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

## **September 2007 Airline Traffic Data: Nine-Month 2007 System Traffic Up 3.6 Percent From 2006**

U.S. airlines carried 582.0 million scheduled domestic and international passengers on their systems during the first nine months of 2007, 3.6 percent or 20 million more passengers 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 the combined domestic and international load factor of 80.7 percent from January through September was a record for the nine-month period (Table 1).

U.S. airlines would carry a record number of passengers in 2007 if growth from 2006 continues for the rest of the year.

U.S. airlines carried 3.5 percent more domestic passengers and 4.4 percent more international passengers during the first nine months of 2007 than during the same period in 2006 (Tables 7, 13).

In September, the most recent data month, U.S. airlines carried 59.2 million scheduled domestic and international passengers, 4.9 percent more than in September 2006 (Table 2). The number of domestic passengers increased 4.7 percent in September from a year earlier and international passengers increased 6.5 percent (Tables 7, 13).

### **Top Airlines**

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

### **Top Airports**

More total system and domestic passengers boarded planes in the first nine 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 8.0 million domestic and international flights in the first nine months of 2007, 0.8 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).

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In September, U.S. airlines operated 866,700 scheduled domestic and international flights, up 0.1 percent from the number of flights operated in September 2006 (Table 1). The number of domestic flights increased 0.2 percent in September from a year earlier while international flights decreased 0.1 percent (Tables 7, 13).

America West Airlines and US Airways reported data separately in September because the carriers held two operating certificates despite their merged business operations. They are now operating under a single certificate and will begin reporting data jointly later this year.

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

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

Revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were up 4.0 percent in the first nine months of 2007. In September, RPMs were up 5.8 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 nine months of 2007. In September, ASMs were up 3.2 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.9 percentage points to 80.7 percent in the first nine months of 2007. In September, load factor was up 1.9 percentage points to 76.8 percent.

Flight stage length, the average non-stop distance flown per departure, was up 1.2 percent in the first nine months of 2007. In September, flight stage length was up 2.7 percent.

Passenger trip length, the average distance flown per passenger, was up 0.4 percent in the first nine months of 2007. In September, passenger trip length was up 0.8 percent.

Among U.S. airlines, Southwest carried 77.0 million passengers on its system from January to September, the most of any airline (Table 3). In September, Southwest carried 8.0 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 September, with 32.0 million domestic and international passenger boardings (Table 5). In September, Atlanta Hartsfield-Jackson was the busiest U.S. airport with 3.3 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 513.0 million scheduled domestic passengers during the first nine months of 2007, up 3.5 percent from the 495.9 million carried during the same period in 2006 (Table 7). The passengers were carried on 7.3 million flights, up 0.9 percent from the number of flights operated in 2006 (Table 7).

In the most recent month, September, the airlines carried 52.3 million scheduled domestic passengers, up 4.7 percent from the passengers carried during September 2006 (Table 8). The passengers were carried on 801,000 flights, up 0.2 percent from the 799,800 flights operated in September 2006 (Table 7).

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

Domestic revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were up 3.2 percent in the first nine months of 2007. In September, domestic RPMs were up 4.9 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 nine months of 2007. In September, domestic ASMs were up 2.4 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 1.0 load factor points to 80.8 percent in the first nine months of 2007. In September, domestic load factor was up 1.8 load factor points to 75.6 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 0.4 percent in the first nine months of 2007. In September, domestic flight stage length was up 2.1 percent.

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

Southwest carried 77.0 million domestic passengers in the first nine months of 2007, the most of any airline (Table 9). In September, Southwest carried 8.0 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first nine months of 2007, with 29.0 million domestic passenger boardings (Table 11). In September, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.0 million domestic passenger boardings (Table 12).

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

U.S. airlines carried 69.0 million scheduled international passengers during the first nine months of 2007, up 4.4 percent from the 66.1 million carried during the same period in 2006 (Table 14). The passengers were carried on 652,400 flights, up 0.6 percent from the 648,400 flights operated in 2006 (Table 13).

In the most recent month, September, the airlines carried 6.9 million scheduled international passengers, up 6.5 percent from the passengers carried during September 2006. The passengers were carried on 65,600 flights, down 0.1 percent from the 65,700 flights operated in August 2006 (Table 13).

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

International revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were up 5.9 percent in the first nine months of 2007. In September, international RPMs were up 7.7 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 5.4 percent in the first nine months of 2007. In September, international ASMs were up 5.3 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.4 load factor points to 80.5 percent in the first nine months of 2007. In September, international load factor was up 1.6 load factor points to 79.3 percent.

International flight stage length, the average non-stop distance flown per departure, was up 4.5 percent in the first nine months of 2007. In September, international flight stage length was up 5.1 percent.

