



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

**U.S. Department of Transportation**  
**Bureau of Transportation Statistics**  
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**www.bts.gov**

**Research and Innovative Technology Administration**  
**BTS Data**

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## **November 2006 Airline Traffic Data: Eleven-Month System Traffic Up 0.7 Percent From 2005**

U.S. airlines carried 683.8 million scheduled domestic and international passengers on their systems during the first 11 months of 2006, 0.7 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 U.S. airlines carried about the same number of domestic passengers and 5.9 percent more international passengers during the 11-month period in 2006 than during the same period in 2005 (Tables 7, 13).

In November, the most recent month, U.S. airlines carried 60.2 million scheduled domestic and international passengers, 2.6 percent more than in November 2005 (Table 2). The number of domestic passengers increased 1.9 percent in November from a year earlier and international passengers increased 8.4 percent (Tables 7, 13).

U.S. carriers operated 9.7 million domestic and international flights during the first 11 months of 2006, 3.1 percent fewer than were operated during the same period in 2005 (Table 1). Domestic flights were down 3.6 percent from the previous year while international flights were up 2.9 percent (Tables 7, 13).

In November, U.S. airlines operated 852,600 scheduled domestic and international flights, down 0.8 percent from the number of flights operated in November 2005 (Table 1). The number of domestic flights declined 1.1 percent in November from a year earlier while international flights increased 4.0 percent (Tables 7, 13).

America West Airlines and US Airways report traffic data separately because the carriers hold two operating certificates despite the merged business operations. They will file a merged traffic report when they operate under a single certificate.

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

In other total system comparisons from the first 11 months of 2005 to the first 11 months of 2006 and from November 2005 to November 2006 (Table 1):

Revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 2.3 percent in the first 11 months. In November, RPMs were up 3.5 percent.

**- more -**

## **AIRLINE TRAFFIC PRESS RELEASE**

### **ADD ONE**

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 0.1 percent in the first 11 months. In November, ASMs were up 1.5 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 1.6 load factor points to 79.4 percent in the first 11 months. In November, load factor was up 1.4 load factor points to 77.9 percent.

Flight stage length, the average non-stop distance flown per departure, was up 2.7 percent in the first 11 months. In November, flight stage length was up 1.5 percent.

Passenger trip length, the average distance flown per passenger, was up 1.6 percent in the first 11 months. In November, passenger trip length was up 0.9 percent.

Among U.S. airlines, American Airlines carried 90.1 million passengers on its system from January to November, the most of any airline (Table 3). In November, Southwest Airlines carried 8.1 million passengers on its system, the most of any airline and the fourth consecutive month in which Southwest has topped the list (Table 4).

Among airports, Atlanta Hartsfield-Jackson International was the busiest U.S. airport from January to November, with 37.3 million domestic and international passenger boardings (Table 5). In November, Hartsfield-Jackson was the busiest U.S. airport with 3.4 million domestic and international passenger boardings on U. S. carriers (Table 6).

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

U.S. airlines carried 604.8 million scheduled domestic passengers during the first 11 months of 2006, virtually unchanged from 604.5 million carried during the same period in 2005 (Table 8). The passengers were carried on 8.9 million flights, down 3.6 percent from the 9.2 million flights operated in the first 11 months of 2005 (Table 7).

In the most recent month, November, the airlines carried 53.8 million scheduled domestic passengers, up 1.9 percent from the 52.8 million carried during November 2005 (Table 8). The passengers were carried on 788,300 flights, down 1.1 percent from the 797,500 flights operated in November 2005 (Table 7).

In other domestic comparisons from the first 11 months of 2005 to the first 11 months of 2006 and from November 2005 to November 2006 (Table 7):

Domestic revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 0.9 percent in the first 11 months. In November, domestic RPMs were up 1.9 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 1.7 percent in the first 11 months. In November, domestic ASMs were unchanged.

**AIRLINE TRAFFIC PRESS RELEASE**  
**ADD TWO**

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 2.0 load factor points to 79.4 percent in the first 11 months. In November, domestic load factor was up 1.5 load factor points to 78.1 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 1.9 percent in the first 11 months. In November, domestic flight stage length was up 0.6 percent.

