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February 2007 Airline Traffic Data: 2007 System Traffic Up 1.7 Percent From 2006

U.S. airlines carried 110.8 million scheduled domestic and international passengers on their systems in during the first two months of 2007, 1.7 percent more 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 U.S. airlines carried 1.2 percent more domestic passengers and 5.8 percent more international passengers during the two-month period in 2007 than during the same period in 2006 (Tables 7, 13). These passengers traveled on planes with average load factors exceeding 73.9 percent (Tables 1, 7 and 13).

In February, the most recent month, U.S. airlines carried 53.7 million scheduled domestic and international passengers, 0.6 percent more than in February 2006 (Table 2). The number of domestic passengers was virtually unchanged, decreasing less than 0.1 percent in February from a year earlier, and international passengers increased 5.4 percent (Tables 7, 13).

Top Airlines

American Airlines carried more total system passengers in January and February than any other airline (Table 3); Southwest Airlines carried more domestic passengers than any other airline (Table 9); and American Airlines carried more international passengers than any U.S. carrier (Table 15).

Top Airports

More total system and domestic passengers boarded planes in January and February at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 5 and 11); 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 1.7 million domestic and international flights in the first two months of 2007, 1.1 percent more than were operated during the same period in 2006 (Table 1). Domestic flights were up 1.0 percent from the previous year while international flights were up 3.1 percent (Tables 7, 13).

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In February, U.S. airlines operated 777,000 scheduled domestic and international flights, down 0.3 percent from the number of flights operated in February 2006 (Table 1). The number of domestic flights declined 0.5 percent in February from a year earlier while international flights increased 2.0 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 starting in April.

System Comparisons (Table 1-6)

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

Revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 2.9 percent in the first two months of 2007. In February, RPMs were up 2.3 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 3.1 percent in the first two months of 2007. In February, ASMs were up 2.5 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was unchanged at 74.3 percent in the first two months of 2007. In February, load factor was unchanged at 75.2 percent.

Flight stage length, the average non-stop distance flown per departure, was up 0.9 percent in the first two months of 2007. In February, flight stage length was up 1.4 percent.

Passenger trip length, the average distance flown per passenger, was up 1.2 percent in the first two months of 2007. In February, passenger trip length was up 1.7 percent.

Among U.S. airlines, American Airlines carried 14.7 million passengers on its system from January to February, the most of any airline (Table 3). In February, American Airlines carried 7.0 million passengers on its system, the most of any airline (Table 4).

Among airports, Atlanta Hartsfield-Jackson International was the busiest U.S. airport from January through February, with 6.0 million domestic and international passenger boardings (Table 5). In February, Atlanta Hartsfield-Jackson International was the busiest U.S. airport with 2.9 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 97.3 million scheduled domestic passengers during the first two months of 2007, up 1.2 percent from the 96.2 million carried during the same period in 2006 (Table 8). The passengers were carried on 1.5 million flights, up 1.0 percent from the number of flights operated in 2006 (Table 7).

In the most recent month, February, the airlines carried 47.3 million scheduled domestic passengers, down less than .1 percent from the passengers carried during February 2006 (Table 8). The passengers were carried on 712,300 flights, down 0.5 percent from the 715,900 flights operated in February 2006 (Table 7).

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

Domestic revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 1.3 percent in the first two months of 2007. In February, domestic RPMs were up 0.5 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 two months of 2007. In February, domestic ASMs were up 1.1 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was down 0.5 load factor points to 73.9 percent in the first two months of 2007. In February, domestic load factor was down 0.6 load factor points to 75.7 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 0.2 percent in the first two months of 2007. In February, domestic flight stage length was up 0.5 percent.

Domestic passenger trip length, the average distance flown per passenger, was up 0.1 percent in the first two months of 2007. In February, domestic passenger trip length was up 0.5 percent.

Southwest Airlines carried 14.3 million domestic passengers in the first two months of 2007, the most of any airline (Table 9). In February, Southwest carried 7.0 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson International was the busiest domestic airport in the first two months of 2007, with 5.4 million domestic passenger boardings (Table 11). In February, Atlanta Hartsfield-Jackson was the busiest domestic airport with 2.6 million domestic passenger boardings (Table 12).

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International Air Travel (Tables 13-18)

U.S. airlines carried 13.4 million scheduled international passengers during the first two months of 2007, up 5.8 percent from the 12.7 million carried during the same period in 2006 (Table 14). The passengers were carried on 136,600 flights, up 3.1 percent from the 132,600 flights operated in 2006 (Table 13).

In the most recent month, February, the airlines carried 6.3 million international passengers, up 5.4 percent from the 6.0 million carried during February 2006. The passengers were carried on 64,700 flights, up 2.0 percent from the 63,500 flights operated in February 2006 (Table 13).

