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## **April 2007 Airline Traffic Data: April 2007 Domestic Traffic Up 2.8 Percent From April 2006**

U.S. airlines carried 57.4 million scheduled domestic passengers in April, 2.8 percent more than they did in April 2006, the largest increase from the same month of the previous year since September 2005, the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) today reported in a release of preliminary data (Tables 7,8).

BTS, a part of DOT's Research and Innovative Technology Administration, reported that U.S. airlines carried 64.9 million scheduled domestic and international passengers in April, 2.7 percent more than in April 2006 (Table 1). U.S. airlines carried 7.5 million scheduled international passengers in April, 2.0 percent more than in April 2006 (Table 13).

U.S. airlines carried 243.2 million scheduled domestic and international passengers on their systems during the first four months of 2007, 2.2 percent more than they did during the same period in 2006 (Table 1).

U.S. airlines carried 1.9 percent more domestic passengers and 4.5 percent more international passengers during the first four months of 2007 than during the same period in 2006 (Tables 7, 13). These passengers traveled on planes with average load factors exceeding 77.8 percent (Tables 1, 7 and 13).

### **Top Airlines**

American Airlines carried more total system passengers in the first four months than any other U.S. airline (Table 3); Southwest Airlines carried more domestic passengers than any other airline (Table 9); and American carried more international passengers than any U.S. carrier (Table 15).

### **Top Airports**

More total system and domestic passengers boarded planes in the first four months at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 5 and 11); and more international passengers boarded planes on U.S. carriers at Miami International than at any other U.S. airport (Table 17).

### **Flights Operated**

U.S. carriers operated 3.4 million domestic and international flights in the first four months of 2007, 1.4 percent more than were operated during the same period in 2006 (Table 1). Domestic flights were up 1.4 percent from the previous year while international flights were up 1.9 percent (Tables 7, 13).

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In April, U.S. airlines operated 877,160 scheduled domestic and international flights, up 1.3 percent from the number of flights operated in April 2006 (Table 1). The number of domestic flights increased 1.3 percent in April from a year earlier while international flights increased 1.0 percent (Tables 7, 13).

America West Airlines and US Airways report traffic data separately because the carriers hold two operating certificates despite their merged business operations. They will file a merged traffic report when they operate under a single certificate later this year.

**System Comparisons (Table 1-6)**

In other total system comparisons from the first four months of 2006 to the first four months of 2007 and from April 2006 to April 2007 (Table 1):

Revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 2.8 percent in the first four months of 2007. In April, RPMs were up 2.5 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 2.8 percent in the first four months of 2007. In April, ASMs were up 2.6 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.1 percentage points to 77.9 percent in the first four months of 2007. In April, load factor was down 0.1 percentage points at 80.8 percent.

Flight stage length, the average non-stop distance flown per departure, was up 0.5 percent in the first four months of 2007. In April, flight stage length was up 0.6 percent.

Passenger trip length, the average distance flown per passenger, was up 0.6 percent in the first four months of 2007. In April, passenger trip length was down 0.2 percent.

Among U.S. airlines, American Airlines carried 31.5 million passengers on its system from January through April, the most of any airline (Table 3). In April, Southwest Airlines carried 8.4 million passengers on its system, the most of any airline (Table 4).

Among airports, Atlanta Hartsfield-Jackson International was the busiest U.S. airport from January through April, with 13.2 million domestic and international passenger boardings (Table 5). In April, Atlanta Hartsfield-Jackson International was the busiest U.S. airport with 3.5 million domestic and international passenger boardings on U. S. carriers (Table 6).

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**Domestic Air Travel (Tables 7-12)**

U.S. airlines carried 214.4 million scheduled domestic passengers during the first four months of 2007, up 1.9 percent from the 210.3 million carried during the same period in 2006 (Table 8). The passengers were carried on 3.2 million flights, up 1.4 percent from the number of flights operated in 2006 (Table 7).

In the most recent month, April, the airlines carried 57.4 million scheduled domestic passengers, up 2.8 percent from the passengers carried during April 2006 (Table 8). The passengers were carried on 804,900 flights, up 1.3 percent from the 794,400 flights operated in April 2006 (Table 7).

