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October 2008 Airline Traffic Data: System Traffic Down 7.1 Percent in October from 2007 and Down 2.6 Percent for January-to-October

The number of scheduled domestic and international passengers on U.S. airlines during October 2008 declined by 7.1 percent from October 2007, dropping by 4.6 million to 59.6 million, in the 8th consecutive monthly decline from the same month of the previous year, the Department of Transportation's Bureau of Transportation Statistics (BTS) today reported (Table 1). The October system passenger number was the lowest October number since 2003.

BTS, a part of DOT's Research and Innovative Technology Administration, in a release of preliminary data, reported that U.S. airlines carried 7.5 percent fewer domestic passengers than in October 2007. The October domestic passenger number was the lowest October number since 2003. International passengers on U.S. carriers decreased 3.6 percent (Tables 7, 13).

For the first 10 months of 2008, the number of scheduled domestic and international passengers on U.S. airlines declined by 2.6 percent from the same period in 2007, dropping to 630.1 million, 16.8 million fewer than a year earlier.

U.S. airlines carried 3.3 percent fewer domestic passengers and 2.6 percent more international passengers in the first 10 months of 2008 than during the same period in 2007 (Tables 7, 13).

The combined domestic and international system load factor of 80.0 percent for January through October was down 0.5 load factor points from last year's record for the 10-month period (Table 1). Load factor measures the use of the airlines' passenger capacity.

In October, both the combined domestic and international system load factor and the domestic load factor reached record levels for the month of October. The system load factor was 79.2 percent, up 0.5 points from the previous record in October 2007. The domestic load factor was 79.8, up 1.3 points from the previous record in October 2007. The international load factor was down 1.3 points from October 2007.

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 other U.S. carrier (Table 15).

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America West Airlines and US Airways now operate under a single certificate and report jointly as US Airways. Numbers reported as US Airways prior to October 2007 do not include America West's numbers. See the notes for system, domestic and international airline ranking tables 3, 9 and 15 for America West's 2007 passenger numbers.

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).

Flights Operated

U.S. carriers operated 8.6 million domestic and international flights in the first 10 months of 2008, 3.8 percent fewer than were operated during the same period in 2007 (Table 1). Domestic flights decreased 4.0 percent from the previous year while international flights were down 0.8 percent (Tables 7, 13).

In October, U.S. airlines operated 820,500 scheduled domestic and international flights, down 9.6 percent from the number of flights operated in October 2007 (Table 1). The number of domestic flights decreased 9.9 percent in October from a year earlier while international flights were down 5.6 percent (Tables 7, 13).

System (Domestic + International) Comparisons (Tables 1-6)

In other total system comparisons from the first 10 months of 2007 to the first 10 months of 2008 and from October 2007 to October 2008 (Table 1):

Revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 0.9 percent in the first 10 months of 2008. In October, RPMs were down 6.5 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 0.3 percent in the first 10 months of 2008. In October, ASMs were down 7.0 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was down 0.5 load factor points at 80.0 percent in the first 10 months of 2008. In October, load factor increased 0.5 load factor points to 79.2 percent.

Flight stage length, the average non-stop distance flown per departure, was up 2.4 percent in the first 10 months of 2008. In October, flight stage length was up 0.3 percent.

Passenger trip length, the average distance flown per passenger, was up 1.7 percent in the first 10 months of 2008. In October, passenger trip length was up 0.7 percent.

Among U.S. airlines, Southwest carried 86.5 million passengers on its system in the first 10 months of 2008, the most of any airline (Table 3). In October, Southwest carried 8.6 million passengers on its system, the most of any airline (Table 4).

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Among airports, Atlanta Hartsfield-Jackson was the busiest U.S. airport in the first 10 months of 2008, with 36.2 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).

Domestic Air Travel (Tables 7-12)

U.S. airlines carried 552.1 million scheduled domestic passengers during the first 10 months of 2008, down 3.3 percent from the 570.8 million carried during the same period in 2007 (Table 7). The passengers were carried on 7.9 million flights, down 4.0 percent from the number of flights operated in 2007 (Table 7).

In the most recent data month, October, the airlines carried 52.9 million scheduled domestic passengers, down 7.5 percent from the number of passengers carried during October 2007 (Table 8). The passengers were carried on 757,600 flights, down 9.9 percent from the 841,200 flights operated in October 2007 (Table 7).