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

International revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 7.3 percent in the first two months of 2007. In February, international RPMs were up 7.4 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 6.4 percent in the first two months of 2007. In February, international ASMs were up 6.4 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.6 load factor points to 74.9 in the first two months of 2007. In February, international load factor was up 0.8 load factor points to 73.5.

International flight stage length, the average non-stop distance flown per departure, was up 3.2 percent in the first two months of 2007. In February, international flight stage length was up 3.9 percent.

International passenger trip length, the average distance flown per passenger was up 1.4 percent in the first two months of 2007. In February, international passenger trip length was up 1.9 percent.

American Airlines carried 3.3 million international passengers in the first two months of 2007, the most of any U.S. airline (Table 15). In February, American carried 1.5 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 two months of 2007, with 749,510 international passenger boardings (Table 17). In February, Miami International was the busiest international airport with 352,320 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 91 carriers as of May 2 for U.S. carrier **scheduled** civilian operations. U.S. carriers' foreign point-to-point flights are included in system and international totals. To create a customized table for passengers, flights, RPMs, ASMs and other data, including non-scheduled service, go to http://www.bts.gov/programs/airline_information/air_carrier_traffic_statistics/.

Additional traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on "Aviation." For system passengers, RPMs and ASMs by carrier through February, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1."

For domestic numbers through February and international numbers through November 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 February, U.S. carriers reported 247,302 foreign point-to-point passengers. For January through February, U.S. carriers reported 507,421 foreign point-to-point passengers.

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

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

| | Monthly | | | Year-to-Date | | |
|--------------------------------------|-------------|-------------|----------|--------------|---------|----------|
| | Feb 2006 | Feb 2007 | Change % | 2006 | 2007 | Change % |
| Passengers (in millions) | 53.3 | 53.7 | 0.6 | 108.9 | 110.8 | 1.7 |
| Flights (in thousands) | 779.3 | 777.0 | -0.3 | 1,634.3 | 1,652.7 | 1.1 |
| Revenue Passenger Miles(in billions) | 55.5 | 56.8 | 2.3 | 115.3 | 118.7 | 2.9 |
| Available Seat-Miles(in billions) | 73.8 | 75.6 | 2.5 | 155.2 | 160.0 | 3.1 |
| Load Factor* | 75.2 | 75.1 | -0.2 | 74.3 | 74.2 | -0.1 |
| Flight Stage Length** | 694.9 | 704.8 | 1.4 | 696.2 | 702.7 | 0.9 |
| Passenger Trip Length*** | 1,040.1 | 1,058.0 | 1.7 | 1,058.8 | 1,071.4 | 1.2 |

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 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 | 53.7 | 0.6 |
| March | 66.1 | 65.8 | -0.4 | | |
| April | 61.6 | 63.2 | 2.6 | | |
| May | 64.2 | 64.5 | 0.4 | | |
| June | 67.1 | 67.2 | 0.1 | | |
| July | 70.6 | 69.5 | -1.5 | | |
| August | 66.8 | 66.5 | -0.5 | | |
| September | 56.8 | 56.3 | -0.8 | | |
| October | 59.9 | 61.6 | 2.9 | | |
| November | 58.7 | 60.3 | 2.7 | | |
| December | 59.5 | 60.7 | 2.1 | | |
| Yr. Total | 738.6 | 744.6 | 0.8 | | |
| 2 Mo Total | 107.3 | 108.9 | 1.5 | 110.8 | 1.7 |

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 January-February 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

| Jan-Feb 2007 Rank | Carrier | Jan-Feb 2007 Enplaned Passengers | Jan-Feb 2006 Rank | Jan-Feb 2006 Enplaned Passengers | Pct. Change 2006- 2007 |
|-------------------------|---------------------|---|-------------------------|---|---------------------------------|
| 1 | American | 14.724 | 1 | 14.931 | -1.4 |
| 2 | Southwest | 14.272 | 2 | 13.678 | 4.3 |
| 3 | Delta | 10.563 | 3 | 11.275 | -6.3 |
| 4 | United | 10.214 | 4 | 10.208 | 0.1 |
| 5 | Northwest | 8.016 | 5 | 7.759 | 3.3 |
| 6 | Continental | 7.197 | 6 | 6.832 | 5.3 |
| 7 | US Airways | 5.586 | 7 | 5.405 | 3.3 |
| 8 | SkyWest | 3.184 | 9 | 2.790 | 14.1 |
| 9 | America West | 3.176 | 8 | 3.224 | -1.5 |
| 10 | JetBlue | 3.123 | 12 | 2.695 | 15.9 |

