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June 2006 Airline Traffic Data: Six-Month System Traffic Up 0.9 Percent From 2005

U.S. airlines carried 369.5 million scheduled domestic and international passengers on their systems during the first six months of 2006, 0.9 percent more than they did during the same period in 2005, the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) today reported, in a release of preliminary data (Table 1).

BTS, a part of DOT's Research and Innovative Technology Administration, reported that the U.S. airlines carried 0.2 percent more domestic passengers and 5.9 percent more international passengers during the six-month period in 2006 than during the same period in 2005 (Tables 7, 13).

In the most recent month, June, U.S. airlines carried 67.2 million scheduled domestic and international passengers, 0.1 percent more than in June 2005 (Table 2). The number of domestic passengers declined 0.8 percent in June from a year earlier while international passengers increased 6.8 percent (Tables 7, 13).

U.S. carriers operated 5.2 million domestic and international flights during the first six months of 2006, 4.6 percent fewer than were operated during the same period in 2005 (Table 1). Domestic flights were down 5.2 percent from the previous year while international flights were up 2.6 percent (Tables 7, 13).

In the most recent month, June, U.S. airlines operated 889,200 scheduled domestic and international flights, down 4.9 percent from the number of flights operated in June 2005. The number of domestic flights declined 5.6 percent in June from a year earlier while international flights increased 3.0 percent (Tables 7, 13).

System Comparisons (Table 1-6)

In other total system comparisons from the first six months of 2005 to the first six months of 2006 and from June 2005 to June 2006 (Table 1):

Revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 2.6 percent in the first six months. In June, RPMs were up 2.1 percent.

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AIRLINE TRAFFIC PRESS RELEASE
ADD ONE

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 0.6 percent in the first six months. In June, ASMs were down 0.3 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 2.5 load factor points to 79.5 percent in the first six months. In June, load factor was up 2.1 load factor points to 84.8 percent.

Flight stage length, the average non-stop distance flown per departure, was up 3.6 percent in the first six months. In June, flight stage length was up 4.0 percent.

Passenger trip length, the average distance flown per passenger, was up 1.7 percent in the first six months. In June, passenger trip length was up 2.1 percent.

Among U.S. airlines, American Airlines carried 49.5 million passengers on its system from January to June, the most of any airline (Table 3). In June, American Airlines carried 8.8 million passengers on its system, the most of any airline (Table 4).

Among airports, Hartsfield-Jackson Atlanta International Airport was the busiest U.S. airport from January to June, with 20.2 million domestic and international passenger boardings (Table 5). In June, Hartsfield-Jackson Atlanta International Airport was the busiest U.S. airport with 3.7 million domestic and international passenger boardings on U. S. carriers (Table 6).

Domestic Air Travel (Tables 7-12)

U.S. airlines carried 326.7 million scheduled domestic passengers during the first six months of 2006, up from the 325.9 million carried during the same period in 2005 (Table 8). The passengers were carried on 4.7 million flights, down 5.2 percent from the 5.0 million flights operated in the first six months of 2005 (Table 7).

In the most recent month, June, the airlines carried 59.2 million scheduled domestic passengers, down from the 59.7 million carried during June 2005. The passengers were carried on 814,700 flights, down 5.6 percent from the 863,000 flights operated in June 2005 (Table 7).

In other domestic comparisons from the first six months of 2005 to the first six months of 2006 and from June 2005 to June 2006 (Table 7):

Domestic revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 1.5 percent in the first six months. In June, domestic RPMs were unchanged.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 2.5 percent in the first six months. In June, domestic ASMs were down 2.7 percent.

AIRLINE TRAFFIC PRESS RELEASE
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Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 3.1 load factor points to 79.6 percent in the first six months. In June, domestic load factor was up 2.4 load factor points to 84.7 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 2.8 percent in the first six months. In June, domestic flight stage length was up 3.0 percent.