Domestic passenger trip length, the average distance flown per passenger, was up 0.8 percent in the first 11 months. In November, domestic passenger trip length was virtually unchanged.

Southwest Airlines carried 88.4 million domestic passengers from January to November, the most of any airline (Table 9). In November, Southwest carried 8.1 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson International was the busiest domestic airport from January to November, with 34.1 million domestic passenger boardings (Table 11). In November, Hartsfield-Jackson International was the busiest domestic airport with 3.1 million domestic passenger boardings (Table 12).

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

U.S. airlines carried 79.0 million scheduled international passengers during the first 11 months of 2006, up 5.9 percent from the 74.6 million carried during the same period in 2005 (Table 14). The passengers were carried on 778,400 flights, up 2.9 percent from the 756,400 flights operated in the first 11 months of 2005 (Table 13).

In the most recent month, November, the airlines carried 6.4 million international passengers, up 8.4 percent from the 5.9 million carried during November 2005. The passengers were carried on 64,300 flights, up 4.0 percent from the 61,800 flights operated in November 2005 (Table 13).

In other international comparisons from the first 11 months of 2005 to the first 11 months of 2006 and from November 2005 to November 2006 (Table 13):

International revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 6.1 percent in the first 11 months. In November, international RPMs were up 8.1 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 11 months. In November, international ASMs were up 6.1 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.7 load factor points to 79.6 in the first 11 months. In November, international load factor was up 1.4 load factor points to 77.5.

## **AIRLINE TRAFFIC PRESS RELEASE**

### **ADD THREE**

International flight stage length, the average non-stop distance flown per departure, was up 2.7 percent in the first 11 months. In November, international flight stage length was up 2.6 percent.

International passenger trip length, the average distance flown per passenger was up 0.2 percent in the first 11 months. In November, international passenger trip length was down 0.3 percent.

American Airlines carried 19.6 million international passengers from January to November, the most of any U.S. airline (Table 15). In November, 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 from January to November, with 4.1 million international passenger boardings (Table 17). In November, Miami International was the busiest international airport with 364,200 international passenger boardings (Table 18).

### **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 93 carriers as of Feb. 12 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 domestic and international passengers, RPMs and ASMs by carrier and carrier region through November, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1."

For domestic numbers through November and international numbers through August 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 November, U.S. carriers reported 266,478 foreign point-to-point passengers. For January-to-November, U.S. carriers reported 3,329,258 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled March 15 for the release of November traffic data.

**AIRLINE TRAFFIC PRESS RELEASE  
ADD FOUR**

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

	Monthly			Year-to-Date		
	Nov 2005	Nov 2006	Change %	2005	2006	Change %
Passengers (in millions)	58.7	60.2	2.6	679.1	683.8	0.7
Flights (in thousands)	859.3	852.6	-0.8	9,987.9	9,678.1	-3.1
Revenue Passenger Miles(in billions)	60.5	62.6	3.5	715.8	732.3	2.3
Available Seat-Miles(in billions)	79.1	80.4	1.5	920.4	921.7	0.1
Load Factor*	76.5	77.9	1.4	77.8	79.4	1.6
Flight Stage Length**	681.9	691.8	1.5	678.6	697.1	2.7
Passenger Trip Length***	1,031.1	1,039.9	0.9	1,054.0	1,070.9	1.6

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 System (Domestic and International) Scheduled Enplanements on U.S. Carriers**

Passenger numbers in millions (000,000)

Month	2004-2005			2005-2006	
	2004	2005	Pct. Change	2006	Pct. Change
January	49.4	54.4	10.2	55.6	2.1
February	50.5	52.9	4.6	53.4	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	64.5	0.4
June	63.6	67.1	5.5	67.2	0.1
July	67.1	70.6	5.2	69.5	-1.5
August	64.7	66.8	3.4	66.5	-0.5
September	53.3	56.8	6.5	56.3	-0.8
October	60.1	59.9	-0.3	61.6	2.9
<b>November</b>	<b>57.4</b>	<b>58.7</b>	<b>2.2</b>	<b>60.2</b>	<b>2.6</b>
December	59.0	59.5	0.9		
<b>Yr. Total</b>	<b>703.7</b>	<b>738.6</b>	<b>5.0</b>		
<b>11 Mo. Total</b>	<b>644.7</b>	<b>679.1</b>	<b>5.3</b>	<b>683.8</b>	<b>0.7</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  
ADD FIVE**

