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May 2007 Airline Traffic Data: Five-Month 2007 System Traffic Up 1.8 Percent From 2006

U.S. airlines carried 307.9 million scheduled domestic and international passengers on their systems during the first five months of 2007, 1.8 percent more than they did during the same period in 2006, 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 U.S. airlines carried 1.6 percent more domestic passengers and 3.8 percent more international passengers during the first five months of 2007 than during the same period in 2006 (Tables 7, 13). These passengers traveled on planes with average load factors exceeding 78.0 percent (Tables 1, 7 and 13).

In May, the most recent month, U.S. airlines carried 64.7 million scheduled domestic and international passengers, 0.5 percent more than in May 2006, the lowest year-to-year growth rate since September 2006 (Table 2). The number of domestic passengers increased 0.3 percent in May from a year earlier, also the lowest year-to-year growth rate since September 2006, and international passengers increased 1.4 percent, the lowest year-to-year growth rate since at least January 2004 (Tables 7, 13).

Top Airlines

Southwest Airlines carried more total system passengers for the first five months than any other U.S. airline, overtaking American Airlines, which has carried the most system passengers for the past five years (Table 3). Southwest carried more domestic passengers in the first five months than any other U.S. airline (Tables 3 and 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 five 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 4.3 million domestic and international flights in the first five months of 2007, 0.1 percent more than were operated during the same period in 2006 (Table 1). Domestic flights were unchanged from the previous year while international flights were up 1.3 percent (Tables 7, 13).

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In May, U.S. airlines operated 849,700 scheduled domestic and international flights, down 5.2 percent from the number of flights operated in May 2006 (Table 1). The number of domestic flights declined 5.5 percent in May from a year earlier while international flights decreased 1.7 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 five months of 2006 to the first five months of 2007 and from May 2006 to May 2007 (Table 1):

Revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 2.7 percent in the first five months of 2007. In May, RPMs were up 2.1 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 2.5 percent in the first five months of 2007. In May, ASMs were up 1.5 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.2 percentage points to 78.5 percent in the first five months of 2007. In May, load factor was up 0.5 percentage points at 80.8 percent.

Flight stage length, the average non-stop distance flown per departure, was up 1.2 percent in the first five months of 2007. In May, flight stage length was up 3.7 percent.

Passenger trip length, the average distance flown per passenger, was up 0.8 percent in the first five months of 2007. In May, passenger trip length was up 1.7 percent.

Among U.S. airlines, Southwest Airlines carried 40.3 million passengers on its system from January to May, the most of any airline (Table 3). In May, Southwest Airlines carried 8.9 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 May, with 16.8 million domestic and international passenger boardings (Table 5). In May, Atlanta Hartsfield-Jackson International was the busiest U.S. airport with 3.6 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 271.7 million scheduled domestic passengers during the first five months of 2007, up 1.6 percent from the 267.5 million carried during the same period in 2006 (Table 8). The passengers were carried on 3.9 million flights, virtually unchanged from the number of flights operated in 2006 (Table 7).

In the most recent month, May, the airlines carried 57.3 million scheduled domestic passengers, up 0.3 percent from the passengers carried during May 2006 (Table 8). The passengers were carried on 779,100 flights, down 5.5 percent from the 824,100 flights operated in May 2006 (Table 7).

In other domestic comparisons from the first five months of 2006 to the first five months of 2007 and from May 2006 to May 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 five months of 2007. In May, domestic RPMs were up 1.6 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 1.5 percent in the first five months of 2007. In May, domestic ASMs were up 0.4 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.1 load factor points to 78.6 percent in the first five months of 2007. In May, domestic load factor was up 1.0 load factor points to 81.4 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 0.5 percent in the first five months of 2007. In May, domestic flight stage length was up 3.0 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 0.1 percent in the first five months of 2007. In May, domestic passenger trip length was up 1.2 percent.

Southwest carried 40.3 million domestic passengers in the first five months of 2007, the most of any airline (Table 9). In May, Southwest carried 8.9 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first five months of 2007, with 15.2 million domestic passenger boardings (Table 11). In May, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.3 million domestic passenger boardings (Table 12).

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International Air Travel (Tables 13-18)

U.S. airlines carried 36.2 million scheduled international passengers during the first five months of 2007, up 3.8 percent from the 34.9 million carried during the same period in 2006 (Table 14). The passengers were carried on 353,800 flights, up 1.3 percent from the 349,300 flights operated in 2006 (Table 13).

