Table 54. Air Travel Energy Use

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fuel Cost (1987 dollars per million Btu) | 4.4 | 4.2 | 4.7 | 4.4 | 4.2 | 4.1 | 4.0 | 4.0 | 4.0 | 4.0 | 4.1 | 4.1 | 4.1 |
| Yield-domestic (ticket price) 1/ | 12.9 | 11.5 | 10.8 | 10.5 | 10.1 | 9.8 | 9.5 | 9.2 | 9.0 | 8.7 | 8.4 | 8.1 | 7.8 |
| Yield-international (1996 dollars) 1/ | 9.8 | 9.5 | 9.3 | 8.9 | 8.6 | 8.3 | 7.9 | 7.6 | 7.2 | 6.9 | 6.6 | 6.2 | 5.9 |
| Travel Demand (billion miles) | | | | | | | | | | | | | |
| Revenue Passenger Miles, Domestic | 491.3 | 479.8 | 482.0 | 494.1 | 507.7 | 522.0 | 536.2 | 555.6 | 574.1 | 597.5 | 619.0 | 644.9 | 669.7 |
| Load Factor, Domestic 2/ | 0.69 | 0.70 | 0.71 | 0.71 | 0.72 | 0.72 | 0.72 | 0.72 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Revenue Passenger Miles, International | 185.0 | 171.4 | 171.3 | 180.2 | 189.4 | 198.5 | 206.9 | 215.2 | 223.6 | 232.4 | 241.2 | 250.6 | 260.6 |
| Load Factor, International 2/ | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.77 | 0.77 | 0.77 | 0.77 | 0.78 | 0.78 | 0.78 | 0.78 |
| Revenue Ton Miles, Freight (billion) | 26.0 | 26.0 | 25.1 | 26.4 | 29.0 | 31.5 | 33.4 | 35.3 | 37.0 | 38.6 | 40.2 | 41.8 | 43.5 |
| Seat Miles Demanded (billion) | 953.2 | 909.3 | 905.7 | 930.4 | 957.8 | 987.0 | 1013.6 | 1047.7 | 1080.7 | 1122.3 | 1158.9 | 1203.9 | 1247.7 |
| Narrow Body Aircraft | 581.1 | 560.7 | 555.9 | 567.4 | 580.9 | 596.1 | 610.2 | 629.3 | 647.3 | 672.2 | 693.1 | 719.4 | 745.3 |
| Wide Body Aircraft | 303.7 | 277.9 | 276.8 | 284.9 | 293.2 | 301.5 | 307.9 | 315.8 | 323.5 | 331.8 | 339.0 | 348.3 | 357.5 |
| Regional Jets | 68.4 | 70.8 | 73.0 | 78.1 | 83.6 | 89.4 | 95.6 | 102.6 | 110.0 | 118.3 | 126.7 | 136.3 | 145.0 |
| Aircraft Sales | | | | | | | | | | | | | |
| Narrow Body Aircraft | 304.0 | 157.0 | 168.8 | 182.8 | 200.2 | 215.0 | 227.5 | 246.8 | 261.5 | 283.9 | 302.7 | 329.1 | 357.6 |
| Wide Body Aircraft | 60.0 | 38.0 | 52.7 | 57.1 | 62.5 | 67.1 | 71.0 | 77.0 | 81.6 | 88.6 | 94.5 | 102.7 | 111.6 |
| Regional Jets | 278.0 | 279.0 | 94.9 | 102.8 | 112.6 | 120.9 | 127.9 | 138.8 | 147.0 | 159.6 | 170.2 | 185.1 | 201.1 |
| Total Aircraft Sales | 642.0 | 474.0 | 316.4 | 342.7 | 375.2 | 402.9 | 426.4 | 462.6 | 490.2 | 532.1 | 567.3 | 616.9 | 670.3 |
| Aircraft Stock | | | | | | | | | | | | | |
| Narrow Body Aircraft | 5051.0 | 5002.0 | 5027.6 | 5067.5 | 5127.3 | 5204.3 | 5296.6 | 5410.5 | 5540.7 | 5694.2 | 5865.4 | 6061.2 | 6287.1 |