Domestic passenger trip length, the average distance flown per passenger, was up 1.2 percent in the first six months. In June, domestic passenger trip length was up 0.8 percent.

Southwest Airlines carried 47.3 million domestic passengers from January to June, the most of any airline (Table 9). In June, Southwest carried 8.7 million domestic passengers, the most of any airline (Table 10).

Hartsfield-Jackson was the busiest domestic airport from January to June, with 18.4 million domestic passenger boardings (Table 11). In June, Hartsfield-Jackson was the busiest domestic airport with 3.3 million domestic passenger boardings (Table 12).

International Air Travel (Tables 13-18)

U.S. airlines carried 42.8 million scheduled international passengers during the first six months of 2006, up from the 40.4 million carried during the same period in 2005 (Table 14). The passengers were carried on 423,500 flights, up 2.6 percent from the 412,800 flights operated in the first six months of 2005 (Table 13).

In the most recent month, June, the airlines carried 7.9 million international passengers, up from the 7.4 million carried during June 2005. The passengers were carried on 74,500 flights, up 3.0 percent from the 72,300 flights operated in June 2005 (Table 13).

In other international comparisons from the first six months of 2005 to the first six months of 2006 and from June 2005 to June 2006 (Table 13):

International revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 5.6 percent in the first six months. In June, international RPMs were up 7.7 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 4.7 percent in the first six months. In June, international ASMs were up 6.0 percent.

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AIRLINE TRAFFIC PRESS RELEASE

ADD THREE

International passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.7 load factor points in the first six months. In June, international load factor was up 1.4 load factor points.

International flight stage length, the average non-stop distance flown per departure, was up 2.3 percent in the first six months. In June, international flight stage length was up 3.1 percent.

International passenger trip length, the average distance flown per passenger, was down 0.2 percent in the first six months. In June, international passenger trip length was up 0.7 percent.

American Airlines carried 10.6 million international passengers from January to June, the most of any U.S. airline (Table 15). In June, American carried 1.9 million international passengers, the most of any U.S. airline (Table 16).

Miami International was the busiest U.S. airport for international travel on U.S. carriers from January to June, with 2.2 million international passenger boardings (Table 17). In June, Miami International was the busiest international airport with 402,500 international passenger boardings (Table 18).

Reporting Notes

Data are compiled from monthly reports filed with BTS by commercial air carriers detailing operations, passenger traffic and freight traffic. This release includes data received by BTS from 90 carriers as of Sept. 12 for U.S. carrier **scheduled** civilian operations. U.S. carriers' foreign point-to-point flights are included in system and international totals. To create a customized table for passengers, flights, RPMs, ASMs and other data, including non-scheduled service, go to http://www.bts.gov/programs/airline_information/air_carrier_traffic_statistics/.

Additional traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on "Aviation." For domestic and international passengers, RPMs and ASMs by carrier and carrier region through June, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)", and then click on "Schedule T-1".

For domestic numbers through June and international numbers through March by origin as well as by carrier and region, after clicking on "Aviation," click on "Air Carrier Statistics (Form 41 Traffic)". Click on "T-100 Market" for system passenger numbers, "T-100 Domestic Market" for domestic or "T-100 International Market" for international. For flights, stage length and trip length, use the appropriate T-100 Segment database.

TranStats system and international totals do not include U.S. carriers' foreign point-to-point flights. For June, U.S. carriers reported 305,972 foreign point-to-point passengers. For January-to-June, U.S. carriers reported 1,846,666 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Oct. 13 for the release of July traffic data.