In other domestic comparisons from the first 10 months of 2007 to the first 10 months of 2008 and from October 2007 to October 2008 (Table 7):

Domestic revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 3.0 percent in the first 10 months of 2008. In October, domestic RPMs were down 8.5 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 10 months of 2008. In October, domestic ASMs were down 10.0 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was down 0.4 load factor points at 80.2 percent in the first 10 months of 2008. In October, domestic load factor was up 1.3 load factor points at 79.8 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 1.2 percent in the first 10 months of 2008. In October, domestic flight stage length was down 1.4 percent.

Domestic passenger trip length, the average distance flown per passenger, was up 0.3 percent in the first 10 months of 2008. In October, domestic passenger trip length was down 1.1 percent.

Southwest carried 86.5 million domestic passengers in the first 10 months of 2008, the most of any airline (Table 9). In October, Southwest carried 8.6 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first 10 months of 2008, with 32.7 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).

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International Air Travel (Tables 13-18)

U.S. airlines carried 78.0 million scheduled international passengers during the first 10 months of 2008, up 2.6 percent from the 76.0 million carried during the same period in 2007 (Table 14). The passengers were carried on 718,600 flights, down 0.8 percent from the 724,400 flights operated in 2007 (Table 13).

In the most recent data month, October, the airlines carried 6.7 million scheduled international passengers, down 3.6 percent from the number of passengers carried during October 2007. The passengers were carried on 62,900 flights, down 5.6 percent from the 66,600 flights operated in October 2007 (Table 13).

In other international comparisons from the first 10 months of 2007 to the first 10 months of 2008 and from October 2007 to October 2008 (Table 13):

International revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were up 4.4 percent in the first 10 months of 2008. In October, international RPMs were down 1.2 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 2008. In October, international ASMs were up 0.5 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was down 0.7 load factor points to 79.6 percent in the first 10 months of 2008. In October, international load factor was down 1.3 load factor points to 77.8 percent.

International flight stage length, the average non-stop distance flown per departure, was up 5.0 percent in the first 10 months of 2008. In October, international flight stage length was up 4.4 percent.

International passenger trip length, the average distance flown per passenger, was up 1.8 percent in the first 10 months of 2008. In October, international passenger trip length was up 2.5 percent.

American carried 17.9 million international passengers in the first 10 months of 2008, the most of any U.S. airline (Table 15). In October, American carried 1.6 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 2008, with 4.2 million international passenger boardings (Table 17). In October, Miami was the busiest U.S. airport for international travel on U.S. carriers with 385,400 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 83 carriers as of Jan. 6 for U.S. carrier **scheduled** civilian operations. Go to <http://www.transtats.bts.gov/releaseinfo.asp> for the complete list of reporting and non-reporting carriers. 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 October, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1." Use crosstabs to find scheduled service.

For domestic numbers through October and international numbers through July by origin as well as by carrier, 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. Use crosstabs to find scheduled service.

TranStats system and international totals do not include U.S. carriers' foreign point-to-point flights. For October, U.S. carriers reported 244,198 foreign point-to-point passengers. For January through October, U.S. carriers reported 2,374,070 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Feb. 12 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 2007	Oct 2008	Change %	2007	2008	Change %
Passengers (in millions)	64.2	59.6	-7.1	646.9	630.1	-2.6
Flights (in thousands)	907.8	820.5	-9.6	8,951.5	8,614.4	-3.8
Revenue Passenger Miles (in billions)	68.4	64.0	-6.5	697.3	691.1	-0.9
Available Seat-Miles (in billions)	86.9	80.8	-7.0	866.4	863.9	-0.3
Load Factor*	78.7	79.2	0.5	80.5	80.0	-0.5
Flight Stage Length**	700.5	702.4	0.3	704.3	721.1	2.4
Passenger Trip Length***	1,065.7	1,072.9	0.7	1,078.0	1,096.8	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: 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)