| Wide Body Aircraft | 1392.0 | 1373.0 | 1386.7 | 1401.8 | 1419.5 | 1439.3 | 1460.5 | 1485.5 | 1514.8 | 1551.5 | 1595.2 | 1647.4 | 1709.3 |
| Regional Jets | 1040.0 | 1290.0 | 1379.1 | 1475.4 | 1580.6 | 1693.2 | 1811.9 | 1940.3 | 2075.8 | 2222.5 | 2378.9 | 2548.8 | 2732.7 |
| Total Aircraft Stock | 7483.0 | 7665.0 | 7793.3 | 7944.7 | 8127.4 | 8336.8 | 8569.1 | 8836.4 | 9131.4 | 9468.3 | 9839.5 | 10257.4 | 10729.1 |
| Aircraft Active Stock | | | | | | | | | | | | | |
| Narrow Body Aircraft | 4198.0 | 3817.1 | 3346.4 | 3412.1 | 3490.3 | 3635.4 | 3716.7 | 3830.2 | 3936.2 | 4079.1 | 4202.6 | 4359.8 | 4514.4 |
| Wide Body Aircraft | 1139.0 | 767.4 | 723.9 | 746.0 | 781.4 | 809.6 | 840.8 | 884.4 | 932.7 | 987.3 | 1048.6 | 1116.8 | 1195.3 |
| Regional Jets | 971.0 | 1266.8 | 1351.2 | 1441.8 | 1540.4 | 1645.3 | 1755.4 | 1873.4 | 1998.1 | 2132.2 | 2273.5 | 2424.9 | 2587.8 |
| Total Active Stock | 6308.0 | 5851.3 | 5421.5 | 5599.9 | 5812.1 | 6090.3 | 6313.0 | 6588.0 | 6867.0 | 7198.6 | 7524.6 | 7901.5 | 8297.5 |
| Aircraft Parked Stock | | | | | | | | | | | | | |
| Narrow Body Aircraft | 853.0 | 635.9 | 509.7 | 491.7 | 487.9 | 451.8 | 489.5 | 514.5 | 542.0 | 533.1 | 529.9 | 511.5 | 526.1 |
| Wide Body Aircraft | 253.0 | 181.6 | 132.6 | 123.9 | 107.2 | 108.8 | 110.8 | 112.1 | 113.5 | 112.9 | 114.0 | 110.2 | 109.3 |
| Regional Jets | 69.0 | 23.2 | 28.0 | 33.6 | 40.2 | 48.0 | 56.5 | 67.0 | 77.7 | 90.3 | 105.5 | 123.9 | 144.9 |
| Total Parked Stock | 1175.0 | 840.7 | 670.3 | 649.3 | 635.3 | 608.6 | 656.9 | 693.6 | 733.2 | 736.3 | 749.5 | 745.6 | 780.3 |
| Aircraft Cargo Stock | | | | | | | | | | | | | |
| Narrow Body Aircraft | 594.0 | 549.0 | 1171.4 | 1163.6 | 1149.1 | 1117.1 | 1090.4 | 1065.7 | 1062.6 | 1082.1 | 1132.9 | 1189.9 | 1246.6 |
| Wide Body Aircraft | 395.0 | 424.0 | 530.2 | 531.8 | 530.9 | 520.9 | 508.9 | 489.0 | 468.6 | 451.3 | 432.5 | 420.4 | 404.7 |
| Total Cargo Stock | 989.0 | 973.0 | 1701.6 | 1695.5 | 1680.0 | 1638.0 | 1599.2 | 1554.8 | 1531.2 | 1533.4 | 1565.4 | 1610.3 | 1651.3 |

Table 54. Air Travel Energy Use

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Advanced Technology Penetration | | | | | | | | | | | | | |
| Ultra-high Bypass | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Propfan | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Thermodynamics | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hybrid Laminar Flow | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Advanced Aerodynamics | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Weight Reducing Materials | 0.00 | 0.00 | 0.01 | 0.02 | 0.04 | 0.08 | 0.14 | 0.25 | 0.40 | 0.57 | 0.73 | 0.85 | 0.92 |