In other domestic comparisons from the first four months of 2006 to the first four months of 2007 and from April 2006 to April 2007 (Table 7):

Domestic revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 1.6 percent in the first four months of 2007. In April, domestic RPMs were up 2.0 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 1.8 percent in the first four months of 2007. In April, domestic ASMs were up 2.0 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was down 0.1 load factor points to 77.9 percent in the first four months of 2007. In April, domestic load factor was unchanged at 81.4 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was down 0.1 percent in the first four months of 2007. In April, domestic flight stage length was up 0.1 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 0.3 percent in the first four months of 2007. In April, domestic passenger trip length was down 0.8 percent.

Southwest carried 31.3 million domestic passengers in the first four months of 2007, the most of any airline (Table 9). In April, Southwest carried 8.4 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first four months of 2007, with 12.0 million domestic passenger boardings (Table 11). In April, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.2 million domestic passenger boardings (Table 12).

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**International Air Travel (Tables 13-18)**

U.S. airlines carried 28.8 million scheduled international passengers during the first four months of 2007, up 4.5 percent from the 27.6 million carried during the same period in 2006 (Table 14). The passengers were carried on 282,900 flights, up 1.9 percent from the 277,500 flights operated in 2006 (Table 13).

In the most recent month, April, the airlines carried 7.5 million international passengers, up 2.0 percent from the 7.3 million carried during April 2006. The passengers were carried on 72,300 flights, up 1.0 percent from the 71,600 flights operated in April 2006 (Table 13).

In other international comparisons from the first four months of 2006 to the first four months of 2007 and from April 2006 to April 2007 (Table 13):

International revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 6.0 percent in the first four months of 2007. In April, international RPMs were up 3.9 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 5.4 percent in the first four months of 2007. In April, international ASMs were up 4.3 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.4 load factor points to 77.8 in the first four months of 2007. In April, international load factor was down 0.2 load factor points to 79.2 percent.

International flight stage length, the average non-stop distance flown per departure, was up 2.9 percent in the first four months of 2007. In April, international flight stage length was also up 2.9 percent.

International passenger trip length, the average distance flown per passenger was up 1.5 percent in the first four months of 2007. In April, international passenger trip length was up 1.9 percent.

American carried 6.9 million international passengers in the first four months of 2007, the most of any U.S. airline (Table 15). In April, American carried 1.8 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 in the first four months of 2007, with 1,530,300 international passenger boardings (Table 17). In April, Miami International was the busiest international airport with 376,600 international passenger boardings on U.S. carriers (Table 18).

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**Reporting Notes**

Data are compiled from monthly reports filed with BTS by commercial U.S. air carriers detailing operations, passenger traffic and freight traffic. This release includes data received by BTS from 90 carriers as of July 5 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/](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 system passengers, RPMs and ASMs by carrier through April, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1."

For domestic numbers through April and international numbers through January 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 April, U.S. carriers reported 252,362 foreign point-to-point passengers. For January through April, U.S. carriers reported 1,035,698 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Aug. 16 for the release of May traffic data.

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

	Monthly			Year-to-Date		
	Apr 2006	Apr 2007	Change %	2006	2007	Change %
Passengers (in millions)	63.2	64.9	<b>2.7</b>	237.9	243.2	<b>2.2</b>
Flights (in thousands)	866.0	877.2	<b>1.3</b>	3,397.6	3,446.2	<b>1.4</b>
Revenue Passenger Miles(in billions)	67.1	68.8	<b>2.5</b>	251.9	259.1	<b>2.8</b>
Available Seat-Miles(in billions)	83.0	85.2	<b>2.6</b>	323.7	332.8	<b>2.8</b>
Load Factor*	80.9	80.8	<b>-0.1</b>	77.8	77.9	<b>0.1</b>
Flight Stage Length**	701.7	705.7	<b>0.6</b>	698.5	702.1	<b>0.5</b>
Passenger Trip Length***	1,062.5	1,060.9	<b>-0.2</b>	1,058.8	1,065.2	<b>0.6</b>