In the most recent month, May, the airlines carried 7.4 million international passengers, up 1.4 percent from the 7.3 million carried during May 2006. The passengers were carried on 70,600 flights, down 1.7 percent from the 71,800 flights operated in May 2006 (Table 13).

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

International revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 5.5 percent in the first five months of 2007. In May, international RPMs were up 3.7 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 5.2 percent in the first five months of 2007. In May, international ASMs were up 4.3 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.2 load factor points to 78.1 in the first five months of 2007. In May, international load factor was down 0.5 load factor points to 79.4.

International flight stage length, the average non-stop distance flown per departure, was up 3.3 percent in the first five months of 2007. In May, international flight stage length was up 4.3 percent.

International passenger trip length, the average distance flown per passenger was up 1.6 percent in the first five months of 2007. In May, international passenger trip length was up 2.3 percent.

American carried 8.7 million international passengers in the first five months of 2007, the most of any U.S. airline (Table 15). In May, 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 five months of 2007, with 1,921,700 international passenger boardings (Table 17). In May, Miami International was the busiest international airport with 391,400 international passenger boardings (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 87 carriers as of Aug. 7 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 system passengers, RPMs and ASMs by carrier through May, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1."

For domestic numbers through May and international numbers through February 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 May, U.S. carriers reported 244,417 foreign point-to-point passengers. For January through May, U.S. carriers reported 1,280,115 foreign point-to-point passengers.

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

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

	Monthly			Year-to-Date		
	May 2006	May 2007	Change %	2006	2007	Change %
Passengers (in millions)	64.5	64.7	0.5	302.4	307.9	1.8
Flights (in thousands)	895.9	849.7	-5.2	4,293.5	4,296.6	0.1
Revenue Passenger Miles(in billions)	68.4	69.9	2.1	320.4	329.0	2.7
Available Seat-Miles(in billions)	85.2	86.5	1.5	408.9	419.3	2.5
Load Factor*	80.3	80.8	0.5	78.3	78.5	0.2
Flight Stage Length**	696.7	722.7	3.7	698.1	706.3	1.2
Passenger Trip Length***	1,061.8	1,079.8	1.7	1,059.5	1,068.3	0.8

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
April	61.6	63.2	2.6	64.9	2.7
May	64.2	64.5	0.4	64.7	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		
5- Mo Total	299.1	302.4	1.1	307.9	1.8
Yr. Total	738.6	744.6	0.8		

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-May 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-May 2007 Rank	Carrier	Jan-May 2007 Enplaned Passengers	Jan- May 2006 Rank	Jan-May 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	Southwest	40.268	2	38.635	4.2
2	American	39.961	1	40.697	-1.8
3	Delta	29.366	3	30.225	-2.8
4	United	28.311	4	28.157	0.5
5	Northwest	22.224	5	21.990	1.1
6	Continental	19.949	6	19.008	5.0
7	US Airways	15.512	7	15.302	1.4
8	AirTran	9.130	9	8.025	13.8
9	JetBlue	8.799	12	7.336	19.9
10	America West	8.678	8	8.741	-0.7

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE
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Table 4. Top 10 U.S. Airlines, ranked by May 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

May 2007 Rank	Carrier	May 2007 Enplaned Passengers	May 2006 Rank	May 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	8.930	2	8.489	5.2
2	American	8.454	1	8.621	-1.9
3	Delta	6.075	4	6.002	1.2
4	United	6.062	3	6.057	0.1
5	Northwest	4.759	5	4.784	-0.5
6	Continental	4.270	6	3.994	6.9
7	US Airways	3.308	7	3.233	2.3
8	AirTran	2.079	9	1.773	17.3
9	America West	1.832	8	1.840	-0.4
10	JetBlue	1.813	14	1.417	27.9

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- May 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-May 2007 Rank	Airport	Jan-May 2007 Enplaned Passengers	Jan-May 2006 Rank	Jan-May 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	16.784	1	16.479	1.9
2	Chicago-O'Hare	13.696	2	13.951	-1.8
3	Dallas-Ft. Worth	11.328	3	11.567	-2.1
4	Los Angeles International	9.344	4	9.175	1.8
5	Denver	9.284	5	9.055	2.5
6	Phoenix	8.692	7	8.569	1.4
7	Las Vegas	8.676	6	8.579	1.1
8	Houston-Bush	8.251	8	8.098	1.9
9	Orlando	7.078	9	6.986	1.3
10	Detroit Metro	7.056	10	6.968	1.3