International passenger trip length, the average distance flown per passenger, was up 1.5 percent in the first nine months of 2007. In September, international passenger trip length was up 1.1 percent.

American carried 16.4 million international passengers in the first nine months of 2007, the most of any U.S. airline (Table 15). In September, 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 nine months of 2007, with 3.6 million international passenger boardings (Table 17). In September, Miami was the busiest international airport with 355,600 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 94 carriers as of Dec. 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 June, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1."

For domestic numbers through September and international numbers through June 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 September, U.S. carriers reported 234,247 foreign point-to-point passengers. For January through September, U.S. carriers reported 2,256,643 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Jan. 10, 2008 for the release of October traffic data.

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

	Monthly			Year-to-Date		
	Sept 2006	Sept 2007	Change %	2006	2007	Change %
Passengers (in millions)	56.4	59.2	<b>4.9</b>	562.0	582.0	<b>3.6</b>
Flights (in thousands)	865.5	866.7	<b>0.1</b>	7,931.6	7,998.1	<b>0.8</b>
Revenue Passenger Miles(in billions)	61.2	64.8	<b>5.8</b>	604.5	628.5	<b>4.0</b>
Available Seat-Miles(in billions)	81.7	84.4	<b>3.2</b>	757.1	778.6	<b>2.8</b>
Load Factor*	74.9	76.8	<b>1.9</b>	79.8	80.7	<b>0.9</b>
Flight Stage Length**	689.6	708.1	<b>2.7</b>	698.4	706.7	<b>1.2</b>
Passenger Trip Length***	1,085.5	1,094.4	<b>0.8</b>	1,075.7	1,079.8	<b>0.4</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	1.4
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
<b>September</b>	<b>56.8</b>	<b>56.4</b>	<b>-0.7</b>	<b>59.2</b>	<b>4.9</b>
October	59.9	61.6	2.9		
November	58.7	60.3	2.7		
December	59.5	60.7	2.1		
<b>9- Mo Total</b>	<b>560.5</b>	<b>562.0</b>	<b>0.3</b>	<b>582.0</b>	<b>3.6</b>
<b>Yr. Total</b>	<b>738.6</b>	<b>744.7</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-September 2007 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Sept 2007 Rank	Carrier	Jan-Sept 2007 Enplaned Passengers	Jan-Sept 2006 Rank	Jan-Sept 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	<b>Southwest</b>	77.035	2	72.203	6.7
2	<b>American</b>	74.076	1	74.526	-0.6
3	<b>Delta</b>	55.433	3	55.703	-0.5
4	<b>United</b>	52.329	4	52.580	-0.5
5	<b>Northwest</b>	40.938	5	41.242	-0.7
6	<b>Continental</b>	37.138	6	35.188	5.5
7	<b>US Airways</b>	28.636	7	27.494	4.2
8	<b>AirTran</b>	17.814	9	15.023	18.6
9	<b>Sky West</b>	16.672	10	14.582	14.3
10	<b>JetBlue</b>	16.136	12	13.593	18.7

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 September 2007 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Sept 2007 Rank	Carrier	Sept 2007 Enplaned Passengers	Sept 2006 Rank	Sept 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	7.979	1	7.459	7.0
2	American	7.519	2	7.262	3.5
3	Delta	5.580	3	5.432	2.7
4	United	5.257	4	5.418	-3.0
5	Northwest	4.162	5	4.319	-3.6
6	Continental	3.607	6	3.425	5.3
7	US Airways	3.038	7	2.609	16.4
8	Sky West	1.810	8	1.597	13.3
9	AirTran	1.728	11	1.377	25.5
10	JetBlue	1.512	10	1.486	1.8

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-September 2007 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Sept 2007 Rank	Airport	Jan-Sept 2007 Enplaned Passengers	Jan-Sept 2006 Rank	Jan-Sept 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	32.022	1	30.513	4.9
2	Chicago O'Hare	25.994	2	26.082	-0.3
3	Dallas-Ft. Worth	21.084	3	21.284	-0.9
4	Denver	18.086	5	17.197	5.2
5	Los Angeles	18.021	4	17.419	3.5
6	Las Vegas	16.093	6	15.681	2.6
7	Phoenix	15.615	7	15.354	1.7
8	Houston-Bush	15.112	8	14.938	1.2
9	Detroit Metro	13.029	9	12.919	0.9
10	Minneapolis-St. Paul	12.753	10	12.856	-0.8

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 September 2007 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Sept 2007 Rank	Airport	Sept 2007 Enplaned Passengers	Sept 2006 Rank	Sept 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.275	1	3.017	8.6
2	Chicago O'Hare	2.736	2	2.724	0.4
3	Dallas-Ft. Worth	2.146	3	2.127	0.9
4	Denver	1.890	4	1.790	5.6
5	Los Angeles	1.787	5	1.751	2.1
6	Las Vegas	1.725	6	1.650	4.5
7	Phoenix	1.510	7	1.493	1.1
8	Houston Bush	1.469	8	1.465	0.3
9	Detroit Metro	1.339	9	1.350	-0.8
10	New York JFK	1.282	13	1.134	13.0