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: Percent changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

	2005	2006	2005-2006 Pct. Change	2007	2006-2007 Pct. Change
January	54.4	55.6	2.1	57.1	2.8
February	52.9	53.4	0.9	54.1	1.3
March	66.1	65.8	-0.4	67.2	2.0
<b>April</b>	<b>61.6</b>	<b>63.2</b>	<b>2.6</b>	<b>64.9</b>	<b>2.7</b>
May	64.2	64.5	0.4		
June	67.1	67.2	0.1		
July	70.6	69.5	-1.5		
August	66.8	66.5	-0.5		
September	56.8	56.3	-0.8		
October	59.9	61.6	2.9		
November	58.7	60.3	2.7		
December	59.5	60.7	2.1		
<b>4- Mo Total</b>	<b>235.0</b>	<b>237.9</b>	<b>1.3</b>	<b>243.2</b>	<b>2.2</b>
<b>Yr. Total</b>	<b>738.6</b>	<b>744.6</b>	<b>0.8</b>		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percent changes based on numbers prior to rounding.

**Table 3. Top 10 U.S. Airlines, ranked by January-April 2007 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Apr 2007 Rank	Carrier	Jan-Apr 2007 Enplaned Passengers	Jan- Apr 2006 Rank	Jan-Apr 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	<b>American</b>	31.506	1	32.076	-1.8
2	<b>Southwest</b>	31.338	2	30.146	4.0
3	<b>Delta</b>	23.290	3	24.223	-3.8
4	<b>United</b>	22.249	4	22.100	0.7
5	<b>Northwest</b>	17.465	5	17.207	1.5
6	<b>Continental</b>	15.679	6	15.014	4.4
7	<b>US Airways</b>	12.204	7	12.069	1.1
8	<b>AirTran</b>	7.051	9	6.252	12.8
9	<b>JetBlue</b>	6.985	11	5.919	18.0
10	<b>SkyWest</b>	6.855	10	6.039	13.5

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

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**Table 4. Top 10 U.S. Airlines, ranked by April 2007 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Apr 2007 Rank	Carrier	Apr 2007 Enplaned Passengers	Apr 2006 Rank	Apr 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	8.435	2	8.131	3.7
2	American	8.202	1	8.425	-2.7
3	Delta	6.154	3	6.156	0.0
4	United	5.903	4	5.841	1.0
5	Northwest	4.589	5	4.606	-0.4
6	Continental	4.217	6	4.037	4.5
7	US Airways	3.290	7	3.264	0.8
8	AirTran	1.997	9	1.768	12.9
9	JetBlue	1.933	10	1.599	20.9
10	SkyWest	1.793	12	1.571	14.1

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

**Table 5. Top 10 U.S. Airports, ranked by January- April 2007 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Apr 2007 Rank	Airport	Jan-Apr 2007 Enplaned Passengers	Jan-Apr 2006 Rank	Jan-Apr 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	13.185	1	13.005	1.4
2	Chicago - O'Hare	10.825	2	10.926	-0.9
3	Dallas-Fort Worth	8.872	3	9.033	-1.8
4	Denver	7.462	5	7.078	5.4
5	Los Angeles Int'l	7.448	4	7.234	3.0
6	Phoenix	6.876	6	6.787	1.3
7	Las Vegas	6.832	7	6.770	0.9
8	Houston-Bush	6.504	8	6.365	2.2
9	Orlando	5.612	9	5.553	1.1
10	Detroit Metro	5.541	10	5.457	1.5

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

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**Table 6. Top 10 U.S. Airports ranked by April 2007 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Apr 2007 Rank	Airport	Apr 2007 Enplaned Passengers	Apr 2006 Rank	Apr 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.527	1	3.376	4.5
2	Chicago - O'Hare	2.841	2	2.848	-0.2
3	Dallas-Fort Worth	2.313	3	2.366	-2.3
4	Los Angeles Int'l	1.994	4	1.949	2.3
5	Denver	1.918	5	1.807	6.1
6	Phoenix	1.814	7	1.775	2.2
7	Las Vegas	1.797	6	1.785	0.7
8	Houston-Bush	1.689	8	1.652	2.2
9	Orlando	1.513	9	1.487	1.7
10	Detroit Metro	1.488	10	1.459	2.0