	2006	2007	2006-2007 Pct. Change	2008	2007-2008 Pct. Change
January	55.6	57.1	2.8	57.8	1.1
February	53.3	54.1	1.4	56.6	4.6
March	65.8	67.2	2.0	67.1	-0.1
April	63.2	64.9	2.7	63.1	-2.8
May	64.4	66.8	3.6	65.9	-1.3
June	67.2	69.7	3.7	67.8	-2.7
July	69.5	72.4	4.2	70.4	-2.8
August	66.5	71.3	7.3	67.7	-5.1
September	56.4	59.2	4.9	54.2	-8.4
October	61.6	64.2	4.1	59.6	-7.1
November	60.3	61.9	2.7		
December	60.7	60.8	0.2		
10 Mo. Total	623.7	646.9	3.7	630.1	-2.6
Yr. Total	744.7	769.6	3.3		

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 2008 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Oct 2008 Rank	Carrier	Jan-Oct 2008 Enplaned Passengers	Jan-Oct 2007 Rank	Jan-Oct 2007 Enplaned Passengers	Pct. Change 2007- 2008
1	Southwest	86.508	1	85.559	1.1
2	American	78.775	2	82.257	-4.2
3	Delta	60.245	3	61.503	-2.0
4	United	54.092	4	57.981	-6.7
5	US Airways**	46.382	7	33.336	39.1
6	Northwest	41.957	5	45.360	-7.5
7	Continental	39.892	6	41.095	-2.9
8	AirTran	20.800	8	19.835	4.9
9	JetBlue	18.334	10	17.761	3.2
10	SkyWest	17.699	9	18.577	-4.7

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** US Airways' Oct 2007 and Jan-Sept 2008 numbers are the report of the merged US Airways and America West. The Jan-Sept 2007 numbers were reported separately by US Airways and America West. America West reported 15.657 million system passengers in Jan-Sept 2007.

Note: Percent changes based on numbers prior to rounding.

Note: Alaska Airlines, Allegiant Air, Republic Airlines, Shuttle America and Virgin America Airlines have requested confidentiality for traffic data. The airlines' numbers are included in summary numbers in this press release but not in individual airline ranking tables pending resolution of the confidentiality motions.

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Table 4. Top 10 U.S. Airlines, ranked by October 2008 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Oct 2008 Rank	Carrier	Oct 2008 Enplaned Passengers	Oct 2007 Rank	Oct 2007 Enplaned Passengers	Pct. Change 2007-2008
1	Southwest	8.563	1	8.524	0.5
2	American	7.437	2	8.181	-9.1
3	Delta	6.039	3	6.070	-0.5
4	United	5.121	4	5.651	-9.4
5	US Airways	4.392	5	4.700	-6.6
6	Northwest	3.726	6	4.422	-15.8
7	Continental	3.571	7	3.958	-9.8
8	AirTran	1.966	8	2.021	-2.7
9	SkyWest	1.729	9	1.906	-9.2
10	JetBlue	1.597	10	1.624	-1.7

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

Note: Alaska Airlines, Allegiant Air, Republic Airlines, Shuttle America and Virgin America Airlines have requested confidentiality for traffic data. The airlines' numbers are included in summary numbers in this press release but not in individual airline ranking tables pending resolution of the confidentiality motions.

Table 5. Top 10 U.S. Airports, ranked by January-October 2008 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Oct 2008 Rank	Airport	Jan-Oct 2008 Enplaned Passengers	Jan-Oct 2007 Rank	Jan-Oct 2007 Enplaned Passengers	Pct. Change 2007-2008
1	Atlanta	36.163	1	35.696	1.3
2	Chicago O'Hare	26.793	2	28.944	-7.4
3	Dallas/Ft.Worth	22.548	3	23.446	-3.8
4	Denver	20.364	4	20.080	1.4
5	Los Angeles	19.033	5	19.926	-4.5
6	Las Vegas	16.941	6	17.923	-5.5
7	Phoenix	16.228	7	17.295	-6.2
8	Houston Bush	16.172	8	16.749	-3.4
9	Charlotte	14.429	14	13.818	4.4
10	New York JFK	14.293	12	13.924	2.7

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 6. Top 10 U.S. Airports ranked by October 2008 System* Scheduled Enplanements