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**

	Sept 2006	Monthly Sept 2007	Change %	Year-to-Date		Change %
				2006	2007	
Passengers (in millions)	50.0	52.3	4.7	495.9	513.0	3.5
Flights (in thousands)	799.8	801.0	0.2	7,283.2	7,345.7	0.9
Revenue Passenger Miles(in billions)	43.1	45.2	4.9	434.6	448.5	3.2
Available Seat-Miles(in billions)	58.4	59.8	2.4	544.9	554.9	1.8
Load Factor*	73.8	75.6	1.8	79.8	80.8	1.0
Flight Stage Length**	603.7	616.5	2.1	615.5	618.3	0.4
Passenger Trip Length***	863.0	865.1	0.2	876.4	874.2	-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	2.4
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
<b>September</b>	<b>50.6</b>	<b>50.0</b>	<b>-1.3</b>	<b>52.3</b>	<b>4.7</b>
October	53.7	55.1	2.5		
November	52.8	53.9	2.1		
December	52.8	53.5	1.4		
<b>9- Mo Total</b>	<b>498.0</b>	<b>495.9</b>	<b>-0.4</b>	<b>513.0</b>	<b>3.5</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-September 2007 Domestic Scheduled Enplanements**  
Passenger numbers in millions (000,000)

Jan-Sept 2007 Rank	Carrier	Jan-Sept 2007 Enplaned Passengers	Jan-Sept 2006 Rank	Jan-Sept 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	<b>Southwest</b>	77.035	1	72.203	6.7
2	<b>American</b>	57.714	2	58.150	-0.8
3	<b>Delta</b>	46.628	3	47.975	-2.8
4	<b>United</b>	43.234	4	43.387	-0.4
5	<b>Northwest</b>	33.375	5	33.822	-1.3
6	<b>Continental</b>	27.966	6	26.737	4.6
7	<b>US Airways</b>	24.959	7	23.832	4.7
8	<b>AirTran</b>	17.778	9	14.962	18.8
9	<b>Sky West</b>	15.843	10	13.980	13.3
10	<b>JetBlue</b>	15.561	12	13.298	17.0

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 September 2007 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Sept 2007 Rank	Carrier	Sept 2007 Enplaned Passengers	Sept 2006 Rank	Sept 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	7.979	1	7.459	7.0
2	American	5.860	2	5.673	3.3
3	Delta	4.692	3	4.624	1.5
4	United	4.297	4	4.460	-3.7
5	Northwest	3.352	5	3.519	-4.8
6	Continental	2.725	6	2.627	3.7
7	US Airways	2.663	7	2.294	16.1
8	AirTran	1.728	11	1.375	25.7
9	Sky West	1.723	8	1.520	13.3
10	American Eagle	1.442	10	1.421	1.5

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-September 2007 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Sept 2007 Rank	Airport	Jan-Sept 2007 Enplaned Passengers	Jan-Sept 2006 Rank	Jan-Sept 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	29.011	1	27.803	4.3
2	Chicago O'Hare	23.477	2	23.558	-0.3
3	Dallas-Ft. Worth	19.472	3	19.583	-0.6
4	Denver	17.559	4	16.740	4.9
5	Los Angeles	16.489	5	16.085	2.5
6	Las Vegas	15.966	6	15.550	2.7
7	Phoenix	15.132	7	14.864	1.8
8	Houston Bush	12.744	8	12.666	0.6
9	Orlando	12.510	9	12.024	4.0
10	Minneapolis-St. Paul	11.855	10	11.996	-1.2

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 September 2007 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Sept 2007 Rank	Airport	Sept 2007 Enplaned Passengers	Sept 2006 Rank	Sept 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	2.982	1	2.748	8.5
2	Chicago O'Hare	2.462	2	2.446	0.7
3	Dallas-Ft. Worth	1.989	3	1.969	1.0
4	Denver	1.841	4	1.753	5.0
5	Las Vegas	1.709	5	1.638	4.3
6	Los Angeles	1.645	6	1.622	1.4
7	Phoenix	1.471	7	1.452	1.4
8	Houston Bush	1.269	8	1.275	-0.5
9	Charlotte	1.215	12	1.038	17.0
10	Seattle	1.201	11	1.145	4.9