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

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

	Monthly			Year-to-Date		
	Apr 2006	Apr 2007	Change %	2006	2007	Change %
Passengers (in millions)	55.8	57.4	2.8	210.3	214.4	1.9
Flights (in thousands)	794.4	804.9	1.3	3,120.0	3,163.3	1.4
Revenue Passenger Miles(in billions)	48.8	49.8	2.0	183.4	186.4	1.6
Available Seat-Miles(in billions)	59.9	61.1	2.0	235.1	239.4	1.8
Load Factor*	81.4	81.4	0.0	78.0	77.9	-0.1
Flight Stage Length**	619.9	620.4	0.1	618.6	618.0	-0.1
Passenger Trip Length***	874.1	867.4	-0.8	871.9	869.5	-0.3

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: Percent changes based on numbers prior to rounding.

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**Table 8. Domestic Scheduled Enplanements on U.S. Carriers**  
Passenger numbers in millions (000,000)

	2005	2006	2005- 2006 Pct. Change	2007	2006- 2007 Pct. Change
January	48.0	48.9	1.8	50.0	2.3
February	47.1	47.4	0.6	47.7	0.8
March	58.8	58.3	-0.9	59.2	1.6
<b>April</b>	<b>54.9</b>	<b>55.8</b>	<b>1.7</b>	<b>57.4</b>	<b>2.8</b>
May	57.3	57.2	-0.3		
June	59.7	59.3	-0.8		
July	62.4	60.8	-2.5		
August	59.1	58.3	-1.4		
September	50.6	50.0	-1.3		
October	53.7	55.1	2.5		
November	52.8	53.9	2.1		
December	52.8	53.5	1.4		
<b>4-Mo Total</b>	<b>208.8</b>	<b>210.3</b>	<b>0.7</b>	<b>214.4</b>	<b>1.9</b>
<b>Yr. Total</b>	<b>657.3</b>	<b>658.4</b>	<b>0.2</b>		

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

Note: Percent changes based on numbers prior to rounding.

**Table 9. Top 10 U.S. Airlines, ranked by January-April 2007 Domestic Scheduled Enplanements**  
Passenger numbers in millions (000,000)

Jan-Apr 2007 Rank	Carrier	Jan-Apr 2007 Enplaned Passengers	Jan-Apr 2006 Rank	Jan-Apr 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	<b>Southwest</b>	31.338	1	30.146	4.0
2	<b>American</b>	24.592	2	25.230	-2.5
3	<b>Delta</b>	19.816	3	21.355	-7.2
4	<b>United</b>	18.430	4	18.242	1.0
5	<b>Northwest</b>	14.157	5	14.026	0.9
6	<b>Continental</b>	11.978	6	11.598	3.3
7	<b>US Airways</b>	10.796	7	10.556	2.3
8	<b>AirTran</b>	7.033	9	6.217	13.1
9	<b>JetBlue</b>	6.774	10	5.808	16.6
10	<b>SkyWest</b>	6.514	11	5.799	12.3

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

Note: Percent changes based on numbers prior to rounding.

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**Table 10. Top 10 U.S. Airlines, ranked by April 2007 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Apr 2007 Rank	Carrier	Apr 2007 Enplaned Passengers	Apr 2006 Rank	Apr 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	8.435	1	8.131	3.7
2	American	6.409	2	6.613	-3.1
3	Delta	5.246	3	5.360	-2.1
4	United	4.921	4	4.836	1.8
5	Northwest	3.790	5	3.791	0.0
6	Continental	3.221	6	3.100	3.9
7	US Airways	2.892	7	2.830	2.2
8	AirTran	1.992	8	1.757	13.3
9	JetBlue	1.871	10	1.565	19.5
10	SkyWest	1.707	12	1.509	13.1

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

Note: Percent changes based on numbers prior to rounding.

