



BTS 3-08
Thursday, January 10, 2008

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

October 2007 Airline Traffic Data: 10-Month 2007 System Traffic Up 3.6 Percent From 2006

U.S. airlines carried 646.1 million scheduled domestic and international passengers on their systems during the first 10 months of 2007. This is a 3.6 percent increase, or nearly 23 million more passengers than compared to 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 the combined domestic and international load factor of 80.5 percent from January through October was a record for the 10-month period (Table 1).

U.S. airlines would carry a record number of passengers in 2007 if the growth rate over 2006 is sustained for the rest of the year.

U.S. airlines carried 3.5 percent more domestic passengers and 4.5 percent more international passengers during the first 10 months of 2007 than during the same period in 2006 (Tables 7, 13).

In October, the most recent data month, U.S. airlines carried 64.1 million scheduled domestic and international passengers, 4.0 percent more than in October 2006 (Table 2). The number of domestic passengers increased 3.7 percent in October from a year earlier and international passengers increased 6.1 percent (Tables 7, 13).

Top Airlines

Southwest Airlines carried more total system and more domestic passengers for the first 10 months than any other U.S. airline (Tables 3 and 9). American Airlines carried more international passengers than any U.S. carrier (Table 15).

America West Airlines and US Airways are now operating under a single certificate and are reporting jointly as US Airways for the first time. Numbers reported as US Airways in this release for previous years do not include America West's numbers. See the notes for system, domestic and international airline ranking tables 3, 4, 9, 10, 15 and 16 for 2007 and 2006 passenger numbers previously reported for America West.

Top Airports

More total system and domestic passengers boarded planes in the first 10 months at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 5 and 11); and more international passengers boarded U.S. carriers at Miami International than at any other U.S. airport (Table 17).

AIRLINE TRAFFIC PRESS RELEASE

ADD ONE

Flights Operated

U.S. carriers operated 8.9 million domestic and international flights in the first 10 months of 2007, 0.9 percent more than were operated during the same period in 2006 (Table 1). Domestic flights increased 0.9 percent from the previous year while international flights were up 0.6 percent (Tables 7, 13).

In October, U.S. airlines operated 902,200 scheduled domestic and international flights, up 0.9 percent from the number of flights operated in October 2006 (Table 1). The number of domestic flights increased 1.0 percent in October from a year earlier while international flights increased 0.7 percent (Tables 7, 13).

System Comparisons (Tables 1-6)

In other total system comparisons from the first 10 months of 2006 to the first 10 months of 2007 and from October 2006 to October 2007 (Table 1):

Revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were up 4.1 percent in the first 10 months of 2007. In October, RPMs were up 5.0 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 2.9 percent in the first 10 months of 2007. In October, ASMs were up 3.1 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.9 load factor points to 80.5 percent in the first 10 months of 2007. In October, load factor was up 1.3 load factor points to 78.6 percent.

Flight stage length, the average non-stop distance flown per departure, was up 1.3 percent in the first 10 months of 2007. In October, flight stage length was up 2.0 percent.

Passenger trip length, the average distance flown per passenger, was up 0.4 percent in the first 10 months of 2007. In October, passenger trip length was up 1.0 percent.

Among U.S. airlines, Southwest carried 85.6 million passengers on its system from January to October, the most of any airline (Table 3). In October, Southwest carried 8.5 million passengers on its system, the most of any airline (Table 4).

Among airports, Atlanta Hartsfield-Jackson was the busiest U.S. airport from January through October, with 35.7 million domestic and international passenger boardings (Table 5). In October, Atlanta Hartsfield-Jackson was the busiest U.S. airport with 3.7 million domestic and international passenger boardings on U. S. carriers (Table 6).

- more -

AIRLINE TRAFFIC PRESS RELEASE
ADD TWO

Domestic Air Travel (Tables 7-12)

U.S. airlines carried 570.2 million scheduled domestic passengers during the first 10 months of 2007, up 3.5 percent from the 551.0 million carried during the same period in 2006 (Table 7). The passengers were carried on 8.2 million flights, up 0.9 percent from the number of flights operated in 2006 (Table 7).

In the most recent month, October, the airlines carried 57.2 million scheduled domestic passengers, up 3.7 percent from the passengers carried during October 2006 (Table 8). The passengers were carried on 836,100 flights, up 1.0 percent from the 828,100 flights operated in October 2006 (Table 7).