| New Aircraft Efficiency 3/ | | | | | | | | | | | | | |
| Narrow Body Aircraft | 63.9 | 64.6 | 64.8 | 64.9 | 65.1 | 65.5 | 66.1 | 67.2 | 68.7 | 70.3 | 71.9 | 73.0 | 73.7 |
| Wide Body Aircraft | 62.3 | 63.0 | 63.2 | 63.3 | 63.5 | 63.9 | 64.6 | 65.6 | 67.0 | 68.7 | 70.2 | 71.3 | 72.0 |
| Regional Jets | 42.1 | 42.7 | 42.8 | 42.9 | 43.0 | 43.2 | 43.7 | 44.3 | 45.3 | 46.4 | 47.4 | 48.2 | 48.6 |
| Average Aircraft | 61.9 | 58.0 | 57.3 | 57.2 | 57.1 | 57.3 | 57.7 | 58.4 | 59.5 | 60.9 | 62.0 | 62.8 | 63.3 |
| Aircraft Stock Efficiency 3/ | | | | | | | | | | | | | |
| Narrow Body Aircraft | 57.3 | 56.5 | 59.1 | 59.6 | 60.1 | 60.5 | 61.0 | 61.6 | 62.2 | 63.0 | 63.8 | 64.7 | 65.7 |
| Wide Body Aircraft | 56.4 | 56.1 | 57.8 | 58.5 | 59.2 | 59.8 | 60.5 | 61.2 | 61.9 | 62.7 | 63.5 | 64.4 | 65.3 |
| Regional Jets | 40.4 | 41.1 | 41.3 | 41.4 | 41.5 | 41.7 | 41.8 | 42.0 | 42.3 | 42.6 | 42.9 | 43.3 | 43.7 |
| Average Aircraft | 55.3 | 54.8 | 56.7 | 57.1 | 57.6 | 57.9 | 58.3 | 58.8 | 59.3 | 59.9 | 60.5 | 61.2 | 62.0 |
| Fuel Consumption (trillion Btu) | | | | | | | | | | | | | |
| Commercial | | | | | | | | | | | | | |
| Jet Fuel | 2924.3 | 2801.1 | 2677.7 | 2744.0 | 2847.2 | 2951.4 | 3033.8 | 3128.9 | 3212.7 | 3308.1 | 3386.3 | 3480.0 | 3565.2 |
| Aviation Gasoline | 42.5 | 42.4 | 42.3 | 42.3 | 42.3 | 42.2 | 42.2 | 42.2 | 42.2 | 42.1 | 42.1 | 42.1 | 42.1 |
| Military | | | | | | | | | | | | | |
| Jet Fuel | 501.7 | 538.9 | 583.5 | 603.9 | 611.1 | 612.5 | 616.8 | 621.1 | 625.2 | 629.3 | 633.3 | 637.1 | 640.7 |

Table 54. Air Travel Energy Use

| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2002-2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fuel Cost (1987 dollars per million Btu) | 4.1 | 4.1 | 4.1 | 4.2 | 4.2 | 4.2 | 4.3 | 4.3 | 4.3 | 4.3 | 4.3 | 4.3 | 0.2% |
| Yield-domestic (ticket price) 1/ | 7.5 | 7.2 | 6.9 | 6.8 | 6.7 | 6.7 | 6.7 | 6.7 | 6.7 | 6.7 | 6.7 | 6.7 | -2.3% |
| Yield-international (1996 dollars) 1/ | 5.7 | 5.7 | 5.7 | 5.7 | 5.6 | 5.6 | 5.6 | 5.6 | 5.6 | 5.6 | 5.6 | 5.6 | -2.3% |
| Travel Demand (billion miles) | | | | | | | | | | | | | |
| Revenue Passenger Miles, Domestic | 697.0 | 716.3 | 733.1 | 750.4 | 765.8 | 779.6 | 791.0 | 802.2 | 811.3 | 819.2 | 826.6 | 831.6 | 2.4% |
| Load Factor, Domestic 2/ | 0.73 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.75 | 0.75 | 0.75 | 0.75 | 0.3% |
