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AMERICAN
ECONOMY

U.S. Department of Transportation
Bureau of Transportation Statistics
Washington, D.C.
www.bts.gov

Research and Innovative Technology Administration
BTS Data

BTS 54-06
Thursday, Nov. 16, 2006

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

August 2006 Airline Traffic Data: Southwest Tops System Carrier List for First Time

Southwest Airlines carried 8.7 million total system passengers in August, more than any other U.S. carrier and the first time that Southwest has topped the list for combined domestic and international passengers (Table 4), the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) today reported, in a release of preliminary data. Southwest has been the number one domestic passenger carrier since May 2003.

BTS, a part of DOT's Research and Innovative Technology Administration, reported that in August, Southwest's 8.7 million system passengers led American Airlines, the previous top system airline, which carried 8.5 million passengers. In July, American topped the list with 9.2 million passengers while Southwest was second with 8.8 million passengers.

American Airlines still carried the most passengers on its system for the year-to-date January-to-August period. American carried 67.3 million passengers, trailed by Southwest with 64.7 million passengers. A year earlier, from January to August 2005, American carried 66.8 million passengers, trailed by Delta Air Lines with 60.7 million passengers and Southwest with 59.2 million. Delta has dropped to third in the system rankings this year (Table 3).

American also topped the list for international passengers (Table 16). Southwest carries only domestic passengers.

Total Passengers and Flights

U.S. airlines carried 505.6 million scheduled domestic and international passengers on their systems during the first eight months of 2006, 0.4 percent more than they did during the same period in 2005 (Table 1).

U.S. airlines carried 0.3 percent fewer domestic passengers and 6.0 percent more international passengers during the eight-month period in 2006 than during the same period in 2005 (Tables 7, 13).

In the most recent month, August, U.S. airlines carried 66.5 million scheduled domestic and international passengers, 0.5 percent fewer than in August 2005 (Table 2). The number of domestic passengers declined 1.4 percent in August from a year earlier while international passengers increased 6.5 percent (Tables 7, 13).

U.S. carriers operated 7.1 million domestic and international flights during the first eight months of 2006, 3.8 percent fewer than were operated during the same period in 2005 (Table 1). Domestic flights were down 4.5 percent from the previous year while international flights were up 2.8 percent (Tables 7, 13).

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In the most recent month, August, U.S. airlines operated 944,700 scheduled domestic and international flights, down 2.3 percent from the number of flights operated in August 2005 (Table 1). The number of domestic flights declined 2.8 percent in August from a year earlier while international flights increased 3.8 percent (Tables 7, 13).

System Comparisons (Table 1-6)

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

Revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 2.1 percent in the first eight months. In August, RPMs were up 1.0 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 0.4 percent in the first eight months. In August, ASMs were up 0.4 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 2.0 load factor points to 80.4 percent in the first eight months. In August, load factor was up 0.4 load factor points to 81.2 percent.

Flight stage length, the average non-stop distance flown per departure, was up 3.2 percent in the first eight months. In August, flight stage length was up 2.3 percent.

Passenger trip length, the average distance flown per passenger, was up 1.8 percent in the first eight months. In August, passenger trip length was up 1.5 percent.

Among airports, Hartsfield-Jackson Atlanta International was the busiest U.S. airport from January to August, with 27.5 million domestic and international passenger boardings (Table 5). In August, Hartsfield-Jackson was the busiest U.S. airport with 3.5 million domestic and international passenger boardings on U. S. carriers (Table 6).

Domestic Air Travel (Tables 7-12)

U.S. airlines carried 445.9 million scheduled domestic passengers during the first eight months of 2006, down 0.3 percent from the 447.4 million carried during the same period in 2005 (Table 8). The passengers were carried on 6.5 million flights, down 4.5 percent from the 6.8 million flights operated in the first eight months of 2005 (Table 7).

In the most recent month, August, the airlines carried 58.3 million scheduled domestic passengers, down 1.4 percent from the 59.1 million carried during August 2005. The passengers were carried on 866,100 flights, down 2.8 percent from the 891,000 flights operated in August 2005 (Table 7).