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE
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Table 6. Top 10 U.S. Airports ranked by May 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

May 2007 Rank	Airport	May 2007 Enplaned Passengers	May 2006 Rank	May 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.599	1	3.473	3.6
2	Chicago-O'Hare	2.871	2	3.025	-5.1
3	Dallas-Ft. Worth	2.456	3	2.535	-3.1
4	Los Angeles International	1.896	5	1.942	-2.4
5	Las Vegas	1.845	6	1.809	2.0
6	Denver	1.821	4	1.977	-7.9
7	Phoenix	1.817	7	1.782	1.9
8	Houston-Bush	1.747	8	1.733	0.8
9	Detroit Metro	1.514	9	1.511	0.2
10	Charlotte	1.470	14	1.312	12.1

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		
	May 2006	May 2007	Change %	2006	2007	Change %
Passengers (in millions)	57.2	57.3	0.3	267.5	271.7	1.6
Flights (in thousands)	824.1	779.1	-5.5	3,944.1	3,942.8	0.0
Revenue Passenger Miles(in billions)	49.3	50.1	1.6	232.7	236.5	1.6
Available Seat-Miles(in billions)	61.3	61.5	0.4	296.4	300.9	1.5
Load Factor*	80.4	81.4	1.0	78.5	78.6	0.1
Flight Stage Length**	613.8	632.2	3.0	617.6	620.7	0.5
Passenger Trip Length***	862.7	873.4	1.2	869.9	870.3	0.1

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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**AIRLINE TRAFFIC PRESS RELEASE
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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
April	54.9	55.8	1.7	57.4	2.8
May	57.3	57.2	-0.3	57.3	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		
5-Mo Total	266.2	267.5	0.5	271.7	1.6
Yr. Total	657.3	658.4	0.2		

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-May 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-May 2007 Rank	Carrier	Jan-May 2007 Enplaned Passengers	Jan-May 2006 Rank	Jan-May 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	Southwest	40.268	1	38.635	4.2
2	American	31.273	2	32.033	-2.4
3	Delta	24.959	3	26.502	-5.8
4	United	23.477	4	23.272	0.9
5	Northwest	18.112	5	17.990	0.7
6	Continental	15.238	6	14.661	3.9
7	US Airways	13.698	7	13.383	2.4
8	AirTran	9.109	9	7.983	14.1
9	JetBlue	8.533	12	7.194	18.6
10	America West	8.071	8	8.185	-1.4

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 May 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

May 2007 Rank	Carrier	May 2007 Enplaned Passengers	May 2006 Rank	May 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	8.930	1	8.489	5.2
2	American	6.681	2	6.803	-1.8
3	Delta	5.143	3	5.147	-0.1
4	United	5.048	4	5.030	0.4
5	Northwest	3.955	5	3.965	-0.3
6	Continental	3.261	6	3.062	6.5
7	US Airways	2.902	7	2.827	2.7
8	AirTran	2.075	8	1.767	17.4
9	JetBlue	1.759	13	1.386	26.9
10	America West	1.717	9	1.738	-1.2

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- May 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-May 2007 Rank	Airport	Jan-May 2007 Enplaned Passengers	Jan-May 2006 Rank	Jan-May 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	15.220	1	15.116	0.7
2	Chicago-O'Hare	12.364	2	12.642	-2.2
3	Dallas-Ft. Worth	10.470	3	10.650	-1.7
4	Denver	8.995	4	8.790	2.3
5	Las Vegas	8.607	5	8.499	1.3
6	Los Angeles International	8.531	6	8.453	0.9
7	Phoenix	8.411	7	8.282	1.6
8	Orlando	7.039	8	6.940	1.4
9	Houston-Bush	6.994	9	6.889	1.5
10	Detroit Metro	6.378	11	6.287	1.4

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

Note: Percent changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE
ADD TEN**

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

Passenger numbers in millions (000,000)

May 2007 Rank	Airport	May 2007 Enplaned Passengers	May 2006 Rank	May 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.263	1	3.156	3.4
2	Chicago-O'Hare	2.587	2	2.713	-4.6
3	Dallas-Ft. Worth	2.268	3	2.331	-2.7
4	Las Vegas	1.832	6	1.795	2.1
5	Denver	1.769	4	1.923	-8.0
6	Phoenix	1.760	7	1.724	2.1
7	Los Angeles International	1.736	5	1.801	-3.6
8	Houston-Bush	1.484	8	1.484	0.0
9	Orlando	1.459	9	1.424	2.5
10	Charlotte	1.384	12	1.229	12.6