| Revenue Passenger Miles, International | 270.3 | 277.7 | 284.9 | 291.5 | 297.5 | 303.2 | 308.5 | 313.5 | 317.7 | 321.5 | 324.7 | 327.3 | 2.9% |
| Load Factor, International 2/ | 0.78 | 0.78 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.79 | 0.80 | 0.80 | 0.80 | 0.80 | 0.2% |
| Revenue Ton Miles, Freight (billion) | 45.1 | 46.6 | 48.1 | 50.0 | 52.2 | 54.2 | 56.0 | 57.7 | 59.5 | 61.5 | 63.5 | 65.6 | 4.1% |
| Seat Miles Demanded (billion) | 1294.4 | 1327.4 | 1356.4 | 1385.7 | 1411.0 | 1435.3 | 1454.6 | 1473.3 | 1488.8 | 1501.4 | 1513.5 | 1520.5 | 2.3% |
| Narrow Body Aircraft | 772.8 | 791.3 | 807.9 | 824.3 | 838.3 | 851.6 | 862.0 | 871.5 | 879.3 | 884.9 | 891.3 | 889.0 | 2.0% |
| Wide Body Aircraft | 366.1 | 371.7 | 375.3 | 379.1 | 381.9 | 384.2 | 384.9 | 385.9 | 386.0 | 385.4 | 384.1 | 386.2 | 1.4% |
| Regional Jets | 155.5 | 164.4 | 173.2 | 182.2 | 190.9 | 199.6 | 207.8 | 215.9 | 223.5 | 231.1 | 238.1 | 245.3 | 5.6% |
| Aircraft Sales | | | | | | | | | | | | | |
| Narrow Body Aircraft | 387.8 | 400.5 | 408.8 | 418.2 | 423.7 | 423.5 | 420.1 | 413.2 | 404.5 | 393.3 | 381.0 | 366.7 | 3.8% |
| Wide Body Aircraft | 121.0 | 125.0 | 127.6 | 130.5 | 132.2 | 132.2 | 131.1 | 129.0 | 126.2 | 122.8 | 118.9 | 114.5 | 4.9% |
| Regional Jets | 218.1 | 225.2 | 229.9 | 235.1 | 238.3 | 238.1 | 236.3 | 232.4 | 227.4 | 221.2 | 214.2 | 206.2 | -1.3% |
| Total Aircraft Sales | 726.9 | 750.7 | 766.2 | 783.8 | 794.2 | 793.8 | 787.5 | 774.6 | 758.1 | 737.2 | 714.2 | 687.4 | 1.6% |
| Aircraft Stock | | | | | | | | | | | | | |
| Narrow Body Aircraft | 6546.7 | 6819.5 | 7096.1 | 7376.7 | 7657.0 | 7932.6 | 8200.7 | 8458.2 | 8703.5 | 8934.2 | 9150.5 | 9351.3 | 2.8% |
| Wide Body Aircraft | 1781.7 | 1857.4 | 1934.9 | 2014.3 | 2095.3 | 2177.2 | 2258.7 | 2337.8 | 2414.7 | 2487.5 | 2555.4 | 2617.4 | 2.8% |
| Regional Jets | 2931.3 | 3134.7 | 3339.9 | 3547.5 | 3754.9 | 3958.7 | 4156.7 | 4346.5 | 4527.0 | 4696.4 | 4853.7 | 4997.6 | 6.1% |
| Total Aircraft Stock | 11259.7 | 11811.6 | 12370.9 | 12938.4 | 13507.3 | 14068.4 | 14616.0 | 15142.5 | 15645.1 | 16118.0 | 16559.6 | 16966.3 | 3.5% |
| Aircraft Active Stock | | | | | | | | | | | | | |
| Narrow Body Aircraft | 4677.7 | 4915.6 | 5096.0 | 5328.0 | 5596.3 | 5859.2 | 6113.9 | 6351.2 | 6550.1 | 6706.6 | 6842.5 | 6953.2 | 2.6% |
| Wide Body Aircraft | 1283.5 | 1373.6 | 1463.5 | 1554.8 | 1647.5 | 1736.8 | 1821.6 | 1900.0 | 1972.0 | 2034.9 | 2090.6 | 2139.9 | 4.6% |