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

Domestic revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 0.8 percent in the first eight months. In August, domestic RPMs were down 0.8 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 2.3 percent in the first eight months. In August, domestic ASMs were down 1.5 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 2.5 load factor points to 80.5 percent in the first eight months. In August, domestic load factor was up 0.5 load factor points to 80.9 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 2.3 percent in the first eight months. In August, domestic flight stage length was up 1.4 percent.

Domestic passenger trip length, the average distance flown per passenger, was up 1.1 percent in the first eight months. In August, domestic passenger trip length was up 0.6 percent.

Southwest Airlines carried 64.7 million domestic passengers from January to August, the most of any airline (Table 9). In August, Southwest carried 8.7 million domestic passengers, the most of any airline (Table 10).

Hartsfield-Jackson was the busiest domestic airport from January to August, with 25.1 million domestic passenger boardings (Table 11). In August, Hartsfield-Jackson was the busiest domestic airport with 3.2 million domestic passenger boardings (Table 12).

International Air Travel (Tables 13-18)

U.S. airlines carried 59.7 million scheduled international passengers during the first eight months of 2006, up 6.0 percent from the 56.3 million carried during the same period in 2005 (Table 14). The passengers were carried on 582,700 flights, up 2.8 percent from the 566,700 flights operated in the first eight months of 2005 (Table 13).

In the most recent month, August, the airlines carried 8.2 million international passengers, up 6.5 percent from the 7.7 million carried during August 2005. The passengers were carried on 78,700 flights, up 3.8 percent from the 75,800 flights operated in August 2005 (Table 13).

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

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International revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 5.9 percent in the first eight months. In August, international RPMs were up 5.5 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 5.1 percent in the first eight months. In August, international ASMs were up 5.8 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.7 load factor points to 80.4 in the first eight months. In August, international load factor was down 0.1 load factor points to 81.8.

International flight stage length, the average non-stop distance flown per departure, was up 2.5 percent in the first eight months. In August, international flight stage length was up 2.4 percent.

International passenger trip length, the average distance flown per passenger, was unchanged in the first eight months. In August, international passenger trip length was down 0.2 percent.

American Airlines carried 14.8 million international passengers from January to August, the most of any U.S. airline (Table 15). In August, American carried 2.0 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 August, with 3.0 million international passenger boardings (Table 17). In August, Miami International was the busiest international airport with 388,100 international passenger boardings (Table 18).

Reporting Notes

Data are compiled from monthly reports filed with BTS by commercial air carriers detailing operations, passenger traffic and freight traffic. This release includes data received by BTS from 94 carriers as of Nov 10 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 domestic and international passengers, RPMs and ASMs by carrier and carrier region through June, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1."

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For domestic numbers through June and international numbers through March 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 August, U.S. carriers reported 329,640 foreign point-to-point passengers. For January-to-August, U.S. carriers reported 2,504,213 foreign point-to-point passengers.

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

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

	Monthly			Year-to-Date		
	Aug 2005	Aug 2006	Change %	2005	2006	Change %
Passengers (in millions)	66.8	66.5	-0.5	503.7	505.6	0.4
Flights (in thousands)	966.8	944.7	-2.3	7,354.4	7,062.2	-3.8
Revenue Passenger Miles(in billions)	72.4	73.1	1.0	531.9	543.3	2.1
Available Seat-Miles(in billions)	89.6	90.0	0.4	678.0	675.4	-0.4
Load Factor*	80.8	81.2	0.4	78.4	80.4	2.0
Flight Stage Length**	681.7	697.3	2.3	678.4	699.8	3.2
Passenger Trip Length***	1,083.4	1,099.3	1.5	1,055.9	1,074.6	1.8

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.