**AIRLINE TRAFFIC PRESS RELEASE
ADD FOUR**

Table 1: Scheduled System (Domestic and International) Airline Travel on U.S. Carriers

	Monthly			Year-to-Date		
	June 2005	June 2006	Change %	2005	2006	Change %
Passengers (in millions)	67.1	67.2	0.1	366.3	369.5	0.9
Flights (in thousands)	935.3	889.2	-4.9	5,422.7	5,170.9	-4.6
Revenue Passenger Miles(in billions)	71.6	73.1	2.1	383.4	393.4	2.6
Available Seat-Miles(in billions)	86.6	86.3	-0.3	497.9	495.0	-0.6
Load Factor*	82.7	84.8	2.1	77.0	79.5	2.5
Flight Stage Length**	680	707	4.0	677	701	3.6
Passenger Trip Length***	1,067	1,089	2.1	1,047	1,065	1.7

Source: Bureau of Transportation Statistics, T-100 Market and Segment

*Change in load factor points

**The average non-stop distance flown per departure in miles

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

Table 2. Total Industry (Domestic and International) Scheduled Enplanements on U.S. Carriers

Passenger numbers in millions (000,000)

Month	2004	2005	2004- 2005 Pct. Change	2006	2005- 2006 Pct. Change
January	49.4	54.4	10.2	55.6	2.1
February	50.5	52.9	4.6	53.3	0.9
March	60.3	66.1	9.7	65.8	-0.4
April	59.2	61.6	4.0	63.2	2.6
May	59.1	64.2	8.6	64.4	0.4
June	63.6	67.1	5.5	67.2	0.1
July	67.1	70.6	5.2		
August	64.7	66.8	3.3		
September	53.3	56.8	6.5		
October	60.1	59.9	-0.3		
November	57.4	58.7	2.2		
December	59.0	59.5	0.9		
Yr. Total	703.7	738.6	5.0		
6 Mo. Total	342.1	366.3	7.1	369.5	0.9

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

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AIRLINE TRAFFIC PRESS RELEASE
ADD FIVE

Table 3. Top 10 U.S. Airlines, ranked by Jan.-June 2006 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan.- June 2006 Rank	Carrier	Jan.-June 2006 Enplaned Passengers	Jan.- June 2005 Rank	Jan.-June 2005 Enplaned Passengers
1	American Airlines	49.5	1	48.5
2	Southwest Airlines	47.3	3	42.6
3	Delta Air Lines	36.9	2	44.6
4	United Airlines	34.5	4	32.8
5	Northwest Airlines	26.9	5	28.6
6	Continental Airlines	23.2	7	21.0
7	US Airways	18.5	6	22.3
8	America West Airlines	10.6	8	10.9
9	AirTran Airways	9.9	12	7.8
10	SkyWest Airlines	9.5	11	7.9

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding

Table 4. Top 10 U.S. Airlines, ranked by June 2006 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

June 2006 Rank	Carrier	June 2006 Enplaned Passengers	June 2005 Rank	June 2005 Enplaned Passengers
1	American Airlines	8.8	1	9.0
2	Southwest Airlines	8.7	2	7.9
3	Delta Air Lines	6.7	3	7.9
4	United Airlines	6.3	4	6.1
5	Northwest Airlines	4.9	5	5.3
6	Continental Airlines	4.2	7	3.8
7	US Airways	3.2	6	3.9
8	America West Airlines	1.9	8	2.0
9	AirTran Airways	1.9	10	1.5
10	SkyWest Airlines	1.7	12	1.5

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE
ADD SIX**

Table 5. Top 10 U.S. Airports, ranked by Jan.- June 2006 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan.- June 2006 Rank	Airport	Jan.-June 2006 Enplaned Passengers	Jan.- June 2005 Rank	Jan.-June 2005 Enplaned Passengers
1	Atlanta Hartsfield-Jackson	20.2	1	21.1
2	Chicago O'Hare	17.1	2	16.7
3	Dallas-Fort Worth	14.2	3	13.5
4	Los Angeles International	11.3	4	11.2
5	Denver	11.2	7	9.9
6	Las Vegas McCarran	10.4	6	10.0
7	Phoenix Sky Harbor	10.4	5	10.1
8	Houston Bush Intercontinental	9.9	8	9.1
9	Detroit Metro Wayne County	8.5	10	8.6
10	Minneapolis-St Paul	8.4	9	8.7