| Regional Jets | 2765.5 | 2943.2 | 3120.7 | 3295.5 | 3470.5 | 3639.1 | 3802.4 | 3955.6 | 4097.4 | 4223.6 | 4328.2 | 4420.8 | 5.6% |
| Total Active Stock | 8726.6 | 9232.4 | 9680.3 | 10178.3 | 10714.3 | 11235.1 | 11737.9 | 12206.8 | 12619.4 | 12965.1 | 13261.3 | 13514.0 | 3.7% |
| Aircraft Parked Stock | | | | | | | | | | | | | |
| Narrow Body Aircraft | 557.9 | 533.5 | 578.9 | 623.0 | 662.6 | 717.2 | 787.9 | 867.0 | 922.4 | 938.9 | 942.3 | 931.6 | 1.7% |
| Wide Body Aircraft | 111.2 | 110.6 | 106.6 | 105.9 | 117.0 | 133.7 | 152.4 | 168.5 | 181.6 | 185.6 | 187.9 | 196.8 | 0.3% |
| Regional Jets | 165.9 | 191.5 | 219.2 | 252.0 | 284.4 | 319.6 | 354.2 | 390.9 | 429.6 | 472.7 | 525.4 | 576.7 | 15.0% |
| Total Parked Stock | 834.9 | 835.6 | 904.7 | 980.9 | 1064.0 | 1170.5 | 1294.5 | 1426.4 | 1533.5 | 1597.3 | 1655.6 | 1705.1 | 3.1% |
| Aircraft Cargo Stock | | | | | | | | | | | | | |
| Narrow Body Aircraft | 1311.1 | 1370.4 | 1421.2 | 1425.6 | 1398.2 | 1356.2 | 1298.9 | 1240.0 | 1231.1 | 1288.7 | 1365.7 | 1466.4 | 4.4% |
| Wide Body Aircraft | 387.0 | 373.2 | 364.7 | 353.6 | 330.9 | 306.7 | 284.6 | 269.3 | 261.1 | 267.0 | 276.9 | 280.8 | -1.8% |
| Total Cargo Stock | 1698.1 | 1743.6 | 1785.9 | 1779.2 | 1729.1 | 1662.9 | 1583.5 | 1509.3 | 1492.1 | 1555.7 | 1642.6 | 1747.2 | 2.6% |

Table 54. Air Travel Energy Use

| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2002-2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Advanced Technology Penetration | | | | | | | | | | | | | |
| Ultra-high Bypass | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 0.02 | 0.05 | 0.10 | 0.18 | 0.32 | 0.49 | 0.68 | 27.6% |
| Propfan | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | N/A |
| Thermodynamics | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | N/A |
| Hybrid Laminar Flow | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | N/A |
| Advanced Aerodynamics | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | N/A |
| Weight Reducing Materials | 0.96 | 0.98 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 25.9% |
| New Aircraft Efficiency 3/ | | | | | | | | | | | | | |
| Narrow Body Aircraft | 74.1 | 74.3 | 74.4 | 74.4 | 74.5 | 74.6 | 74.8 | 75.1 | 75.7 | 76.6 | 77.7 | 78.9 | 0.9% |
| Wide Body Aircraft | 72.4 | 72.6 | 72.7 | 72.8 | 72.9 | 73.0 | 73.2 | 73.6 | 74.1 | 75.0 | 76.2 | 77.3 | 0.9% |
| Regional Jets | 48.9 | 49.0 | 49.1 | 49.1 | 49.2 | 49.2 | 49.3 | 49.5 | 49.9 | 50.5 | 51.2 | 52.0 | 0.9% |
| Average Aircraft | 63.5 | 63.6 | 63.6 | 63.6 | 63.7 | 63.8 | 63.9 | 64.2 | 64.6 | 65.4 | 66.3 | 67.3 | 0.7% |