Oct 2008 Rank	Airport	Oct 2008 Enplaned Passengers	Oct 2007 Rank	Oct 2007 Enplaned Passengers	Pct. Change 2007-2008
1	Atlanta	3.705	1	3.674	0.8
2	Chicago O'Hare	2.701	2	2.950	-8.4
3	Dallas/Ft.Worth	2.234	3	2.362	-5.4
4	Denver	1.952	4	1.994	-2.1
5	Los Angeles	1.751	5	1.904	-8.0
6	Las Vegas	1.591	6	1.830	-13.1
7	Phoenix	1.525	7	1.680	-9.3
8	Houston Bush	1.511	8	1.638	-7.7
9	Charlotte	1.467	10	1.432	2.4
10	Detroit Metro	1.351	9	1.457	-7.3

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 2007	Oct 2008	Change %	2007	2008	Change %
Passengers (in millions)	57.2	52.9	-7.5	570.8	552.1	-3.3
Flights (in thousands)	841.2	757.6	-9.9	8,227.1	7,895.8	-4.0
Revenue Passenger Miles (in billions)	49.1	44.9	-8.5	498.0	483.0	-3.0
Available Seat-Miles (in billions)	62.5	56.2	-10.0	618.2	602.4	-2.5
Load Factor*	78.5	79.8	1.3	80.6	80.2	-0.4
Flight Stage Length**	613.9	605.1	-1.4	616.7	624.3	1.2
Passenger Trip Length***	857.7	848.2	-1.1	872.4	874.8	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)

	2006	2007	2006-2007 Pct. Change	2008	2007-2008 Pct. Change
January	48.9	50.0	2.3	50.3	0.5
February	47.3	47.8	0.9	49.6	3.9
March	58.3	59.2	1.6	58.6	-1.1
April	55.8	57.4	2.8	55.5	-3.3
May	57.1	59.3	3.7	57.9	-2.3
June	59.3	61.5	3.7	59.4	-3.4
July	60.8	63.5	4.3	61.3	-3.4
August	58.3	62.7	7.5	58.8	-6.1
September	49.9	52.3	4.7	47.7	-8.9
October	55.1	57.2	3.8	52.9	-7.5
November	53.9	55.0	2.2		
December	53.5	53.3	-0.5		
10 Mo. Total	551.0	570.8	3.6	552.1	-3.3
Yr. Total	658.4	679.2	3.2		

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 2008 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-Oct 2008 Rank	Carrier	Jan-Oct 2008 Enplaned Passengers	Jan-Oct 2007 Rank	Jan-Oct 2007 Enplaned Passengers	Pct. Change 2007- 2008
1	Southwest	86.508	1	85.559	1.1
2	American	60.850	2	64.193	-5.2
3	Delta	49.730	3	51.846	-4.1
4	United	44.329	4	47.922	-7.5
5	US Airways*	41.009	7	29.244	40.2
6	Northwest	33.109	5	36.993	-10.5
7	Continental	29.278	6	31.038	-5.7
8	AirTran	20.800	8	19.798	5.1
9	JetBlue	17.246	10	17.132	0.7
10	SkyWest	16.658	9	17.660	-5.7

Source: Bureau of Transportation Statistics, T-100 Domestic Market
 * US Airways' Oct 2007 and Jan-Sept 2008 numbers are the report of the merged US Airways and America West. The Jan-Sept 2007 numbers were reported separately by US Airways and America West. America West reported 14.667 million domestic passengers in Jan-Sept 2007.

Note: Percent changes based on numbers prior to rounding.
 Note: Alaska Airlines, Allegiant Air, Republic Airlines, Shuttle America and Virgin America Airlines have requested confidentiality for traffic data. The airlines' numbers are included in summary numbers in this press release but not in individual airline ranking tables pending resolution of the confidentiality motions.

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Table 10. Top 10 U.S. Airlines, ranked by October 2008 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Oct 2008 Rank	Carrier	Oct 2008 Enplaned Passengers	Oct 2007 Rank	Oct 2007 Enplaned Passengers	Pct. Change 2007-2008
1	Southwest	8.563	1	8.524	0.5
2	American	5.854	2	6.479	-9.6
3	Delta	5.119	3	5.218	-1.9
4	United	4.247	4	4.688	-9.4
5	US Airways	3.983	5	4.286	-7.1
6	Northwest	2.895	6	3.618	-20.0
7	Continental	2.704	7	3.072	-12.0
8	AirTran	1.966	8	2.021	-2.7
9	SkyWest	1.622	9	1.817	-10.7
10	JetBlue	1.495	10	1.572	-4.9

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

Note: Percent changes based on numbers prior to rounding.

