



**M O V I N G T H E  
AMERICAN  
ECONOMY**

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Contact: Dave Smallen  
Tel.: (202) 366-5568

## **May 2006 Airline Traffic: Five-Month System Traffic Up 0.9 Percent From 2005**

U.S. airlines carried 301.9 million scheduled domestic and international passengers on their systems during the first five 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 0.4 percent more domestic passengers and 5.8 percent more international passengers during the five-month period in 2006 than during the same period in 2005 (Tables 7, 13).

In the most recent month, May, U.S. airlines carried 64.0 million scheduled domestic and international passengers, 0.3 percent fewer than in May 2005, the second time in three months that U.S. airlines carried fewer system passengers than the previous year (Table 2). The number of domestic passengers declined 0.4 percent in May from a year earlier while international passengers increased 5.8 percent (Tables 7, 13).

U.S. carriers operated 4.27 million domestic and international flights during the first five months of 2006, 4.8 percent fewer than were operated during the same period in 2005 (Table 1). Domestic flights were down 5.4 percent from the previous year while international flights were up 2.3 percent (Tables 7, 13).

In the most recent month, May, U.S. airlines operated 875,500 scheduled domestic and international flights, down 7.2 percent from the number of flights operated in May 2005. The number of domestic flights declined 7.8 percent in May from a year earlier while international flights increased 0.2 percent (Tables 7, 13).

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

In other total system comparisons from the first five months of 2005 to the first five months of 2006 and from May 2005 to May 2006 (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. In May, RPMs were up 1.8 percent.

**- more -**

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Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 1.2 percent in the first five months. In May, ASMs were down 0.7 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 2.6 load factor points to 78.4 percent in the first five months. In May, load factor was up 1.3 load factor points to 80.3 percent.

Flight stage length, the average non-stop distance flown per departure, was up 3.6 percent in the first five months. In May, flight stage length was up 5.2 percent.

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

Among U.S. airlines, American Airlines carried 40.7 million passengers on its system from January to May, the most of any airline (Table 3). In May, American Airlines carried 8.6 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 May, with 16.5 million domestic and international passenger boardings (Table 5). In May, Hartsfield-Jackson Atlanta International Airport was the busiest U.S. airport with 3.6 million domestic and international passenger boardings on U. S. carriers (Table 6).

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

U.S. airlines carried 267.1 million scheduled domestic passengers during the first five months of 2006, up from the 266.1 million carried during the same period in 2005 (Table 8). The passengers were carried on 3.92 million flights, down 5.4 percent from the 4.14 million flights operated in the first five months of 2005 (Table 7).

In the most recent month, May 2006, the airlines carried 56.7 million domestic passengers, down from the 57.3 million carried during May 2005. The passengers were carried on 804,500 flights, down 7.8 percent from the 872,600 flights operated in May 2005 (Table 7).

Following are other domestic comparisons from the first five months of 2005 to the first five months of 2006 and from May 2005 to May 2006 (Table 7).

Domestic revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 1.8 percent in the first five months. In May, domestic RPMs were up 0.4 percent.

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 five months. In May, domestic ASMs were down 3.3 percent.

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**ADD TWO**

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 3.3 load factor points to 78.5 percent in the first five months. In May, domestic load factor was up 2.9 load factor points to 80.5 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 2.9 percent in the first five months. In May, domestic flight stage length was up 4.3 percent.

Domestic passenger trip length, the average distance flown per passenger, was up 1.4 percent in the first five months. In May, domestic passenger trip length was up 1.4 percent.

Southwest Airlines carried 34.7 million domestic passengers from January to May, the most of any airline (Table 9). In May, Southwest carried 8.5 million domestic passengers, the most of any airline (Table 10).

Hartsfield-Jackson was the busiest domestic airport from January to May, with 15.1 million domestic passenger boardings (Table 11). In May, Hartsfield-Jackson was the busiest domestic airport with 3.2 million domestic passenger boardings (Table 12).

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

U.S. airlines carried 34.9 million scheduled international passengers during the first five months of 2006, up from the 33 million carried during the same period in 2005 (Table 14). The passengers were carried on 348,200 flights, up 2.3 percent from the 340,500 flights operated in the first five months of 2005 (Table 13).

In the most recent month, May 2006, the airlines carried 7.3 million international passengers, up from the 6.9 million carried during May 2005. The passengers were carried on 70,900 flights, up 0.1 percent from the 70,800 flights operated in May 2005 (Table 13).