In other domestic comparisons from the first 10 months of 2006 to the first 10 months of 2007 and from October 2006 to October 2007 (Table 7):

Domestic revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were up 3.3 percent in the first 10 months of 2007. In October, domestic RPMs were up 4.1 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 1.9 percent in the first 10 months of 2007. In October, domestic ASMs were up 2.8 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 1.1 load factor points to 80.6 percent in the first 10 months of 2007. In October, domestic load factor was up 1.1 load factor points to 78.6 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 0.6 percent in the first 10 months of 2007. In October, domestic flight stage length was up 1.7 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 0.2 percent in the first 10 months of 2007. In October, domestic passenger trip length was up 0.3 percent.

Southwest carried 85.6 million domestic passengers in the first 10 months of 2007, the most of any airline (Table 9). In October, Southwest carried 8.5 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first 10 months of 2007, with 32.4 million domestic passenger boardings (Table 11). In October, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.4 million domestic passenger boardings (Table 12).

-more-

**AIRLINE TRAFFIC PRESS RELEASE
ADD THREE**

International Air Travel (Tables 13-18)

U.S. airlines carried 76.0 million scheduled international passengers during the first 10 months of 2007, up 4.5 percent from the 72.7 million carried during the same period in 2006 (Table 14). The passengers were carried on 718,600 flights, up 0.6 percent from the 714,100 flights operated in 2006 (Table 13).

In the most recent month, October, the airlines carried 7.0 million scheduled international passengers, up 6.1 percent from the passengers carried during October 2006. The passengers were carried on 66,200 flights, up 0.7 percent from the 65,700 flights operated in October 2006 (Table 13).

In other international comparisons from the first 10 months of 2006 to the first 10 months of 2007 and from October 2006 to October 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 10 months of 2007. In October, international RPMs were up 7.4 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 5.3 percent in the first 10 months of 2007. In October, international ASMs were up 4.1 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.6 load factor points to 80.3 percent in the first 10 months of 2007. In October, international load factor was up 2.2 load factor points to 79.1 percent.

International flight stage length, the average non-stop distance flown per departure, was up 4.4 percent in the first 10 months of 2007. In October, international flight stage length was up 3.4 percent.

International passenger trip length, the average distance flown per passenger, was up 1.5 percent in the first 10 months of 2007. In October, international passenger trip length was up 1.2 percent.

American carried 18.1 million international passengers in the first 10 months of 2007, the most of any U.S. airline (Table 15). In October, American carried 1.7 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 10 months of 2007, with 4.0 million international passenger boardings (Table 17). In October, Miami was the busiest international airport with 380,247 international passenger boardings (Table 18).

-more-

**AIRLINE TRAFFIC PRESS RELEASE
ADD FOUR**

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 Jan. 2 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 June, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1."

For domestic numbers through October and international numbers through July 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 October, U.S. carriers reported 234,514 foreign point-to-point passengers. For January through October, U.S. carriers reported 2,491,157 foreign point-to-point passengers.

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

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

	Monthly			Year-to-Date		
	Oct 2006	Oct 2007	Change %	2006	2007	Change %
Passengers (in millions)	61.6	64.1	4.0	623.6	646.1	3.6
Flights (in thousands)	893.8	902.2	0.9	8,825.3	8,901.6	0.9
Revenue Passenger Miles(in billions)	65.1	68.3	5.0	669.6	696.8	4.1
Available Seat-Miles(in billions)	84.2	86.9	3.1	841.3	865.5	2.9
Load Factor*	77.3	78.6	1.3	79.6	80.5	0.9
Flight Stage Length**	690.1	704.1	2.0	697.6	706.3	1.3
Passenger Trip Length***	1,055.9	1,066.2	1.0	1,073.7	1,078.4	0.4

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.

- more -

AIRLINE TRAFFIC PRESS RELEASE
ADD FIVE

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	1.4
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	66.8	3.6
June	67.1	67.2	0.1	69.5	3.4
July	70.6	69.5	-1.5	72.2	3.8
August	66.8	66.5	-0.5	71.1	7.0
September	56.8	56.4	-0.7	59.2	4.9
October	59.9	61.6	2.9	64.1	4.0
November	58.7	60.3	2.7		
December	59.5	60.7	2.1		
10- Mo Total	620.4	623.6	0.5	646.1	3.6
Yr. Total	738.6	744.7	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-October 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Oct 2007 Rank	Carrier	Jan-Oct 2007 Enplaned Passengers	Jan-Oct 2006 Rank	Jan-Oct 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	Southwest	85.559	2	80.343	6.5
2	American	82.257	1	82.379	-0.1
3	Delta	61.503	3	61.726	-0.4
4	United	57.981	4	58.359	-0.6
5	Northwest	45.360	5	45.873	-1.1
6	Continental	41.095	6	38.970	5.5
7	US Airways**	33.336	7	30.508	9.3
8	AirTran	19.835	9	16.628	19.3
9	Sky West	18.577	10	16.286	14.1
10	JetBlue	17.761	12	15.139	17.3