Note: Alaska Airlines, Allegiant Air, Republic Airlines, Shuttle America and Virgin America Airlines have requested confidentiality for traffic data. The airlines' numbers are included in summary numbers in this press release but not in individual airline ranking tables pending resolution of the confidentiality motions.

Table 11. Top 10 U.S. Airports, ranked by January-October 2008 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Oct 2008 Rank	Airport	Jan-Oct 2008 Enplaned Passengers	Jan-Oct 2007 Rank	Jan-Oct 2007 Enplaned Passengers	Pct. Change 2007-2008
1	Atlanta	32.726	1	32.399	1.0
2	Chicago O'Hare	24.118	2	26.158	-7.8
3	Dallas/Ft.Worth	20.815	3	21.669	-3.9
4	Denver	19.729	4	19.499	1.2
5	Los Angeles	17.448	5	18.242	-4.4
6	Las Vegas	16.819	6	17.776	-5.4
7	Phoenix	15.658	7	16.764	-6.6
8	Orlando	13.595	9	13.813	-1.6
9	Charlotte	13.541	12	13.017	4.0
10	Houston Bush	13.466	8	14.163	-4.9

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 October 2008 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Oct 2008 Rank	Airport	Oct 2008 Enplaned Passengers	Oct 2007 Rank	Oct 2007 Enplaned Passengers	Pct. Change 2007-2008
1	Atlanta	3.414	1	3.387	0.8
2	Chicago O'Hare	2.453	2	2.681	-8.5
3	Dallas/Ft.Worth	2.081	3	2.198	-5.3
4	Denver	1.904	4	1.939	-1.8
5	Los Angeles	1.622	6	1.753	-7.5
6	Las Vegas	1.578	5	1.811	-12.9
7	Phoenix	1.475	7	1.632	-9.6
8	Charlotte	1.407	9	1.373	2.4
9	Houston Bush	1.293	8	1.420	-8.9
10	Detroit Metro	1.220	10	1.318	-7.4

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 2007	Oct 2008	Change %	2007	2008	Change %
Passengers (in millions)	7.0	6.7	-3.6	76.0	78.0	2.6
Flights (in thousands)	66.6	62.9	-5.6	724.4	718.6	-0.8
Revenue Passenger Miles (in billions)	19.3	19.1	-1.2	199.3	208.1	4.4
Available Seat-Miles (in billions)	24.4	24.6	0.5	248.2	261.4	5.3
Load Factor*	79.1	77.8	-1.3	80.3	79.6	-0.7
Flight Stage Length**	1,794.6	1,874.3	4.4	1,699.4	1,785.0	5.0
Passenger Trip Length***	2,772.7	2,843.1	2.5	2,621.3	2,667.5	1.8

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)

	2006	2007	2006-2007 Pct. Change	2008	2007-2008 Pct. Change
January	6.7	7.1	6.0	7.5	4.9
February	6.0	6.3	5.4	6.9	9.3
March	7.6	7.9	5.0	8.5	7.2
April	7.3	7.5	1.9	7.6	1.2
May	7.3	7.5	2.5	8.0	6.5
June	7.9	8.2	3.3	8.4	2.4
July	8.7	8.9	3.2	9.1	1.3
August	8.2	8.7	6.2	8.9	2.0
September	6.5	6.9	6.6	6.6	-5.0
October	6.6	7.0	6.3	6.7	-3.6
November	6.4	6.9	6.5		
December	7.2	7.5	4.9		
10 Mo. Total	72.7	76.0	4.6	78.0	2.6
Yr. Total	86.4	90.5	4.7		

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 2008 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Jan-Oct 2008 Rank	Carrier	Jan-Oct 2008 Enplaned Passengers	Jan-Oct 2007 Rank	Jan-Oct 2007 Enplaned Passengers	Pct. Change 2007- 2008
1	American	17,924.7	1	18,064.0	-0.8
2	Continental	10,614.6	3	10,058.0	5.5
3	Delta	10,514.7	4	9,657.2	8.9
4	United	9,762.5	2	10,059.0	-2.9
5	Northwest	8,847.7	5	8,366.9	5.7
6	US Airways*	5,372.7	6	4,092.2	31.3
7	ExpressJet	1,638.9	7	1,727.7	-5.1
8	Executive	1,331.4	8	1,465.0	-9.1
9	Spirit	1,142.8	10	1,048.8	9.0
10	JetBlue	1,088.2	15	628.3	73.2