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

International revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 5.3 percent in the first five months. In May, international RPMs were up 5.5 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 4.5 percent in the first five months. In May, international ASMs were up 4.8 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 0.5 load factor points in the first five months. In May, international load factor was up 0.8 load factor points.

International flight stage length, the average non-stop distance flown per departure, was up 2.3 percent in the first five months. In May, international flight stage length was up 4.7 percent.

International passenger trip length, the average distance flown per passenger, was down 0.4 percent in the first five months. In May, international passenger trip length was down 0.3 percent.

American Airlines carried 8.7 million international passengers from January to May, 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 from January to May, with 1.82 million international passenger boardings (Table 17). In May, Miami International was the busiest international airport with 375,100 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 86 U.S. carriers as of Aug. 8 for U.S. carrier **scheduled** civilian operations. Foreign point-to-point flights operated by U.S. carriers 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 domestic traffic numbers through May and international traffic numbers through February are available on the BTS website at TranStats, the Intermodal Transportation Database at <http://transtats.bts.gov>. Click on "Aviation," then on "Air Carrier Statistics (Form 41 Traffic)". For passenger numbers, click on "T-100 Market" for system, "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. For RPMs and ASMs, after clicking on "Aviation", click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)", and then click on "Schedule T-1".

Data are subject to revision. BTS has scheduled Sept. 14 for the release of June traffic data.

- more -

**AIRLINE TRAFFIC PRESS RELEASE  
ADD FOUR**

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

	Monthly			Year-to-Date		
	May 2005	May 2006	Change %	2005	2006	Change %
Passengers (in millions)	64.2	64.0	-0.3	299.1	301.9	0.9
Flights (in thousands)	943.4	875.5	-7.2	4,482.2	4,266.5	-4.8
Revenue Passenger Miles(in billions)	67.1	68.3	1.8	311.8	320.2	2.7
Available Seat-Miles(in billions)	86.0	85.0	-1.2	411.3	408.6	-0.7
Load Factor*	78.0	80.3	1.3	75.8	78.4	2.6
Flight Stage Length**	672.4	707.7	5.2	676.5	701.1	3.6
Passenger Trip Length***	1,045.0	1,066.6	2.1	1,042.3	1,060.5	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	52.8	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	64.0	-0.3
June	63.6	67.1	5.5		
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		
<b>Yr. Total</b>	<b>703.7</b>	<b>738.6</b>	<b>5.0</b>		
<b>5 Mo. Total</b>	<b>278.4</b>	<b>299.1</b>	<b>7.4</b>	<b>301.9</b>	<b>0.9</b>

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**  
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**Table 3. Top 10 U.S. Airlines, ranked by Jan.-May 2006 System\* Scheduled Enplanements**  
 Passenger numbers in millions (000,000)

Jan.-May 2006 Rank	Carrier	Jan.-May 2006 Enplaned Passengers	Jan.-May 2005 Rank	Jan.-May 2005 Enplaned Passengers
1	American Airlines	40.7	1	39.5
2	Southwest Airlines	38.6	3	34.7
3	Delta Air Lines	30.2	2	36.8
4	United Airlines	28.2	4	26.7
5	Northwest Airlines	22.0	5	23.3
6	Continental Airlines	19.0	7	17.2
7	US Airways	15.3	6	18.3
8	America West Airlines	8.7	8	9.0
9	AirTran Airways	8.0	12	6.3
10	SkyWest Airlines	7.7	11	6.4

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 May 2006 System\* Scheduled Enplanements**  
 Passenger numbers in millions (000,000)

Apr. 2006 Rank	Carrier	Apr. 2006 Enplaned Passengers	Apr. 2005 Rank	Apr. 2005 Enplaned Passengers
1	American Airlines	8.4	1	8.1
2	Southwest Airlines	8.1	3	7.1
3	Delta Air Lines	6.2	2	7.6
4	United Airlines	5.8	4	5.3
5	Northwest Airlines	4.6	5	4.9
6	Continental Airlines	4.0	7	3.5
7	US Airways	3.3	6	3.9
8	America West Airlines	1.8	8	1.8
9	AirTran Airways	1.8	11	1.3
10	JetBlue Airways	1.6	14	1.2

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

Passenger numbers in millions (000,000)