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Table 2. Total Industry (Domestic and International) Scheduled Enplanements on U.S. Carriers

Passenger numbers in millions (000,000)

Month	2004	2005	2004- 2005 Pct. Change	2006	2005- 2006 Pct. Change
January	49.4	54.4	10.2	55.6	2.1
February	50.5	52.9	4.6	53.3	0.9
March	60.3	66.1	9.7	65.8	-0.4
April	59.2	61.6	4.0	63.2	2.6
May	59.1	64.2	8.6	64.4	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	3.3	66.5	-0.5
September	53.3	56.8	6.5		
October	60.1	59.9	-0.3		
November	57.4	58.7	2.2		
December	59.0	59.5	0.9		
Yr. Total	703.7	738.6	5.0		
8 Mo. Total	473.9	503.7	6.3	505.6	0.4

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

Jan-Aug 2006 Rank	Carrier	Jan-Aug 2006 Enplaned Passengers	Jan-Aug 2005 Rank	Jan-Aug 2005 Enplaned Passengers
1	American	67.3	1	66.8
2	Southwest	64.7	3	59.2
3	Delta	50.3	2	60.7
4	United	47.2	4	45.0
5	Northwest	36.9	5	39.3
6	Continental	31.8	7	28.9
7	US Airways	24.9	6	29.9
8	America West	14.5	8	15.0
9	AirTran	13.6	11	11.0
10	SkyWest	13.0	12	10.8

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding

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Table 4. Top 10 U.S. Airlines, ranked by August 2006 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

August 2006 Rank	Carrier	August 2006 Enplaned Passengers	August 2005 Rank	August 2005 Enplaned Passengers
1	Southwest	8.7	2	8.1
2	American	8.5	1	8.8
3	Delta	6.4	3	7.8
4	United	6.2	4	6.0
5	Northwest	5.0	5	5.1
6	Continental	4.2	6	3.9
7	US Airways	3.1	7	3.6
8	America West	1.9	8	2.0
9	AirTran	1.8	11	1.5
10	SkyWest	1.7	12	1.5

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

Jan-Aug 2006 Rank	Airport	Jan-Aug 2006 Enplaned Passengers	Jan-Aug 2005 Rank	Jan-Aug 2005 Enplaned Passengers
1	Atlanta	27.5	1	28.6
2	Chicago O'Hare	23.4	2	23.0
3	Dallas-Fort Worth	19.2	3	18.5
4	Los Angeles Intl	15.7	4	15.6
5	Denver	15.4	5	13.9
6	Las Vegas	14.0	6	13.6
7	Phoenix	13.9	7	13.6
8	Houston Bush Intercontinental	13.5	8	12.4
9	Detroit Metro Wayne County	11.6	10	11.8
10	Minneapolis-St Paul	11.6	9	12.2

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding

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Table 6. Top 10 U.S. Airports ranked by August 2006 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

August 2006 Rank	Airport	August 2006 Enplaned Passengers	August 2005 Rank	August 2005 Enplaned Passengers
1	Atlanta	3.5	1	3.6
2	Chicago O'Hare	3.1	2	3.1
3	Dallas-Fort Worth	2.4	3	2.4
4	Los Angeles Intl	2.2	4	2.2
5	Denver	2.1	5	1.9
6	Las Vegas	1.8	6	1.8
7	Houston Bush Intercontinental	1.7	9	1.6
8	Phoenix	1.7	7	1.7
9	Minneapolis-St Paul	1.6	8	1.7
10	Detroit Metro Wayne County	1.5	10	1.5

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding.

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

	Monthly			Year-to-Date		
	Aug 2005	Aug 2006	Change %	2005	2006	Change %
Passengers (in millions)	59.1	58.3	-1.4	447.4	445.9	-0.3
Flights (in thousands)	891.0	866.1	-2.8	6787.8	6479.5	-4.5
Revenue Passenger Miles(in billions)	52.5	52.1	-0.8	388.5	391.5	0.8
Available Seat-Miles(in billions)	65.3	64.3	-1.5	498.2	486.5	-2.3
Load Factor*	80.4	80.9	0.5	78.0	80.5	2.5
Flight Stage Length**	604.2	612.7	1.4	603.4	617.3	2.3
Passenger Trip Length***	888.3	893.2	0.6	868.4	878.0	1.1

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.