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** US Airways Jan-Oct 2007 numbers include only US Airways for Jan-Sept and a combined number for the merged US Airways and America West in October. For Jan-Sept 2007, America West reported 15.657 million enplaned system passengers. The 2006 number was reported separately by US Airways. For Jan-Oct 2006, America West reported 17.789 million enplaned system passengers.

Note: Percent changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE
ADD SIX**

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

Passenger numbers in millions (000,000)

Oct 2007 Rank	Carrier	Oct 2007 Enplaned Passengers	Oct 2006 Rank	Oct 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	8.524	1	8.140	4.7
2	American	8.181	2	7.853	4.2
3	Delta	6.070	3	6.023	0.8
4	United	5.651	4	5.778	-2.2
5	US Airways**	4.700	7	3.014	56.0
6	Northwest	4.422	5	4.630	-4.5
7	Continental	3.958	6	3.782	4.7
8	AirTran	2.021	11	1.605	25.9
9	SkyWest	1.906	9	1.704	11.8
10	JetBlue	1.624	12	1.546	5.1

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** US Airways 2007 number is the report of the merged US Airways and America West. The 2006 number was reported separately by US Airways. America West reported 1.706 million system passengers in October 2006.

Note: Percent changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

Jan-Oct 2007 Rank	Airport	Jan-Oct 2007 Enplaned Passengers	Jan-Oct 2006 Rank	Jan-Oct 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	35.696	1	33.937	5.2
2	Chicago O'Hare	28.944	2	29.035	-0.3
3	Dallas-Ft. Worth	23.446	3	23.616	-0.7
4	Denver	20.080	5	19.078	5.3
5	Los Angeles	19.926	4	19.279	3.4
6	Las Vegas	17.923	6	17.494	2.5
7	Phoenix	17.295	7	17.030	1.6
8	Houston-Bush	16.749	8	16.534	1.3
9	Detroit Metro	14.486	9	14.392	0.7
10	Minneapolis-St. Paul	14.131	10	14.258	-0.9

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
ADD SEVEN**

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

Passenger numbers in millions (000,000)

Oct 2007 Rank	Airport	Oct 2007 Enplaned Passengers	Oct 2006 Rank	Oct 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.674	1	3.424	7.3
2	Chicago O'Hare	2.950	2	2.953	-0.1
3	Dallas-Ft. Worth	2.362	3	2.332	1.3
4	Denver	1.994	4	1.881	6.0
5	Los Angeles	1.904	5	1.860	2.4
6	Las Vegas	1.830	6	1.813	0.9
7	Phoenix	1.680	7	1.675	0.3
8	Houston-Bush	1.638	8	1.596	2.6
9	Detroit-Metro	1.457	9	1.472	-1.0
10	Charlotte	1.432	13	1.259	13.7

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		
	Oct 2006	Oct 2007	Change %	2006	2007	Change %
Passengers (in millions)	55.1	57.2	3.7	551.0	570.2	3.5
Flights (in thousands)	828.1	836.1	1.0	8,111.3	8,183.1	0.9
Revenue Passenger Miles(in billions)	47.1	49.1	4.1	481.7	497.6	3.3
Available Seat-Miles(in billions)	60.8	62.5	2.8	605.7	617.4	1.9
Load Factor*	77.5	78.6	1.1	79.5	80.6	1.1
Flight Stage Length**	606.7	617.3	1.7	614.6	618.1	0.6
Passenger Trip Length***	855.7	858.5	0.3	874.4	872.7	-0.2

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: Percent changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE
ADD EIGHT**

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	2.4
February	47.1	47.4	0.6	47.8	0.9
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	59.3	3.7
June	59.7	59.3	-0.8	61.3	3.5
July	62.4	60.8	-2.5	63.2	3.9
August	59.1	58.3	-1.4	62.4	7.1
September	50.6	50.0	-1.3	52.3	4.7
October	53.7	55.1	2.5	57.2	3.7
November	52.8	53.9	2.1		
December	52.8	53.5	1.4		
10- Mo Total	551.7	551.0	-0.1	570.2	3.5
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-October 2007 Domestic Scheduled Enplanements
Passenger numbers in millions (000,000)