| Aircraft Stock Efficiency 3/ | | | | | | | | | | | | | |
| Narrow Body Aircraft | 66.7 | 67.6 | 68.4 | 69.1 | 69.6 | 70.2 | 70.6 | 71.1 | 71.6 | 72.1 | 72.7 | 73.2 | 1.1% |
| Wide Body Aircraft | 66.1 | 66.8 | 67.5 | 68.2 | 68.7 | 69.2 | 69.7 | 70.2 | 70.6 | 71.1 | 71.6 | 72.1 | 1.1% |
| Regional Jets | 44.1 | 44.5 | 44.8 | 45.1 | 45.4 | 45.7 | 46.0 | 46.2 | 46.5 | 46.7 | 47.0 | 47.3 | 0.6% |
| Average Aircraft | 62.7 | 63.3 | 63.9 | 64.3 | 64.7 | 65.1 | 65.4 | 65.7 | 66.0 | 66.3 | 66.7 | 67.0 | 0.9% |
| Fuel Consumption (trillion Btu) | | | | | | | | | | | | | |
| Commercial | | | | | | | | | | | | | |
| Jet Fuel | 3655.8 | 3719.3 | 3777.5 | 3849.4 | 3921.2 | 3989.5 | 4044.3 | 4097.8 | 4146.8 | 4190.7 | 4231.2 | 4262.9 | 1.8% |
| Aviation Gasoline | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 | 42.1 | 0.0% |
| Military | | | | | | | | | | | | | |
| Jet Fuel | 643.8 | 647.2 | 650.4 | 653.3 | 655.9 | 658.3 | 660.5 | 662.5 | 664.4 | 666.1 | 667.7 | 669.2 | 0.9% |

Table 54. Air Travel Energy Use

1/ Fraction of seats filled.
2/ 1992 cents per passenger mile.
3/ Seat miles per gallon.
Btu = British thermal unit.
N/A = Not applicable.
Sources: 2002 derived using: Decision Analysis Corporation of Virginia, NEMS Transportation Sector Model: Model Maintenance Re-Estimation of the Air Travel Demand Model, Subtask 22-1(a), (September 30, 1997); Federal Aviation Administration (FAA), FAA Aviation Forecasts, Fiscal Years 1998-2009, FAA-APO 98-1, and previous editions; United States Department of Transportation (DOT), Research and Special Programs Administration (RSPA), Fuel Cost and Consumption Tables, annual summaries, 1979-1990; U.S. Department of Transportation, RSPA, Air Carrier Financial Statistics Quarterly, December 1999/1998; U.S. Department of Transportation, RSPA, Air Carrier Statistics Monthly, December 2002/2001 (Washington, DC, 2002); Greene, D.L., "Energy Efficiency Improvement Potential of Commercial Aircraft to 2010," ORNL-6622, 6/1990; Rathi, A. B. Peterson, and D. Greene, Air Transport Energy Use Model, Oak Ridge National Laboratory, April 1991, Draft; Energy Information Administration (EIA), State Energy Data Report 2000, DOE/EIA-0214(2000) (Washington, DC, August 2003); Department of Defense, Defense Energy Support Center, Fact Book: Fiscal Year 1999; and EIA, AEO2004 National Energy Modeling System run aeo2004.d101703e. Projections: EIA AEO2004 National Energy Modeling System run aeo2004.d101703e.