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 February 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

| Feb 2007 Rank | Carrier | Feb 2007 Enplaned Passengers | Feb 2006 Rank | Feb 2006 Enplaned Passengers | Pct. Change 2006-2007 |
|---------------|--------------|------------------------------|---------------|------------------------------|-----------------------|
| 1 | American | 7.038 | 1 | 7.132 | -1.3 |
| 2 | Southwest | 6.987 | 2 | 6.818 | 2.5 |
| 3 | Delta | 5.076 | 3 | 5.411 | -6.2 |
| 4 | United | 4.891 | 4 | 4.960 | -1.4 |
| 5 | Northwest | 3.933 | 5 | 3.837 | 2.5 |
| 6 | Continental | 3.503 | 6 | 3.303 | 6.1 |
| 7 | US Airways | 2.730 | 7 | 2.730 | 0 |
| 8 | SkyWest | 1.556 | 9 | 1.393 | 11.7 |
| 9 | AirTran | 1.546 | 10 | 1.363 | 13.5 |
| 10 | America West | 1.534 | 8 | 1.540 | -0.4 |

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 January-February 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

| Jan-Feb 2007 Rank | Airport | Jan-Feb 2007 Enplaned Passengers | Jan-Feb 2006 Rank | Jan-Feb 2006 Enplaned Passengers | Pct. Change 2006-2007 |
|-------------------|-------------------|----------------------------------|-------------------|----------------------------------|-----------------------|
| 1 | Atlanta | 5.950 | 1 | 5.984 | -0.6 |
| 2 | Chicago O'Hare | 4.940 | 2 | 5.021 | -1.6 |
| 3 | Dallas-Fort Worth | 4.124 | 3 | 4.221 | -2.3 |
| 4 | Denver | 3.440 | 5 | 3.260 | 5.5 |
| 5 | Los Angeles | 3.415 | 4 | 3.330 | 2.6 |
| 6 | Las Vegas | 3.175 | 6 | 3.144 | 1.0 |
| 7 | Phoenix | 3.159 | 7 | 3.141 | 0.6 |
| 8 | Houston Bush | 3.060 | 8 | 2.978 | 2.7 |
| 9 | Orlando | 2.577 | 9 | 2.542 | 1.4 |
| 10 | Detroit Metro | 2.511 | 10 | 2.481 | 1.2 |

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 February 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

| Feb 2007 Rank | Airport | Feb 2007 Enplaned Passengers | Feb 2006 Rank | Feb 2006 Enplaned Passengers | Pct. Change 2006-2007 |
|---------------|-------------------|------------------------------|---------------|------------------------------|-----------------------|
| 1 | Atlanta | 2.907 | 1 | 2.917 | -0.3 |
| 2 | Chicago O'Hare | 2.361 | 2 | 2.473 | -4.5 |
| 3 | Dallas-Fort Worth | 2.014 | 3 | 2.032 | -0.9 |
| 4 | Denver | 1.670 | 5 | 1.594 | 4.8 |
| 5 | Los Angeles | 1.646 | 4 | 1.610 | 2.2 |
| 6 | Phoenix | 1.545 | 7 | 1.531 | 0.9 |
| 7 | Las Vegas | 1.533 | 6 | 1.540 | -0.5 |
| 8 | Houston Bush | 1.488 | 8 | 1.440 | 3.4 |
| 9 | Detroit Metro | 1.261 | 9 | 1.254 | 0.5 |
| 10 | Orlando | 1.252 | 10 | 1.221 | 2.6 |

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 | | |
|--------------------------------------|----------|----------|----------|--------------|---------|----------|
| | Feb 2006 | Feb 2007 | Change % | 2006 | 2007 | Change % |
| Passengers (in millions) | 47.4 | 47.3 | 0.0 | 96.2 | 97.3 | 1.2 |
| Flights (in thousands) | 715.9 | 712.3 | -0.5 | 1,501.8 | 1,516.1 | 1.0 |
| Revenue Passenger Miles(in billions) | 40.9 | 41.1 | 0.5 | 83.9 | 85.0 | 1.3 |
| Available Seat-Miles(in billions) | 53.7 | 54.3 | 1.1 | 112.9 | 114.9 | 1.8 |
| Load Factor* | 76.2 | 75.7 | -0.6 | 74.3 | 73.9 | -0.5 |
| Flight Stage Length** | 616.3 | 619.5 | 0.5 | 617.0 | 617.9 | 0.2 |
| Passenger Trip Length*** | 864.3 | 868.9 | 0.5 | 871.9 | 872.9 | 0.1 |