<b>Jan.-May 2006 Rank</b>	<b>Airport</b>	<b>Jan.-May 2006 Enplaned Passengers</b>	<b>Jan.-May 2005 Rank</b>	<b>Jan.-May 2005 Enplaned Passengers</b>
1	Atlanta Hartsfield-Jackson	16.5	1	17.3
2	Chicago O'Hare	13.9	2	13.5
3	Dallas-Fort Worth	11.6	3	11.0
4	Los Angeles International	9.2	4	9.1
5	Denver	9.1	7	8.0
6	Las Vegas McCarran	8.6	6	8.2
7	Phoenix Sky Harbor	8.6	5	8.3
8	Houston Bush Intercontinental	8.1	8	7.4
9	Orlando	7.0	11	6.8
10	Detroit Metro Wayne County	6.9	10	7.0

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 May 2006 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

<b>May 2006 Rank</b>	<b>Airport</b>	<b>May 2006 Enplaned Passengers</b>	<b>May 2005 Rank</b>	<b>May 2005 Enplaned Passengers</b>
1	Atlanta Hartsfield-Jackson	3.5	1	3.8
2	Chicago O'Hare	3.0	2	3.0
3	Dallas-Fort Worth	2.5	3	2.4
4	Denver	2.0	7	1.7
5	Los Angeles International	1.9	4	1.9
6	Las Vegas McCarran	1.8	5	1.8
7	Phoenix Sky Harbor	1.8	6	1.8
8	Houston Bush Intercontinental	1.7	8	1.6
9	Orlando	1.4	11	1.4
10	Detroit Metro Wayne County	1.4	9	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  
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**Table 7: Domestic Scheduled Airline Travel on U.S. Carriers**

	Monthly			Year-to-Date		
	May 2005	May 2006	Change %	2005	2006	Change %
Passengers (in millions)	57.3	56.7	-1.0	266.1	267.1	0.4
Flights (in thousands)	872.6	804.5	-7.8	4,141.6	3,918.3	-5.4
Revenue Passenger Miles(in billions)	49.0	49.2	0.4	228.5	232.6	1.8
Available Seat-Miles(in billions)	63.2	61.1	-3.3	303.7	296.2	-2.5
Load Factor*	77.6	80.5	2.9	75.2	78.5	3.3
Flight Stage Length**	598.0	623.6	4.3	602.9	620.5	2.9
Passenger Trip Length***	855.1	866.7	1.4	858.7	870.9	1.4

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	1.9
February	45.3	47.1	3.9	47.4	0.6
March	54.2	58.8	8.6	58.3	-1.0
April	53.3	54.9	3.2	55.8	1.6
May	53.0	57.3	8.1	56.7	-1.0
June	57.0	59.7	4.9		
July	59.6	62.4	4.6		
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		
<b>Yr. Total</b>	<b>629.8</b>	<b>657.3</b>	<b>4.4</b>		
<b>5 Mo. Tot</b>	<b>249.6</b>	<b>266.1</b>	<b>6.6</b>	<b>267.1</b>	<b>0.4</b>

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

Passenger numbers in millions (000,000)

<b>Jan.-May 2006 Rank</b>	<b>Carrier</b>	<b>Jan.-May 2006 Enplanements</b>	<b>Jan.-May 2005 Rank</b>	<b>Jan.-May 2005 Enplanements</b>
<b>1</b>	Southwest Airlines	38.6	<b>1</b>	34.7
<b>2</b>	American Airlines	32.0	<b>3</b>	31.2
<b>3</b>	Delta Air Lines	26.5	<b>2</b>	33.4
<b>4</b>	United Airlines	23.3	<b>4</b>	22.0
<b>5</b>	Northwest Airlines	18.0	<b>5</b>	19.3
<b>6</b>	Continental Airlines	14.7	<b>7</b>	13.3
<b>7</b>	US Airways	13.4	<b>6</b>	16.3
<b>8</b>	America West Airlines	8.2	<b>8</b>	8.4
<b>9</b>	AirTran Airways	8.0	<b>10</b>	6.3
<b>10</b>	SkyWest Airlines	7.4	<b>11</b>	6.2

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 May 2006 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