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding

Table 6. Top 10 U.S. Airports ranked by June 2006 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

June 2006 Rank	Airport	June 2006 Enplaned Passengers	June 2005 Rank	June 2005 Enplaned Passengers
1	Atlanta Hartsfield-Jackson	3.7	1	3.8
2	Chicago O'Hare	3.2	2	3.2
3	Dallas-Fort Worth	2.6	3	2.5
4	Los Angeles International	2.1	4	2.1
5	Denver	2.1	5	1.9
6	Houston Bush Intercontinental	1.8	8	1.7
7	Phoenix Sky Harbor	1.8	6	1.8
8	Las Vegas McCarran	1.8	7	1.7
9	Minneapolis-St Paul	1.6	9	1.7
10	Detroit Metro Wayne County	1.5	10	1.6

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE
ADD SEVEN**

Table 7: Domestic Scheduled Airline Travel on U.S. Carriers

	Monthly			Year-to-Date		
	June 2005	June 2006	Change %	2005	2006	Change %
Passengers (in millions)	59.7	59.2	-0.8	325.9	326.7	0.2
Flights (in thousands)	863.0	814.7	-5.6	5,009.9	4,747.4	-5.2
Revenue Passenger Miles(in billions)	52.2	52.2	0.0	280.7	284.9	1.5
Available Seat-Miles(in billions)	63.4	61.7	-2.7	367.1	358.0	-2.5
Load Factor*	82.3	84.7	2.4	76.5	79.6	3.1
Flight Stage Length**	604	622	3.0	602	620	2.8
Passenger Trip Length***	874	881	0.8	861	872	1.2

Source: Bureau of Transportation Statistics, T-100 Domestic Market and Segment

*Change in load factor points

**The average non-stop distance flown per departure in miles

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

Table 8. Domestic Scheduled Enplanements on U.S. Carriers

Passenger numbers in millions (000,000)

Month	2004	2005	2004- 2005 Pct. Change	2006	2005- 2006 Pct. Change
January	43.8	48.0	9.5	48.9	1.8
February	45.3	47.1	3.9	47.4	0.6
March	54.2	58.8	8.7	58.3	-1.0
April	53.3	54.9	3.2	55.8	1.6
May	53.0	57.3	8.1	57.1	-0.4
June	57.0	59.7	4.9	59.2	-0.8
July	59.6	62.4	4.7		
August	57.4	59.1	3.0		
September	47.7	50.6	6.1		
October	54.2	53.7	-0.8		
November	51.8	52.8	1.9		
December	52.6	52.8	0.3		
Yr. Total	629.8	657.3	4.4		
6 Mo. Tot	306.5	325.9	6.3	326.7	0.2

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Note: Percentage changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD EIGHT**

Table 9. Top 10 U.S. Airlines, ranked by Jan.- June 2006 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan.- June 2006 Rank	Carrier	Jan.-June 2006 Enplanements	Jan.- June 2005 Rank	Jan.-June 2005 Enplanements
1	Southwest Airlines	47.3	1	42.6
2	American Airlines	38.9	3	38.3
3	Delta Air Lines	32.1	2	40.5
4	United Airlines	28.5	4	27.1
5	Northwest Airlines	22.1	5	23.7
6	Continental Airlines	17.8	7	16.2
7	US Airways	16.1	6	19.8
8	America West Airlines	10.0	8	10.3
9	AirTran Airways	9.8	10	7.8
10	SkyWest Airlines	9.1	11	7.6

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Note: Percentage changes based on numbers prior to rounding

Table 10. Top 10 U.S. Airlines, ranked by June 2006 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

June 2006 Rank	Carrier	June 2006 Enplanements	June 2005 Rank	June 2005 Enplanements
1	Southwest Airlines	8.7	1	7.9
2	American Airlines	6.9	2	7.1
3	Delta Air Lines	5.6	3	7.1
4	United Airlines	5.2	4	5.1
5	Northwest Airlines	4.1	5	4.4
6	Continental Airlines	3.2	7	2.9
7	US Airways	2.8	6	3.4
8	AirTran Airways	1.9	10	1.5
9	America West Airlines	1.8	8	1.9
10	SkyWest Airlines	1.7	11	1.4