Jan-Oct 2007 Rank	Carrier	Jan-Oct 2007 Enplaned Passengers	Jan-Oct 2006 Rank	Jan-Oct 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	Southwest	85.559	1	80.343	6.5
2	American	64.193	2	64.398	-0.3
3	Delta	51.846	3	53.219	-2.6
4	United	47.922	4	48.214	-0.6
5	Northwest	36.993	5	37.657	-1.8
6	Continental	31.038	6	29.717	4.4
7	US Airways**	29.244	7	26.538	10.2
8	AirTran	19.798	9	16.564	19.5
9	Sky West	17.660	10	15.604	13.2
10	JetBlue	17.132	12	14.811	15.7

Source: Bureau of Transportation Statistics, T-100 Domestic Market
** US Airways Jan-Oct 2007 numbers include only US Airways for Jan-Sept and a combined number for the merged US Airways and America West in October. For Jan-Sept 2007, America West reported 14.667 million enplaned domestic passengers. The 2006 number was reported separately by US Airways. For Jan-Oct 2006, America West reported 16.772 million enplaned domestic passengers.
Note: Percent changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE
ADD NINE**

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

Passenger numbers in millions (000,000)

Oct 2007 Rank	Carrier	Oct 2007 Enplaned Passengers	Oct 2006 Rank	Oct 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	8.524	1	8.140	4.7
2	American	6.479	2	6.248	3.7
3	Delta	5.218	3	5.244	-0.5
4	United	4.688	4	4.827	-2.9
5	US Airways**	4.286	7	2.705	58.4
6	Northwest	3.618	5	3.835	-5.7
7	Continental	3.072	6	2.980	3.1
8	AirTran	2.021	10	1.602	26.1
9	SkyWest	1.817	8	1.624	11.9
10	JetBlue	1.572	12	1.513	3.9

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

** US Airways 2007 number is the report of the merged US Airways and America West. The 2006 number was reported separately by US Airways. America West reported 1.611 million domestic passengers in October 2006.

Note: Percent changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

Jan-Oct 2007 Rank	Airport	Jan-Oct 2007 Enplaned Passengers	Jan-Oct 2006 Rank	Jan-Oct 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	32.399	1	30.969	4.6
2	Chicago-O'Hare	26.158	2	26.244	-0.3
3	Dallas-Ft. Worth	21.670	3	21.750	-0.4
4	Denver	19.499	4	18.580	4.9
5	Los Angeles	18.242	5	17.810	2.4
6	Las Vegas	17.776	6	17.349	2.5
7	Phoenix	16.764	7	16.490	1.7
8	Houston-Bush	14.163	8	14.059	0.7
9	Orlando	13.813	10	13.222	4.5
10	Minneapolis-St. Paul	13.149	9	13.315	-1.2

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

Note: Percent changes based on numbers prior to rounding.

-more-

**AIRLINE TRAFFIC PRESS RELEASE
ADD TEN**

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

Passenger numbers in millions (000,000)

Oct 2007 Rank	Airport	Oct 2007 Enplaned Passengers	Oct 2006 Rank	Oct 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.387	1	3.166	7.0
2	Chicago O'Hare	2.681	2	2.687	-0.2
3	Dallas-Ft. Worth	2.198	3	2.167	1.4
4	Denver	1.939	4	1.84	5.4
5	Las Vegas	1.811	5	1.799	0.7
6	Los Angeles	1.753	6	1.725	1.7
7	Phoenix	1.632	7	1.626	0.4
8	Houston-Bush	1.42	8	1.393	1.9
9	Charlotte	1.373	11	1.204	14.1
10	Detroit-Metro	1.318	9	1.342	-1.7

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		
	Oct 2006	Oct 2007	Change %	2006	2007	Change %
Passengers (in millions)	6.6	7.0	6.1	72.7	76.0	4.5
Flights (in thousands)	65.7	66.2	0.7	714.1	718.6	0.6
Revenue Passenger-Miles(in billions)	18.0	19.3	7.4	187.9	199.3	6.0
Available Seat-Miles(in billions)	23.4	24.4	4.1	235.6	248.1	5.3
Load Factor*	76.9	79.1	2.2	79.7	80.3	0.6
Flight Stage Length**	1,741.5	1,801.2	3.4	1,639.8	1,711.5	4.4
Passenger Trip Length***	2,739.8	2,773.1	1.2	2,585.4	2,623.0	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.