**Table 3. Top 10 U.S. Airlines, ranked by Jan.-November 2006 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Nov 2006 Rank	Carrier	Jan-Nov 2006 Enplaned Passengers	Jan-Nov 2005 Rank	Jan-Nov 2005 Enplaned Passengers
1	American	90.1	1	89.9
2	Southwest	88.4	2	81.1
3	Delta	67.6	3	79.8
4	United	63.8	4	61.1
5	Northwest	50.3	5	52.2
6	Continental	42.8	7	39.0
7	US Airways	33.5	6	39.1
8	America West	19.5	8	20.3
9	AirTran	18.3	12	15.1
10	SkyWest	17.9	11	15.1

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 November 2006 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

November 2006 Rank	Carrier	November 2006 Enplaned Passengers	November 2005 Rank	November 2005 Enplaned Passengers
1	Southwest	8.1	2	7.4
2	American	7.7	1	7.9
3	Delta	5.9	3	6.3
4	United	5.5	4	5.4
5	Northwest	4.4	5	4.2
6	Continental	3.8	6	3.5
7	US Airways	3.0	7	3.0
8	America West	1.7	8	1.8
9	AirTran	1.7	10	1.4
10	JetBlue	1.6	14	1.3

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**  
**ADD SIX**

**Table 5. Top 10 U.S. Airports, ranked by Jan.- November 2006 System\* Scheduled Enplanements**  
 Passenger numbers in millions (000,000)

Jan-Nov 2006 Rank	Airport	Jan-Nov 2006 Enplaned Passengers	Jan-Nov 2005 Rank	Jan-Nov 2005 Enplaned Passengers
1	Atlanta	37.3	1	38.2
2	Chicago O'Hare	31.8	2	31.6
3	Dallas - Fort Worth	25.8	3	25.3
4	Los Angeles International	21.2	4	21.1
5	Denver	20.8	5	18.7
6	Las Vegas	19.2	6	18.7
7	Phoenix	18.7	7	18.4
8	Houston Bush	18.1	8	16.7
9	Detroit Metro	15.8	10	15.9
10	Minneapolis - St Paul	15.6	9	16.3

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

November 2006 Rank	Airport	November 2006 Enplaned Passengers	November 2005 Rank	November 2005 Enplaned Passengers
1	Atlanta	3.4	1	3.2
2	Chicago O'Hare	2.8	2	2.8
3	Dallas - Fort Worth	2.2	3	2.3
4	Los Angeles International	1.9	4	1.8
5	Denver	1.8	7	1.6
6	Las Vegas	1.7	5	1.7
7	Phoenix	1.7	6	1.7
8	Houston Bush	1.6	8	1.5
9	Detroit Metro	1.4	9	1.3
10	Minneapolis - St Paul	1.3	10	1.3

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**  
**ADD SEVEN**

**Table 7: Domestic Scheduled Airline Travel on U.S. Carriers**

	Monthly			Year-to-Date		
	Nov 2005	Nov 2006	Change %	2005	2006	Change %
Passengers (in millions)	52.8	53.8	1.9	604.5	604.8	0.0
Flights (in thousands)	797.5	788.3	-1.1	9,231.6	8,899.7	-3.6
Revenue Passenger Miles(in billions)	45.1	46.0	1.9	523.1	527.7	0.9
Available Seat-Miles(in billions)	58.9	58.9	0.0	676.2	664.6	-1.7
Load Factor*	76.6	78.1	1.5	77.4	79.4	2.0
Flight Stage Length**	609.8	613.5	0.6	603.3	614.5	1.9
Passenger Trip Length***	854.8	854.5	0.0	865.3	872.6	0.8