<b>May 2006 Rank</b>	<b>Carrier</b>	<b>May 2006 Enplanements</b>	<b>May 2005 Rank</b>	<b>May 2005 Enplanements</b>
<b>1</b>	Southwest Airlines	8.5	<b>1</b>	7.8
<b>2</b>	American Airlines	6.8	<b>3</b>	6.7
<b>3</b>	Delta Air Lines	5.1	<b>2</b>	6.9
<b>4</b>	United Airlines	5.0	<b>4</b>	4.7
<b>5</b>	Northwest Airlines	4.0	<b>5</b>	4.1
<b>6</b>	Continental Airlines	3.1	<b>7</b>	2.8
<b>7</b>	US Airways	2.8	<b>6</b>	3.4
<b>8</b>	AirTran Airways	1.8	<b>10</b>	1.4
<b>9</b>	America West Airlines	1.7	<b>8</b>	1.8
<b>10</b>	American Eagle Airlines	1.6	<b>9</b>	1.5

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

Passenger numbers in millions (000,000)

<b>Jan.-May 2006 Rank</b>	<b>Airport</b>	<b>Jan.-May 2006 Enplanements</b>	<b>Jan.-May 2005 Rank</b>	<b>Jan.-May 2005 Enplanements</b>
<b>1</b>	Atlanta Hartsfield-Jackson	15.1	<b>1</b>	16.2
<b>2</b>	Chicago O'Hare	12.6	<b>2</b>	12.3
<b>3</b>	Dallas-Fort Worth	10.6	<b>3</b>	10.1
<b>4</b>	Denver	8.8	<b>7</b>	7.8
<b>5</b>	Las Vegas McCarran	8.5	<b>5</b>	8.1
<b>6</b>	Los Angeles Intl	8.5	<b>4</b>	8.4
<b>7</b>	Phoenix Sky Harbor	8.3	<b>6</b>	8
<b>8</b>	Orlando	6.9	<b>8</b>	6.8
<b>9</b>	Houston Bush Intercontinental	6.9	<b>11</b>	6.3
<b>10</b>	Minneapolis-St Paul	6.3	<b>9</b>	6.6

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 May 2006 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

<b>May 2006 Rank</b>	<b>Airport</b>	<b>May 2006 Enplanements</b>	<b>May 2005 Rank</b>	<b>May 2005 Enplanements</b>
<b>1</b>	Atlanta Hartsfield-Jackson	3.2	<b>1</b>	3.5
<b>2</b>	Chicago O'Hare	2.7	<b>2</b>	2.7
<b>3</b>	Dallas-Fort Worth	2.3	<b>3</b>	2.2
<b>4</b>	Denver	1.9	<b>7</b>	1.7
<b>5</b>	Los Angeles Intl	1.8	<b>5</b>	1.8
<b>6</b>	Las Vegas McCarran	1.8	<b>4</b>	1.8
<b>7</b>	Phoenix Sky Harbor	1.7	<b>6</b>	1.7
<b>8</b>	Houston Bush Intercontinental	1.5	<b>11</b>	1.4
<b>9</b>	Orlando	1.4	<b>10</b>	1.4
<b>10</b>	Detroit Metro Wayne County	1.3	<b>9</b>	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		
	May 2005	May 2006	Change %	2005	2006	Change %
Passengers (in millions)	6.9	7.3	<b>5.8</b>	33.0	34.9	<b>5.8</b>
Flights (in thousands)	70.8	70.9	<b>0.1</b>	340.5	348.2	<b>2.3</b>
Revenue Passenger-Miles(in billions)	18.1	19.1	<b>5.5</b>	83.2	87.6	<b>5.3</b>
Available Seat-Miles(in billions)	22.8	23.9	<b>4.8</b>	107.6	112.4	<b>4.5</b>
Load Factor*	79.1	79.9	<b>0.8</b>	77.4	77.9	<b>0.5</b>
Flight Stage Length**	1,588.0	1,661.9	<b>4.7</b>	1,571.9	1,608.4	<b>2.3</b>
Passenger Trip Length***	2,632.8	2,624.2	<b>-0.3</b>	2,522.6	2,512.9	<b>-0.4</b>

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	2006	2005-2006
			Pct. Change		Pct. Change
January	5.6	6.5	<b>16.0</b>	6.7	<b>3.1</b>
February	5.2	5.8	<b>10.8</b>	6.0	<b>3.4</b>
March	6.1	7.3	<b>18.8</b>	7.5	<b>2.7</b>
April	5.9	6.7	<b>12.0</b>	7.3	<b>9.0</b>
May	6.0	6.9	<b>13.4</b>	7.3	<b>5.8</b>
June	6.7	7.4	<b>10.9</b>		
July	7.5	8.2	<b>9.3</b>		
August	7.3	7.7	<b>6.0</b>		
September	5.7	6.2	<b>9.7</b>		
October	5.9	6.2	<b>4.6</b>		
November	5.7	5.9	<b>4.9</b>		
December	6.3	6.7	<b>5.7</b>		
<b>Yr. Total</b>	<b>73.9</b>	<b>81.3</b>	<b>10.1</b>		
<b>5 Mo. Tot</b>	<b>28.9</b>	<b>33.0</b>	<b>14.3</b>	<b>34.9</b>	<b>5.8</b>