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

	May 2006	Monthly May 2007	Change %	Year-to-Date		Change %
				2006	2007	
Passengers (in millions)	7.3	7.4	1.4	34.9	36.2	3.8
Flights (in thousands)	71.8	70.6	-1.7	349.3	353.8	1.3
Revenue Passenger-Miles(in billions)	19.1	19.8	3.7	87.7	92.5	5.5
Available Seat-Miles(in billions)	23.9	25.0	4.3	112.5	118.4	5.2
Load Factor*	79.9	79.4	-0.5	77.9	78.1	0.2
Flight Stage Length**	1,648.9	1,720.6	4.3	1,607.1	1,659.6	3.3
Passenger Trip Length***	2,620.5	2,680.2	2.3	2,512.5	2,553.5	1.6

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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AIRLINE TRAFFIC PRESS RELEASE
ADD ELEVEN

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
April	6.7	7.3	10.3	7.5	2.0
May	6.9	7.3	6.4	7.4	1.4
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		
5-Mo Total	33.0	34.9	5.7	36.2	3.8
Yr. Total	81.3	86.2	6.0		

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- May 2007 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Jan-May 2007 Rank	Carrier	Jan-May 2007 Enplaned Passengers	Jan-May 2006 Rank	Jan-May 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	American	8,688.0	1	8,663.7	0.3
2	United	4,833.2	2	4,884.8	-1.1
3	Continental	4,710.8	3	4,347.3	8.4
4	Delta	4,407.2	5	3,722.9	18.4
5	Northwest	4,111.6	4	4,000.2	2.8
6	US Airways	1,813.6	6	1,919.4	-5.5
7	Alaska	1,018.6	7	1,032.2	-1.3
8	Express Jet	799.6	8	789.1	1.3
9	Executive	720.3	9	761.8	-5.4
10	America West	606.8	10	556.1	9.1

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 May 2007 International Scheduled Enplanements

Passenger numbers in thousands (000)

May 2007 Rank	Carrier	May 2007 Enplaned Passengers	May 2006 Rank	May 2006 Enplaned Passengers	Pct. Change 2006-2007
1	American	1,773.8	1	1,817.6	-2.4
2	United	1,014.3	2	1,026.9	-1.2
3	Continental	1,009.4	3	931.6	8.4
4	Delta	932.5	4	855.3	9.0
5	Northwest	803.8	5	818.9	-1.8
6	US Airways	405.4	6	405.8	-0.1
7	Alaska	178.0	7	176.3	1.0
8	Express Jet	159.6	8	159.4	0.1
9	Executive	150.1	9	159.4	-5.8
10	America West	115.4	10	101.9	13.2

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- May 2007 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-May 2007 Rank	Airport	Jan-May 2007 Enplaned Passengers	Jan-May 2006 Rank	Jan-May 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	1,921.7	1	1,820.9	5.5
2	Atlanta	1,564.2	2	1,362.7	14.8
3	New York-JFK	1,482.4	5	1,307.7	13.4
4	Newark	1,456.2	3	1,320.8	10.3
5	Chicago-O'Hare	1,332.1	4	1,309.1	1.8
6	Houston-Bush	1,257.6	6	1,208.9	4.0
7	Dallas-Ft. Worth	857.9	7	917.1	-6.5
8	Los Angeles International	813.4	8	722.3	12.6
9	San Francisco	723.9	10	679.2	6.6
10	Detroit Metro	677.3	9	681.5	-0.6

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

Note: Percent changes based on numbers prior to rounding.

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

May 2007 Rank	Airport	May 2007 Enplaned Passengers	May 2006 Rank	May 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	391.4	1	375.1	4.4
2	Atlanta	335.9	2	317.5	5.8
3	New York-JFK	330.0	5	301.1	9.6
4	Newark	329.2	4	306.7	7.3
5	Chicago-O'Hare	283.5	3	312.1	-9.1
6	Houston-Bush	263.5	6	248.7	6.0
7	Dallas-Ft. Worth	187.3	7	203.6	-8.0
8	Los Angeles International	160.1	10	141.0	13.5
9	San Francisco	157.9	8	149.8	5.4
10	Detroit Metro	145.1	9	148.5	-2.3

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

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