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Table 8. Domestic Scheduled Enplanements on U.S. Carriers
 Passenger numbers in millions (000,000)

Month	2004	2005	2004- 2005 Pct. Change	2006	2005- 2006 Pct. Change
January	43.8	48.0	9.5	48.9	1.8
February	45.3	47.1	3.9	47.4	0.6
March	54.2	58.8	8.7	58.3	-1.0
April	53.3	54.9	3.1	55.8	1.7
May	53.0	57.3	8.1	57.1	-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		
October	54.2	53.7	-0.8		
November	51.8	52.8	1.9		
December	52.6	52.8	0.3		
Yr. Total	629.8	657.3	4.4		
8 Mo. Tot	423.5	447.4	5.6	445.9	-0.3

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

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

Jan-Aug 2006 Rank	Carrier	Jan-Aug 2006 Enplanements	Jan-Aug 2005 Rank	Jan-Aug 2005 Enplanements
1	Southwest	64.7	1	59.2
2	American	52.5	3	52.4
3	Delta	43.4	2	54.9
4	United	38.9	4	37.1
5	Northwest	30.3	5	32.5
6	Continental	24.1	7	22.1
7	US Airways	21.5	6	26.4
8	America West	13.7	8	14.1
9	AirTran	13.6	10	10.9
10	SkyWest	12.5	11	10.5

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

Note: Percentage changes based on numbers prior to rounding

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Table 10. Top 10 U.S. Airlines, ranked by August 2006 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

August 2006 Rank	Carrier	August 2006 Enplanements	August 2005 Rank	August 2005 Enplanements
1	Southwest	8.7	1	8.1
2	American	6.5	3	6.8
3	Delta	5.4	2	7.0
4	United	5.1	4	5.0
5	Northwest	4.1	5	4.2
6	Continental	3.1	7	2.9
7	US Airways	2.6	6	3.1
8	America West	1.8	8	1.9
9	AirTran	1.8	9	1.5
10	JetBlue	1.7	13	1.3

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

Note: Percentage changes based on numbers prior to rounding

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

Passenger numbers in millions (000,000)

Jan-Aug 2006 Rank	Airport	Jan-Aug 2006 Enplanements	Jan-Aug 2005 Rank	Jan-Aug 2005 Enplanements
1	Atlanta	25.1	1	26.7
2	Chicago O'Hare	21.1	2	20.9
3	Dallas-Fort Worth	17.6	3	17.1
4	Denver	15.0	5	13.5
5	Los Angeles Intl	14.5	4	14.4
6	Las Vegas	13.9	6	13.5
7	Phoenix	13.4	7	13.1
8	Houston Bush	11.4	11	10.5
9	Orlando	11.0	9	10.7
10	Minneapolis-St Paul	10.8	8	11.4

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

Note: Percentage changes based on numbers prior to rounding

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Table 12. Top 10 U.S. Airports, ranked by August 2006 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

August 2006 Rank	Airport	August 2006 Enplanements	August 2005 Rank	August 2005 Enplanements
1	Atlanta	3.2	1	3.4
2	Chicago O'Hare	2.8	2	2.8
3	Dallas-Fort Worth	2.2	3	2.2
4	Denver	2.0	5	1.9
5	Los Angeles Intl	2.0	4	2.0
6	Las Vegas	1.8	6	1.8
7	Phoenix	1.6	7	1.6
8	Minneapolis-St Paul	1.5	8	1.6
9	Houston Bush	1.4	11	1.4
10	Seattle	1.4	9	1.4

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

Note: Percentage changes based on numbers prior to rounding

Table 13: International Scheduled Airline Travel on U.S. Carriers

	Monthly			Year-to-Date		
	Aug 2005	Aug 2006	Change %	2005	2006	Change %
Passengers (in millions)	7.7	8.2	6.5	56.3	59.7	6.0
Flights (in thousands)	75.8	78.7	3.8	566.7	582.7	2.8
Revenue Passenger-Miles(in billions)	19.9	21.0	5.5	143.3	151.8	5.9
Available Seat-Miles(in billions)	24.3	25.7	5.8	179.7	188.9	5.1
Load Factor*	81.9	81.8	-0.1	79.7	80.4	0.7
Flight Stage Length**	1,591.2	1,629.0	2.4	1,577.9	1,617.5	2.5
Passenger Trip Length***	2,576.2	2,570.1	-0.2	2,545.5	2,544.8	0.0

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.