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		
	Sept 2006	Sept 2007	Change %	2006	2007	Change %
Passengers (in millions)	6.5	6.9	6.5	66.1	69.0	4.4
Flights (in thousands)	65.7	65.6	-0.1	648.4	652.4	0.6
Revenue Passenger-Miles(in billions)	18.1	19.5	7.7	169.9	180.0	5.9
Available Seat-Miles(in billions)	23.3	24.6	5.3	212.2	223.7	5.4
Load Factor*	77.7	79.3	1.6	80.1	80.5	0.4
Flight Stage Length**	1,735.7	1,825.0	5.1	1,629.5	1,702.3	4.5
Passenger Trip Length***	2,802.4	2,834.0	1.1	2,570.0	2,607.9	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	6.1
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
<b>September</b>	<b>6.2</b>	<b>6.5</b>	<b>4.1</b>	<b>6.9</b>	<b>6.5</b>
October	6.2	6.6	6.4		
November	5.9	6.4	8.4		
December	6.7	7.2	7.3		
<b>9- Mo Total</b>	<b>62.5</b>	<b>66.1</b>	<b>5.8</b>	<b>69.0</b>	<b>4.4</b>
<b>Yr. Total</b>	<b>81.3</b>	<b>86.3</b>	<b>6.1</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-September 2007 International Scheduled Enplanements**  
 Passenger numbers in thousands (000)

Jan- Sept 2007 Rank	Carrier	Jan-Sept 2007 Enplaned Passengers	Jan- Sept 2006 Rank	Jan-Sept 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	<b>American</b>	16,362.1	1	16,376.4	-0.1
2	<b>Continental</b>	9,172.0	3	8,451.5	8.5
3	<b>United</b>	9,095.5	2	9,193.1	-1.1
4	<b>Delta</b>	8,805.0	4	7,728.5	13.9
5	<b>Northwest</b>	7,562.9	5	7,420.8	1.9
6	<b>US Airways</b>	3,677.5	6	3,661.5	0.4
7	<b>Alaska</b>	1,663.3	7	1,690.0	-1.6
8	<b>Express Jet</b>	1,562.7	8	1,532.1	2.0
9	<b>Executive</b>	1,333.8	9	1,378.0	-3.2
10	<b>America West</b>	990.3	11	922.8	7.3

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

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

Passenger numbers in thousands (000)

Sept 2007 Rank	Carrier	Sept 2007 Enplaned Passengers	Sept 2006 Rank	Sept 2006 Enplaned Passengers	Pct. Change 2006-2007
1	American	1,658.6	1	1,589.5	4.4
2	United	960.2	2	958.1	0.2
3	Delta	887.7	3	807.8	9.9
4	Continental	882.2	5	797.9	10.6
5	Northwest	810.7	4	799.6	1.4
6	US Airways	375.0	6	315.1	19.0
7	Express Jet	155.2	7	150.0	3.5
8	Alaska	139.1	8	138.9	0.1
9	Executive	114.4	9	102.2	11.9
10	Continental Micronesia	91.6	10	95.1	-3.7

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-September 2007 International Scheduled Enplanements**

Passenger numbers in thousands (000)

Jan-Sept 2007 Rank	Airport	Jan-Sept 2007 Enplaned Passengers	Jan-Sept 2006 Rank	Jan-Sept 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	3,606.0	1	3,359.5	7.3
2	Atlanta	3,011.0	2	2,710.7	11.1
3	New York JFK	2,998.0	3	2,701.6	11.0
4	Newark	2,850.5	4	2,603.0	9.5
5	Chicago O'Hare	2,517.8	5	2,524.0	-0.2
6	Houston Bush	2,367.9	6	2,271.6	4.2
7	Dallas-Ft. Worth	1,612.2	7	1,700.3	-5.2
8	Los Angeles	1,532.7	8	1,333.9	14.9
9	San Francisco	1,392.5	9	1,279.6	8.8
10	Detroit Metro	1,262.2	10	1,242.2	1.6

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 September 2007 International Scheduled Enplanements**

Passenger numbers in thousands (000)

<b>Sept 2007 Rank</b>	<b>Airport</b>	<b>Sept 2007 Enplaned Passengers</b>	<b>Sept 2006 Rank</b>	<b>Sept 2006 Enplaned Passengers</b>	<b>Pct. Change 2006- 2007</b>
1	<b>Miami</b>	355.6	1	312.6	13.7
2	<b>New York JFK</b>	323.1	2	290.5	11.2
3	<b>Newark</b>	294.1	5	262.7	12.0
4	<b>Atlanta</b>	293.0	4	268.9	9.0
5	<b>Chicago O'Hare</b>	274.6	3	278.8	-1.5
6	<b>Houston Bush</b>	200.1	6	190.0	5.3
7	<b>Dallas-Ft. Worth</b>	157.3	7	158.4	-0.7
8	<b>San Francisco</b>	150.6	8	138.5	8.8
9	<b>Los Angeles</b>	142.5	10	129.5	10.0
10	<b>Detroit Metro</b>	138.3	9	129.5	6.8

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

Note: Percent changes based on numbers prior to rounding.

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