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Note: Percentage changes based on numbers prior to rounding

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AIRLINE TRAFFIC PRESS RELEASE
ADD NINE

Table 11. Top 10 U.S. Airports, ranked by Jan.- June 2006 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan.- June 2006 Rank	Airport	Jan.-June 2006 Enplanements	Jan.- June 2005 Rank	Jan.-June 2005 Enplanements
1	Atlanta Hartsfield-Jackson	18.4	1	19.7
2	Chicago O'Hare	15.5	2	15.2
3	Dallas-Fort Worth	13.0	3	12.5
4	Denver	10.8	7	9.7
5	Los Angeles Intl	10.4	4	10.3
6	Las Vegas McCarran	10.3	5	9.9
7	Phoenix Sky Harbor	10.0	6	9.7
8	Houston Bush Intercontinental	8.4	11	7.7
9	Orlando	8.3	9	8.1
10	Minneapolis-St Paul	7.8	8	8.1

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Note: Percentage changes based on numbers prior to rounding

Table 12. Top 10 U.S. Airports, ranked by June 2006 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

June 2006 Rank	Airport	June 2006 Enplanements	June 2005 Rank	June 2005 Enplanements
1	Atlanta Hartsfield-Jackson	3.3	1	3.5
2	Chicago O'Hare	2.8	2	2.9
3	Dallas-Fort Worth	2.4	3	2.3
4	Denver	2.0	5	1.9
5	Los Angeles Intl	1.9	4	1.9
6	Las Vegas McCarran	1.8	6	1.7
7	Phoenix Sky Harbor	1.7	7	1.7
8	Houston Bush Intercontinental	1.5	10	1.4
9	Minneapolis-St Paul	1.5	8	1.6
10	Detroit Metro Wayne County	1.4	9	1.4

Source: Bureau of Transportation Statistics, T-100 Domestic Market

Note: Percentage changes based on numbers prior to rounding

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AIRLINE TRAFFIC PRESS RELEASE
ADD TEN

Table 13: International Scheduled Airline Travel on U.S. Carriers

	Monthly			Year-to-Date		
	June 2005	June 2006	Change %	2005	2006	Change %
Passengers (in millions)	7.4	7.9	6.8	40.4	42.8	5.9
Flights (in thousands)	72.3	74.5	3.0	412.8	423.5	2.6
Revenue Passenger-Miles(in billions)	19.4	20.9	7.7	102.7	108.5	5.6
Available Seat-Miles(in billions)	23.2	24.6	6.0	130.8	137.0	4.7
Load Factor*	83.7	85.1	1.4	78.5	79.2	0.7
Flight Stage Length**	1,593	1,643	3.1	1,576	1,612	2.3
Passenger Trip Length***	2,623	2,641	0.7	2,541	2,536	-0.2

Source: Bureau of Transportation Statistics, T-100 International Market and Segment

*Change in load factor points

**The average non-stop distance flown per departure in miles

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

Table 14. Total Industry International Scheduled Enplanements on U.S. Carriers
Passenger numbers in millions (000,000)

Month	2004	2005	2004- 2005 Pct. Change	2006	2005- 2006 Pct. Change
January	5.6	6.5	16.0	6.7	3.9
February	5.2	5.8	10.8	6.0	3.8
March	6.1	7.3	18.8	7.5	4.0
April	5.9	6.7	12.0	7.3	10.3
May	6.0	6.9	13.4	7.3	6.4
June	6.7	7.4	10.9	7.9	6.8
July	7.5	8.2	9.3		
August	7.3	7.7	6.0		
September	5.7	6.2	9.7		
October	5.9	6.2	4.5		
November	5.7	5.9	4.9		
December	6.3	6.7	5.7		
Yr. Total	73.9	81.3	10.1		
6 Mo. Tot	35.5	40.4	13.7	42.8	5.9

