and well ahead of Korea. Domestic flights in the U.S account for about 24% of global CO₂ emissions from commercial aircraft and are expected to grow an average of 1% per year over the next 20 years, increasing annual emissions from 116 million metric tons (MMT) in 2014 to about 143 MMT CO₂ by 2034.

FUEL EFFICIENCY SCORES (FES), 2013



HIGHLIGHTS

» In 2013 Alaska, Spirit, and Frontier tied for first place in fuel efficiency. Since 2010 Alaska and Spirit continued to have the most efficient U.S. operations due to their more fuel-efficient fleets and efficient operational practices (e.g., higher seating densities and load factors). Frontier leapfrogged Southwest and Hawaiian with a very large 10% fuel efficiency improvement from 2012 to 2013 due to changes in technology and operations.

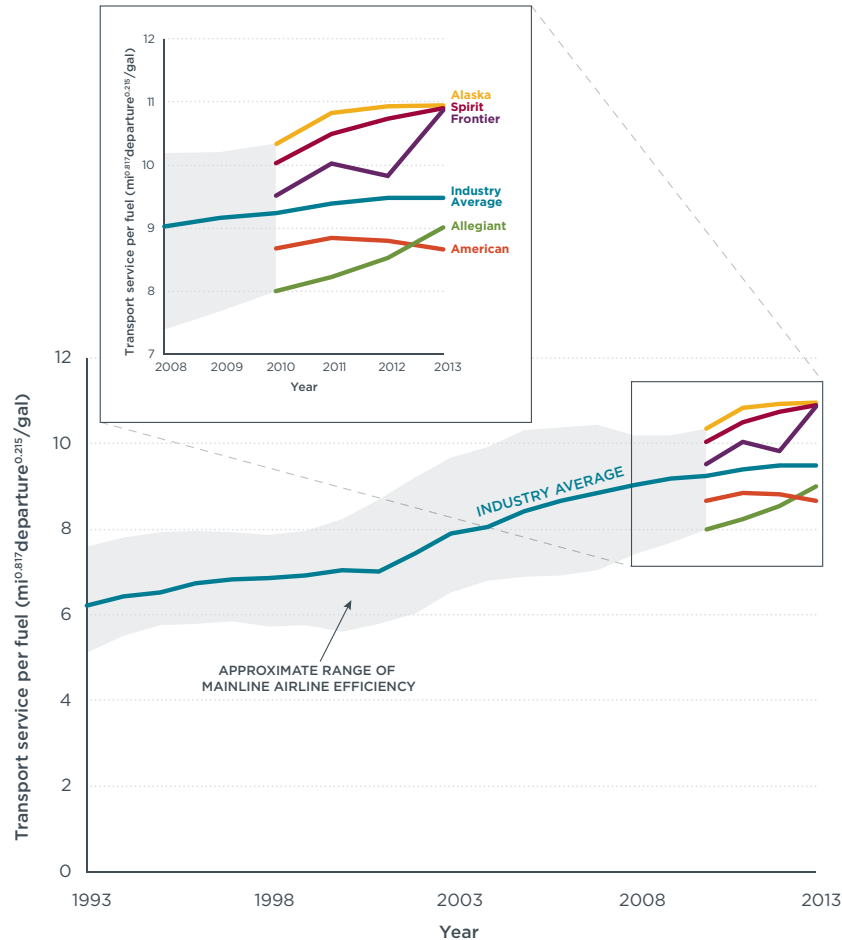
» The fuel efficiency gap between the most and least efficient airlines widened slightly to 27% in 2013. Allegiant improved its fuel efficiency in 2013 by adding second-hand Boeing 757-200, A320 and A319 aircraft to its older MD-80s fleet starting in 2011, while American's fuel efficiency declined by about 1.5% from 2012 to 2013.

» Overall, there was no net gain in the fuel efficiency of U.S. domestic operations from 2012 to 2013. Despite several airlines making strides in reducing their fuel consumption, other airlines such as American show little improvement, or even backsliding, in efficiency. The slowing industry improvement rate in recent years is linked to a lack of new, more

efficient aircraft types between 1990 and 2010, the time lag between new aircraft delivery and penetration into the in-use fleet, and diminishing gains from increasing load factors.

» There continues to be no clear correlation between airline profitability and efficiency, despite all 13 major U.S. domestic carriers being profitable in 2013.

TRANSPORT SERVICE PER FUEL FOR SELECT U.S. DOMESTIC AIRLINES, 1993-2013



PUBLICATION INFORMATION

U.S. Domestic Airline Fuel Efficiency Ranking, 2013

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DOWNLOAD <http://www.theicct.org/us-domestic-airline-fuel-efficiency-ranking-2013>



The International Council on Clean Transportation is an independent nonprofit organization founded to provide first-rate, unbiased research and technical and scientific analysis to environmental regulators.