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-	2006	2005-
			2005 Pct. Change		2006 Pct. Change
January	43.8	48.0	9.5	48.9	1.8
February	45.3	47.1	3.9	47.4	0.6
March	54.2	58.8	8.7	58.3	-0.9
April	53.3	54.9	3.1	55.8	1.7
May	53.0	57.3	8.1	57.2	-0.3
June	57.0	59.7	4.9	59.3	-0.8
July	59.6	62.4	4.7	60.8	-2.5
August	57.4	59.1	3.0	58.3	-1.4
September	47.7	50.6	6.1	50.0	-1.3
October	54.2	53.7	-0.8	55.1	2.5
<b>November</b>	<b>51.8</b>	<b>52.8</b>	<b>1.9</b>	<b>53.8</b>	<b>1.9</b>
December	52.6	52.8	0.3		
<b>Yr. Total</b>	<b>629.8</b>	<b>657.3</b>	<b>4.4</b>		
<b>11 Mo. Tot</b>	<b>577.2</b>	<b>604.5</b>	<b>4.7</b>	<b>604.8</b>	<b>0.0</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  
ADD EIGHT**

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

Passenger numbers in millions (000,000)

Jan-Nov 2006 Rank	Carrier	Jan-Nov 2006 Enplanements	Jan-Nov 2005 Rank	Jan-Nov 2005 Enplanements
1	Southwest	88.4	1	81.1
2	American	70.5	3	70.8
3	Delta	58.3	2	72.0
4	United	52.8	4	50.5
5	Northwest	41.4	5	43.1
6	Continental	32.7	7	30.0
7	US Airways	29.3	6	34.6
8	America West	18.4	8	19.2
9	AirTran	18.2	10	15.0
10	SkyWest	17.1	11	14.6

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 November 2006 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

November 2006 Rank	Carrier	November 2006 Enplanements	November 2005 Rank	November 2005 Enplanements
1	Southwest	8.1	1	7.4
2	American	6.1	2	6.3
3	Delta	5.1	3	5.7
4	United	4.5	4	4.5
5	Northwest	3.7	5	3.5
6	Continental	3.0	6	2.8
7	US Airways	2.7	7	2.7
8	AirTran	1.7	9	1.4
9	JetBlue	1.6	12	1.3
10	America West	1.6	8	1.7

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 NINE**

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

Passenger numbers in millions (000,000)

<b>Jan-Nov 2006 Rank</b>	<b>Airport</b>	<b>Jan-Nov 2006 Enplanements</b>	<b>Jan-Nov 2005 Rank</b>	<b>Jan-Nov 2005 Enplanements</b>
1	Atlanta	34.1	1	35.6
2	Chicago O'Hare	28.8	2	28.7
3	Dallas - Fort Worth	23.8	3	23.3
4	Denver	20.3	6	18.3
5	Los Angeles International	19.5	4	19.5
6	Las Vegas	19.0	5	18.5
7	Phoenix	18.1	7	17.8
8	Houston Bush	15.5	10	14.3
9	Minneapolis - St Paul	14.6	8	15.3
10	Orlando	14.5	11	14.2

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 November 2006 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

<b>November 2006 Rank</b>	<b>Airport</b>	<b>November 2006 Enplanements</b>	<b>November 2005 Rank</b>	<b>November 2005 Enplanements</b>
1	Atlanta	3.1	1	3.0
2	Chicago O'Hare	2.5	2	2.6
3	Dallas - Fort Worth	2.1	3	2.1
4	Los Angeles International	1.7	4	1.7
5	Denver	1.7	7	1.5
6	Las Vegas	1.7	5	1.7
7	Phoenix	1.6	6	1.6
8	Houston Bush	1.4	8	1.3
9	Detroit Metro	1.3	11	1.2
10	Minneapolis - St Paul	1.3	10	1.2