Source: Bureau of Transportation Statistics, T-100 International Market
 * US Airways' Oct 2007 and Jan-Sept 2008 numbers are the report of the merged US Airways and America West. The Jan-Sept 2007 numbers were reported separately by US Airways and America West. America West reported 990.3 thousand international passengers in Jan-Sept 2007.

Note: Percent changes based on numbers prior to rounding.

Note: Alaska Airlines, Allegiant Air, Republic Airlines, Shuttle America and Virgin America Airlines have requested confidentiality for traffic data. The airlines' numbers are included in summary numbers in this press release but not in individual airline ranking tables pending resolution of the confidentiality motions.

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Table 16. Top 10 U.S. Airlines, ranked by October 2008 International Scheduled Enplanements

Passenger numbers in thousands (000)

Oct 2008 Rank	Carrier	Oct 2008 Enplaned Passengers	Oct 2007 Rank	Oct 2007 Enplaned Passengers	Pct. Change 2007-2008
1	American	1,583.1	1	1,701.9	-7.0
2	Delta	920.2	4	852.2	8.0
3	United	874.0	2	963.5	-9.3
4	Continental	867.0	3	886.0	-2.1
5	Northwest	830.5	5	804.0	3.3
6	US Airways	409.0	6	414.7	-1.4
7	ExpressJet	134.2	7	165.0	-18.7
8	SkyWest	107.2	11	88.3	21.5
9	Executive	102.8	8	131.2	-21.7
10	JetBlue	102.1	14	52.7	93.8

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

Note: Percent changes based on numbers prior to rounding.

Note: Alaska Airlines, Allegiant Air, Republic Airlines, Shuttle America and Virgin America Airlines have requested confidentiality for traffic data. The airlines' numbers are included in summary numbers in this press release but not in individual airline ranking tables pending resolution of the confidentiality motions.

Table 17. Top 10 U.S. Airports, ranked by January-October 2008 International Scheduled Enplanements on U.S. Airlines

Passenger numbers in thousands (000)

Jan-Oct 2008 Rank	Airport	Jan-Oct 2008 Enplaned Passengers	Jan-Oct 2007 Rank	Jan-Oct 2007 Enplaned Passengers	Pct. Change 2007-2008
1	Miami	4,210.0	1	3,986.3	5.6
2	New York JFK	3,680.1	2	3,301.1	11.5
3	Atlanta	3,436.9	3	3,297.5	4.2
4	Newark	3,373.5	4	3,144.8	7.3
5	Houston Bush	2,706.2	6	2,585.7	4.7
6	Chicago O'Hare	2,675.4	5	2,786.3	-4.0
7	Dallas/Ft. Worth	1,733.7	7	1,776.2	-2.4
8	Los Angeles	1,585.1	8	1,683.6	-5.9
9	San Francisco	1,556.5	9	1,551.8	0.3
10	Detroit Metro	1,425.9	10	1,400.9	1.8

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 October 2008 International Scheduled Enplanements on U.S. Airlines
Passenger numbers in thousands (000)

Oct 2008 Rank	Airport	Oct 2008 Enplaned Passengers	Oct 2007 Rank	Oct 2007 Enplaned Passengers	Pct. Change 2007-2008
1	Miami	385.4	1	380.2	1.4
2	New York JFK	334.7	2	303.1	10.4
3	Newark	295.6	3	294.3	0.4
4	Atlanta	291.0	4	286.4	1.6
5	Chicago O'Hare	248.0	5	268.6	-7.7
6	Houston Bush	217.7	6	217.9	-0.1
7	Dallas/Ft.Worth	153.6	7	164.0	-6.4
8	San Francisco	139.5	8	159.3	-12.5
9	Detroit Metro	130.8	10	138.7	-5.6
10	Los Angeles	129.5	9	150.9	-14.2

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

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