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Table 14. Total Industry 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	7.5	4.0
April	5.9	6.7	12.0	7.3	10.3
May	6.0	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	6.5
September	5.7	6.2	9.7		
October	5.9	6.2	4.5		
November	5.7	5.9	4.9		
December	6.3	6.7	5.8		
Yr. Total	73.9	81.3	10.1		
8 Mo. Tot	50.3	56.3	11.9	59.7	6.0

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

Note: Percentage changes based on numbers prior to rounding.

Table 15. Top 10 U.S. Airlines, ranked by Jan- August 2006 International Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Aug 2006 Rank	Carrier	Jan-Aug 2006 Enplanements	Jan-Aug 2005 Rank	Jan-Aug 2005 Enplanements
1	American	14.8	1	14.4
2	United	8.2	2	7.8
3	Continental	7.7	3	6.9
4	Delta	6.9	5	5.8
5	Northwest	6.6	4	6.8
6	US Airways	3.4	6	3.5
7	Alaska	1.6	7	1.4
8	ExpressJet	1.4	9	1.2
9	Executive	1.3	8	1.2
10	Continental Micronesia	0.9	10	0.9

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

Note: Percentage changes based on numbers prior to rounding

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Table 16. Top 10 U.S. Airlines, ranked by August 2006 International Scheduled Enplanements

Passenger numbers in millions (000,000)

August 2006 Rank	Carrier	August 2006 Enplanements	August 2005 Rank	August 2005 Enplanements
1	American	2.0	1	2.0
2	United	1.1	2	1.1
3	Continental	1.1	3	1.0
4	Delta	1.0	5	0.8
5	Northwest	0.9	4	0.9
6	US Airways	0.5	6	0.5
7	ExpressJet	0.2	8	0.2
8	Alaska	0.2	7	0.2
9	Executive	0.2	9	0.2
10	Continental Micronesia	0.1	10	0.1

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

Note: Percentage changes based on numbers prior to rounding

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

Passenger numbers in thousands (000)

Jan-Aug 2006 Rank	Airport	Jan-Aug 2006 Enplanements	Jan-Aug 2005 Rank	Jan-Aug 2005 Enplanements
1	Miami	3,046.9	1	2,893.5
2	Atlanta	2,441.8	5	1,942.0
3	New York JFK	2,411.1	2	2,427.4
4	Newark	2,340.3	4	2,028.7
5	Chicago O'Hare	2,245.2	3	2,106.8
6	Houston Bush	2,081.7	6	1,893.1
7	Dallas-Fort Worth	1,541.9	7	1,450.9
8	Los Angeles Intl	1,204.4	8	1,178.9
9	San Francisco	1,141.1	9	1,118.3
10	Detroit Metro	1,112.6	10	1,117.0

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

Note: Percentage changes based on numbers prior to rounding

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Table 18. Top 10 U.S. Airports, ranked by August 2006 International Scheduled Enplanements

Passenger numbers in thousands (000)

August 2006 Rank	Airport	August 2006 Enplanements	August 2005 Rank	August 2005 Enplanements
1	Miami	388.1	1	371.7
2	New York JFK	375.6	2	351.1
3	Newark	337.7	3	314.1
4	Atlanta	327.4	5	243.4
5	Chicago O'Hare	299.0	4	284.2
6	Houston Bush	268.3	6	241.4
7	Dallas-Fort Worth	192.9	7	184.8
8	Los Angeles Intl	160.9	8	166.1
9	San Francisco	151.3	10	149.1
10	Philadelphia	143.3	11	145.7

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

Note: Percentage changes based on numbers prior to rounding

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