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.-May 2006 International Scheduled Enplanements**

Passenger numbers in millions (000,000)

<b>Jan.-May 2006 Rank</b>	<b>Carrier</b>	<b>Jan.-May 2006 Enplanements</b>	<b>Jan.-May 2005 Rank</b>	<b>Jan.-May 2005 Enplanements</b>
<b>1</b>	American Airlines	8.7	<b>1</b>	8.3
<b>2</b>	United Airlines	4.9	<b>2</b>	4.7
<b>3</b>	Continental Airlines	4.3	<b>4</b>	3.9
<b>4</b>	Northwest Airlines	4.0	<b>3</b>	4.0
<b>5</b>	Delta Air Lines	3.7	<b>5</b>	3.3
<b>6</b>	US Airways	1.9	<b>6</b>	2.0
<b>7</b>	Alaska Airlines	1.0	<b>7</b>	0.9
<b>8</b>	ExpressJet Airlines	0.8	<b>9</b>	0.7
<b>9</b>	Executive Airlines	0.8	<b>8</b>	0.7
<b>10</b>	America West Airlines	0.6	<b>10</b>	0.5

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 May 2006 International Scheduled Enplanements**

Passenger numbers in millions (000,000)

<b>May 2006 Rank</b>	<b>Carrier</b>	<b>May 2006 Enplanements</b>	<b>May 2005 Rank</b>	<b>May 2005 Enplanements</b>
<b>1</b>	American Airlines	1.8	<b>1</b>	1.7
<b>2</b>	United Airlines	1.0	<b>2</b>	1.0
<b>3</b>	Continental Airlines	0.9	<b>4</b>	0.8
<b>4</b>	Delta Air Lines	0.9	<b>5</b>	0.8
<b>5</b>	Northwest Airlines	0.8	<b>3</b>	0.8
<b>6</b>	US Airways	0.4	<b>6</b>	0.4
<b>7</b>	Alaska Airlines	0.2	<b>7</b>	0.2
<b>8</b>	ExpressJet Airlines	0.2	<b>9</b>	0.1
<b>9</b>	Executive Airlines	0.2	<b>8</b>	0.2
<b>10</b>	America West Airlines	0.1	<b>10</b>	0.1

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

Note: Percentage changes based on numbers prior to rounding

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

Passenger numbers in thousands (000)

<b>Jan.-May 2006 Rank</b>	<b>Airport</b>	<b>Jan.-May 2006 Enplanements</b>	<b>Jan.-May 2005 Rank</b>	<b>Jan.-May 2005 Enplanements</b>
1	Miami	1,820.9	1	1,718.7
2	Atlanta Hartsfield-Jackson	1,362.7	4	1,157.5
3	Newark Liberty	1,320.8	5	1,124.8
4	Chicago O'Hare	1,309.1	3	1,213.7
5	New York John F. Kennedy	1,301.1	2	1,393.1
6	Houston Bush Intercontinental	1,208.9	6	1,105.6
7	Dallas-Fort Worth	917.1	7	835.6
8	Los Angeles Intl	722.3	8	696.4
9	San Francisco	679.2	9	665.0
10	Detroit Metro Wayne County	677.1	10	647.2

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 May 2006 International Scheduled Enplanements**

Passenger numbers in thousands (000)

<b>May 2006 Rank</b>	<b>Airport</b>	<b>May 2006 Enplanements</b>	<b>May 2005 Rank</b>	<b>May 2005 Enplanements</b>
1	Miami	375.1	1	339.8
2	Atlanta Hartsfield-Jackson	317.5	4	259.2
3	Chicago O'Hare	312.1	3	294.2
4	Newark Liberty	306.7	5	244.6
5	New York John F. Kennedy	299.2	2	307.5
6	Houston Bush Intercontinental	248.7	6	220.3
7	Dallas-Fort Worth	203.6	7	180.3
8	San Francisco	149.8	9	148.4
9	Detroit Metro Wayne County	144.2	8	153.5
10	Los Angeles Intl	141.0	10	140.1

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

Note: Percentage changes based on numbers prior to rounding

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