-more-

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	6.1
February	5.8	6.0	3.8	6.3	5.4
March	7.3	7.5	4.0	7.9	4.9
April	6.7	7.3	10.3	7.5	1.9
May	6.9	7.3	6.5	7.5	2.6
June	7.4	7.9	7.0	8.2	3.3
July	8.2	8.7	6.0	8.9	3.2
August	7.7	8.2	5.8	8.7	6.1
September	6.2	6.5	4.1	6.9	6.5
October	6.2	6.6	6.4	7.0	6.1
November	5.9	6.4	8.4		
December	6.7	7.2	7.3		
10- Mo Total	68.7	72.7	5.8	76.0	4.5
Yr. Total	81.3	86.3	6.1		

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

Jan-Oct 2007 Rank	Carrier	Jan-Oct 2007 Enplaned Passengers	Jan-Oct 2006 Rank	Jan-Oct 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	American	18,064.0	1	17,981.0	0.5
2	United	10,059.0	2	10,144.3	-0.8
3	Continental	10,058.0	3	9,253.8	8.7
4	Delta	9,657.2	4	8,507.0	13.5
5	Northwest	8,366.9	5	8,216.0	1.8
6	US Airways**	4,092.2	6	3,970.0	3.1
7	Alaska	1,819.1	7	1,843.9	-1.3
8	Express Jet	1,727.7	8	1,690.0	2.2
9	Executive	1,465.0	9	1,498.0	-2.2
10	Spirit	1,048.8	14	616.1	70.2

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

** US Airways Jan-Oct 2007 numbers include only US Airways for Jan-Sept and a combined number for the merged US Airways and America West in October. For Jan-Sept 2007, America West reported 990.3 thousand enplaned international passengers. The 2006 number was reported separately by US Airways. For Jan-Oct 2006, America West reported 1,016.9 thousand enplaned domestic passengers.

Note: Percent changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE
ADD TWELVE**

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

Passenger numbers in thousands (000)

Oct 2007 Rank	Carrier	Oct 2007 Enplaned Passengers	Oct 2006 Rank	Oct 2006 Enplaned Passengers	Pct. Change 2006-2007
1	American	1,701.9	1	1,604.6	6.1
2	United	963.5	2	951.2	1.3
3	Continental	886.0	3	802.3	10.4
4	Delta	852.2	5	778.6	9.5
5	Northwest	804.0	4	795.2	1.1
6	US Airways**	414.7	6	308.6	34.4
7	Express Jet	165.0	7	157.9	4.5
8	Alaska	155.8	8	154.0	1.2
9	Executive	131.2	9	120.0	9.4
10	Continental Micronesia	95.4	10	99.4	-4.0

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

** US Airways 2007 number is the report of the merged US Airways and America West. The 2006 number was reported separately by US Airways. America West reported 94.1 thousand international passengers in October 2006.

Note: Percent changes based on numbers prior to rounding.

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

Passenger numbers in thousands (000)

Jan-Oct 2007 Rank	Airport	Jan-Oct 2007 Enplaned Passengers	Jan-Oct 2006 Rank	Jan-Oct 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	3,986.3	1	3,692.6	8.0
2	Atlanta	3,297.5	3	2,968.3	11.1
3	New York-JFK	3,296.9	2	2,979.1	10.7
4	Newark	3,144.8	4	2,868.7	9.6
5	Chicago-O'Hare	2,786.3	5	2,790.2	-0.1
6	Houston-Bush	2,585.7	6	2,474.9	4.5
7	Dallas-Ft. Worth	1,776.2	7	1,865.9	-4.8
8	Los Angeles	1,683.6	8	1,469.4	14.6
9	San Francisco	1,551.8	9	1,426.2	8.8
10	Detroit-Metro	1,400.9	10	1,372.5	2.1

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 October 2007 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Oct 2007 Rank	Airport	Oct 2007 Enplaned Passengers	Oct 2006 Rank	Oct 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	380.2	1	333.1	14.2
2	New York-JFK	298.9	2	277.5	7.7
3	Newark	294.3	4	265.8	10.7
4	Atlanta	286.4	5	257.6	11.2
5	Chicago-O'Hare	268.6	3	266.2	0.9
6	Houston-Bush	217.9	6	203.2	7.2
7	Dallas-Ft. Worth	164.0	7	165.6	-0.9
8	San Francisco	159.3	8	146.6	8.7
9	Los Angeles	150.9	9	135.5	11.4
10	Detroit-Metro	138.7	10	130.4	6.4

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

- end -