Source: Bureau of Transportation Statistics, T-100 International Market

Note: Percentage changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD ELEVEN**

Table 15. Top 10 U.S. Airlines, ranked by Jan- June 2006 International Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan.- June 2006 Rank	Carrier	Jan.-June 2006 Enplanements	Jan.- June 2005 Rank	Jan.-June 2005 Enplanements
1	American Airlines	10.6	1	10.2
2	United Airlines	6.0	2	5.7
3	Continental Airlines	5.4	4	4.8
4	Northwest Airlines	4.8	3	4.9
5	Delta Air Lines	4.8	5	4.1
6	US Airways	2.4	6	2.5
7	Alaska Airlines	1.2	7	1.1
8	ExpressJet Airlines	1.0	9	0.8
9	Executive Airlines	0.9	8	0.9
10	America West Airlines	0.6	10	0.6

Source: Bureau of Transportation Statistics, T-100 International Market

Note: Percentage changes based on numbers prior to rounding

Table 16. Top 10 U.S. Airlines, ranked by June 2006 International Scheduled Enplanements

Passenger numbers in millions (000,000)

June 2006 Rank	Carrier	June 2006 Enplanements	June 2005 Rank	June 2005 Enplanements
1	American Airlines	1.9	1	1.9
2	United Airlines	1.1	2	1.0
3	Delta Air Lines	1.0	5	0.8
4	Continental Airlines	1.0	3	0.9
5	Northwest Airlines	0.8	4	0.9
6	US Airways	0.5	6	0.5
7	ExpressJet Airlines	0.2	8	0.2
8	Alaska Airlines	0.2	7	0.2
9	Executive Airlines	0.2	9	0.2
10	Continental Micronesia	0.1	10	0.1

Source: Bureau of Transportation Statistics, T-100 International Market

Note: Percentage changes based on numbers prior to rounding

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**AIRLINE TRAFFIC PRESS RELEASE
ADD TWELVE**

Table 17. Top 10 U.S. Airports, ranked by Jan.- June 2006 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan.- June 2006 Rank	Airport	Jan.-June 2006 Enplanements	Jan.- June 2005 Rank	Jan.-June 2005 Enplanements
1	Miami	2,223	1	2,097
2	Atlanta Hartsfield-Jackson	1,742	4	1,430
3	Newark Liberty	1,656	5	1,400
4	New York John F. Kennedy	1,645	2	1,710
5	Chicago O'Hare	1,634	3	1,526
6	Houston Bush Intercontinental	1,502	6	1,368
7	Dallas-Fort Worth	1,133	7	1,046
8	Los Angeles Intl	877	8	849
9	San Francisco	837	9	821
10	Detroit Metro Wayne County	829	10	806

Source: Bureau of Transportation Statistics, T-100 International Market

Note: Percentage changes based on numbers prior to rounding

Table 18. Top 10 U.S. Airports, ranked by June 2006 International Scheduled Enplanements

Passenger numbers in thousands (000)

June 2006 Rank	Airport	June 2006 Enplanements	June 2005 Rank	June 2005 Enplanements
1	Miami	402.5	1	378.2
2	Atlanta Hartsfield-Jackson	379.8	5	272.1
3	New York John F. Kennedy	343.8	2	316.6
4	Newark Liberty	335.0	4	274.9
5	Chicago O'Hare	324.7	3	311.8
6	Houston Bush Intercontinental	292.6	6	262.0
7	Dallas-Fort Worth	215.5	7	210.5
8	San Francisco	158.0	9	155.5
9	Philadelphia	157.7	11	146.1
10	Los Angeles Intl	154.8	10	152.7

Source: Bureau of Transportation Statistics, T-100 International Market

Note: Percentage changes based on numbers prior to rounding

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