**Table 11. Top 10 U.S. Airports, ranked by January-April 2007 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Apr 2007 Rank	Airport	Jan-Apr 2007 Enplaned Passengers	Jan-Apr 2006 Rank	Jan-Apr 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	11.957	1	11.960	0.0
2	Chicago - O'Hare	9.777	2	9.929	-1.5
3	Dallas - Fort Worth	8.202	3	8.319	-1.4
4	Denver	7.227	4	6.867	5.2
5	Los Angeles Int'l	6.795	6	6.652	2.1
6	Las Vegas	6.775	5	6.704	1.1
7	Phoenix	6.652	7	6.558	1.4
8	Orlando	5.580	8	5.516	1.2
9	Houston - Bush	5.510	9	5.405	2.0
10	Detroit Metro	5.009	11	4.924	1.7

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

Note: Percent changes based on numbers prior to rounding.

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**Table 12. Top 10 U.S. Airports, ranked by April 2007 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Apr 2007 Rank	Airport	Apr 2007 Enplaned Passengers	Apr 2006 Rank	Apr 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.223	1	3.093	4.2
2	Chicago - O'Hare	2.577	2	2.583	-0.2
3	Dallas - Fort Worth	2.147	3	2.188	-1.9
4	Denver	1.859	6	1.754	6.0
5	Los Angeles Int'l	1.827	4	1.798	1.6
6	Las Vegas	1.784	5	1.769	0.8
7	Phoenix	1.758	7	1.717	2.3
8	Orlando	1.505	8	1.477	1.9
9	Houston - Bush	1.437	9	1.405	2.3
10	Detroit Metro	1.351	10	1.318	2.5

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

Note: Percent changes based on numbers prior to rounding.

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

	Monthly			Year-to-Date		
	Apr 2006	Apr 2007	Change %	2006	2007	Change %
Passengers (in millions)	7.3	7.5	2.0	27.6	28.8	4.5
Flights (in thousands)	71.6	72.3	0.9	277.5	282.9	1.9
Revenue Passenger-Miles(in billions)	18.3	19.0	3.9	68.5	72.7	6.0
Available Seat-Miles(in billions)	23.1	24.1	4.3	88.6	93.4	5.4
Load Factor*	79.4	79.2	-0.2	77.4	77.8	0.4
Flight Stage Length**	1,609.7	1,656.5	2.9	1,596.3	1,642.5	2.9
Passenger Trip Length***	2,495.2	2,543.4	1.9	2,483.9	2,520.7	1.5

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: Percent changes based on numbers prior to rounding.

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

	2005	2006	2005-2006 Pct. Change	2007	2006-2007 Pct. Change
January	6.5	6.7	3.9	7.1	6.0
February	5.8	6.0	3.8	6.3	5.3
March	7.3	7.5	4.0	7.9	4.8
<b>April</b>	<b>6.7</b>	<b>7.3</b>	<b>10.3</b>	<b>7.5</b>	<b>2.0</b>
May	6.9	7.3	6.5		
June	7.4	7.9	7.0		
July	8.2	8.7	6.0		
August	7.7	8.2	5.8		
September	6.2	6.4	2.8		
October	6.2	6.6	6.4		
November	5.9	6.4	8.4		
December	6.7	7.2	7.3		
<b>4-Mo Total</b>	<b>26.1</b>	<b>27.6</b>	<b>5.6</b>	<b>28.8</b>	<b>4.5</b>
<b>Yr. Total</b>	<b>81.3</b>	<b>86.2</b>	<b>6.0</b>		

Source: Bureau of Transportation Statistics, T-100 International Market  
 Note: Percent changes based on numbers prior to rounding.