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		
	Nov 2005	Nov 2006	Change %	2005	2006	Change %
Passengers (in millions)	5.9	6.4	<b>8.4</b>	74.6	79.0	<b>5.9</b>
Flights (in thousands)	61.8	64.3	<b>4.0</b>	756.4	778.4	<b>2.9</b>
Revenue Passenger-Miles(in billions)	15.4	16.7	<b>8.1</b>	192.7	204.6	<b>6.1</b>
Available Seat-Miles(in billions)	20.3	21.5	<b>6.1</b>	244.2	257.1	<b>5.3</b>
Load Factor*	76.1	77.5	<b>1.4</b>	78.9	79.6	<b>0.7</b>
Flight Stage Length**	1,611.5	1,652.6	<b>2.6</b>	1,597.5	1,640.9	<b>2.7</b>
Passenger Trip Length***	2,597.9	2,589.6	<b>-0.3</b>	2,583.2	2,588.5	<b>0.2</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 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	5.6	6.5	16.0	6.7	3.9
February	5.2	5.8	10.8	6.0	3.8
March	6.1	7.3	18.8	7.6	4.0
April	5.9	6.7	12.0	7.3	10.3
May	6.1	6.9	13.4	7.3	6.5
June	6.7	7.4	10.9	7.9	7.0
July	7.5	8.2	9.3	8.7	6.0
August	7.3	7.7	6.0	8.2	5.8
September	5.7	6.2	9.7	6.4	2.8
October	5.9	6.2	4.5	6.6	6.4
<b>November</b>	<b>5.7</b>	<b>5.9</b>	<b>4.9</b>	<b>6.4</b>	<b>8.4</b>
December	6.3	6.7	5.8		
<b>Yr. Total</b>	<b>73.9</b>	<b>81.3</b>	<b>10.1</b>		
<b>11 Mo. Tot</b>	<b>67.5</b>	<b>74.6</b>	<b>10.5</b>	<b>79.0</b>	<b>5.9</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.- November 2006 International Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Nov 2006 Rank	Carrier	Jan-Nov 2006 Enplanements	Jan-Nov 2005 Rank	Jan-Nov 2005 Enplanements
1	American	19.6	1	19.0
2	United	11.1	2	10.6
3	Continental	10.1	4	9.0
4	Delta	9.2	5	7.8
5	Northwest	9.0	3	9.1
6	US Airways	4.3	6	4.5
7	Alaska	2.0	7	1.9
8	ExpressJet	1.8	8	1.6
9	Executive	1.6	9	1.6
10	Continental Micronesia	1.1	10	1.2

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 November 2006 International Scheduled Enplanements**

Passenger numbers in millions (000,000)

November 2006 Rank	Carrier	November 2006 Enplanements	November 2005 Rank	November 2005 Enplanements
1	American	1.6	1	1.5
2	United	0.9	2	0.9
3	Continental	0.8	4	0.7
4	Northwest	0.7	3	0.7
5	Delta	0.7	5	0.6
6	US Airways	0.3	6	0.3
7	Alaska	0.2	7	0.2
8	ExpressJet	0.2	8	0.1
9	Executive	0.1	9	0.1
10	America West	0.1	10	0.1

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 TWELVE**

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

Passenger numbers in thousands (000)

<b>Jan-Nov 2006 Rank</b>	<b>Airport</b>	<b>Jan-Nov 2006 Enplanements</b>	<b>Jan-Nov 2005 Rank</b>	<b>Jan-Nov 2005 Enplanements</b>
1	Miami	4,056.8	1	3,809.9
2	New York - JFK	3,254.0	2	3,181.7
3	Atlanta	3,236.1	5	2,605.8
4	Newark	3,119.7	4	2,735.4
5	Chicago O'Hare	3,035.9	3	2,857.7
6	Houston Bush	2,659.6	6	2,440.0
7	Dallas - Fort Worth	2,022.6	7	1,924.6
8	Los Angeles International	1,608.4	8	1,570.7
9	San Francisco	1,567.6	9	1,510.7
10	Detroit Metro	1,487.6	10	1,494.6

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 November 2006 International Scheduled Enplanements**

Passenger numbers in thousands (000)

<b>November 2006 Rank</b>	<b>Airport</b>	<b>November 2006 Enplanements</b>	<b>November 2005 Rank</b>	<b>November 2005 Enplanements</b>
1	Miami	364.2	1	333.7
2	New York - JFK	274.9	2	237.5
3	Atlanta	267.8	5	216.6
4	Newark	251.0	4	220.2
5	Chicago O'Hare	245.6	3	227.0
6	Houston Bush	226.0	6	199.6
7	Dallas - Fort Worth	156.8	7	156.9
8	San Francisco	141.4	9	125.6
9	Los Angeles International	139.1	8	135.5
10	Detroit Metro	115.1	10	108.1

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

Note: Percentage changes based on numbers prior to rounding