**Table 15. Top 10 U.S. Airlines, ranked by January-April 2007 International Scheduled Enplanements**  
 Passenger numbers in thousands (000)

Jan-Apr 2007 Rank	Carrier	Jan-Apr 2007 Enplaned Passengers	Jan-Apr 2006 Rank	Jan-Apr 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	<b>American</b>	6,914.3	1	6,846.1	1.0
2	<b>United</b>	3,818.8	2	3,857.9	-1.0
3	<b>Continental</b>	3,701.4	3	3,415.7	8.4
4	<b>Delta</b>	3,474.6	5	2,867.6	21.2
5	<b>Northwest</b>	3,307.8	4	3,181.2	4.0
6	<b>US Airways</b>	1,408.2	6	1,513.7	-7.0
7	<b>Alaska</b>	840.6	7	855.9	-1.8
8	<b>ExpressJet</b>	640.0	8	629.7	1.6
9	<b>Executive</b>	570.2	9	602.4	-5.3
10	<b>America West</b>	491.4	10	454.2	8.2

Source: Bureau of Transportation Statistics, T-100 International Market  
 Note: Percent changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE  
ADD TWELVE**

**Table 16. Top 10 U.S. Airlines, ranked by April 2007 International Scheduled Enplanements**

Passenger numbers in thousands (000)

Apr 2007 Rank	Carrier	Apr 2007 Enplaned Passengers	Apr 2006 Rank	Apr 2006 Enplaned Passengers	Pct. Change 2006-2007
1	American	1,793.2	1	1,812.7	-1.1
2	Continental	995.8	3	936.5	6.3
3	United	981.5	2	1,005.5	-2.4
4	Delta	908.0	5	796.5	14.0
5	Northwest	799.0	4	815.4	-2.0
6	US Airways	397.4	6	433.9	-8.4
7	Alaska	217.5	7	217.9	-0.2
8	ExpressJet	165.1	9	165.9	-0.5
9	Executive	156.9	8	169.3	-7.3
10	America West	119.3	10	104.6	14.1

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

Note: Percent changes based on numbers prior to rounding.

**Table 17. Top 10 U.S. Airports, ranked by January-April 2007 International Scheduled Enplanements**

Passenger numbers in thousands (000)

Jan-Apr 2007 Rank	Airport	Jan-Apr 2007 Enplaned Passengers	Jan-Apr 2006 Rank	Jan-Apr 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	1,530.3	1	1,445.9	5.8
2	Atlanta	1,228.2	2	1,045.2	17.5
3	New York - JFK	1,148.2	4	1,006.6	14.1
4	Newark	1,127.0	3	1,014.1	11.1
5	Chicago - O'Hare	1,048.6	5	997.0	5.2
6	Houston - Bush	994.1	6	960.2	3.5
7	Dallas - Fort Worth	670.6	7	713.5	-6.0
8	Los Angeles Int'l	653.3	8	581.3	12.4
9	San Francisco	566.0	10	529.4	6.9
10	Detroit Metro	532.2	9	533.0	-0.1

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

Note: Percent changes based on numbers prior to rounding.

- more -

**AIRLINE TRAFFIC PRESS RELEASE  
ADD THIRTEEN**

**Table 18. Top 10 U.S. Airports, ranked by April 2007 International Scheduled Enplanements**  
Passenger numbers in thousands (000)

<b>Apr 2007 Rank</b>	<b>Airport</b>	<b>Apr 2007 Enplaned Passengers</b>	<b>Apr 2006 Rank</b>	<b>Apr 2006 Enplaned Passengers</b>	<b>Pct. Change 2006-2007</b>
1	<b>Miami</b>	376.6	1	363.4	3.6
2	<b>New York - JFK</b>	325.1	2	291.1	11.7
3	<b>Atlanta</b>	304.6	4	282.7	7.7
4	<b>Newark</b>	304.1	3	283.6	7.2
5	<b>Chicago - O'Hare</b>	264.0	5	264.0	0.0
6	<b>Houston - Bush</b>	252.1	6	247.3	1.9
7	<b>Los Angeles Int'l</b>	167.7	8	151.0	11.1
8	<b>Dallas - Fort Worth</b>	166.0	7	177.9	-6.7
9	<b>San Francisco</b>	144.0	10	138.2	4.2
10	<b>Detroit Metro</b>	136.9	9	141.3	-3.1

Source: Bureau of Transportation Statistics, T-100 International Market  
Note: Percent changes based on numbers prior to rounding.

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