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)

| | 2005 | 2006 | 2005- 2006 Pct. Change | 2007 | 2006- 2007 Pct. Change |
|-------------------|---------------|---------------|------------------------------|-------------|------------------------------|
| January | 48.0 | 48.9 | 1.8 | 50.0 | 2.3 |
| February | 47.1 | 47.4 | 0.6 | 47.3 | 0.0 |
| March | 58.8 | 58.3 | -0.9 | | |
| April | 54.9 | 55.8 | 1.7 | | |
| May | 57.3 | 57.2 | -0.3 | | |
| June | 59.7 | 59.3 | -0.8 | | |
| July | 62.4 | 60.8 | -2.5 | | |
| August | 59.1 | 58.3 | -1.4 | | |
| September | 50.6 | 50.0 | -1.3 | | |
| October | 53.7 | 55.1 | 2.5 | | |
| November | 52.8 | 53.9 | 2.1 | | |
| December | 52.8 | 53.5 | 1.4 | | |
| Yr. Total | 657.32 | 658.36 | 0.2 | | |
| 2 Mo Total | 95.1 | 96.2 | 1.2 | 97.3 | 1.2 |

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 January-February 2007 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

| Jan-Feb 2007 Rank | Carrier | Jan-Feb 2007 Enplaned Passengers | Jan-Feb 2006 Rank | Jan-Feb 2006 Enplaned Passengers | Pct. Change 2006- 2007 |
|-------------------------|--------------------|---|-------------------------|---|---------------------------------|
| 1 | Southwest | 14.272 | 1 | 13.678 | 4.3 |
| 2 | American | 11.451 | 2 | 11.720 | -2.3 |
| 3 | Delta | 8.969 | 3 | 10.011 | -10.4 |
| 4 | United | 8.420 | 4 | 8.398 | 0.3 |
| 5 | Northwest | 6.445 | 5 | 6.282 | 2.6 |
| 6 | Continental | 5.502 | 6 | 5.293 | 4.0 |
| 7 | US Airways | 4.973 | 7 | 4.753 | 4.6 |
| 8 | JetBlue | 3.036 | 11 | 2.650 | 14.6 |
| 9 | AirTran | 3.032 | 9 | 2.694 | 12.6 |
| 10 | SkyWest | 3.020 | 10 | 2.677 | 12.8 |

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 February 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

| Feb 2007 Rank | Carrier | Feb 2007 Enplaned Passengers | Feb 2006 Rank | Feb 2006 Enplaned Passengers | Pct. Change 2006-2007 |
|---------------|-------------|------------------------------|---------------|------------------------------|-----------------------|
| 1 | Southwest | 6.987 | 1 | 6.818 | 2.5 |
| 2 | American | 5.541 | 2 | 5.650 | -1.9 |
| 3 | Delta | 4.347 | 3 | 4.833 | -10.0 |
| 4 | United | 4.056 | 4 | 4.114 | -1.4 |
| 5 | Northwest | 3.167 | 5 | 3.128 | 1.3 |
| 6 | Continental | 2.703 | 6 | 2.584 | 4.6 |
| 7 | US Airways | 2.437 | 7 | 2.409 | 1.2 |
| 8 | AirTran | 1.542 | 9 | 1.355 | 13.8 |
| 9 | SkyWest | 1.476 | 10 | 1.335 | 10.5 |
| 10 | JetBlue | 1.436 | 11 | 1.296 | 10.8 |

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 January-February 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

| Jan-Feb 2007 Rank | Airport | Jan-Feb 2007 Enplaned Passengers | Jan-Feb 2006 Rank | Jan-Feb 2006 Enplaned Passengers | Pct. Change 2006-2007 |
|-------------------|----------------------|----------------------------------|-------------------|----------------------------------|-----------------------|
| 1 | Atlanta | 5.378 | 1 | 5.520 | -2.6 |
| 2 | Chicago O'Hare | 4.463 | 2 | 4.570 | -2.4 |
| 3 | Dallas-Fort Worth | 3.807 | 3 | 3.885 | -2.0 |
| 4 | Denver | 3.329 | 4 | 3.164 | 5.2 |
| 5 | Las Vegas | 3.147 | 5 | 3.111 | 1.1 |
| 6 | Los Angeles | 3.108 | 6 | 3.053 | 1.8 |
| 7 | Phoenix | 3.052 | 7 | 3.031 | 0.7 |
| 8 | Houston Bush | 2.591 | 8 | 2.527 | 2.5 |
| 9 | Orlando | 2.562 | 9 | 2.525 | 1.5 |
| 10 | Minneapolis-St. Paul | 2.293 | 10 | 2.285 | 0.4 |

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 February 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

| Feb 2007 Rank | Airport | Feb 2007 Enplaned Passengers | Feb 2006 Rank | Feb 2006 Enplaned Passengers | Pct. Change 2006-2007 |
|---------------|-------------------|------------------------------|---------------|------------------------------|-----------------------|
| 1 | Atlanta | 2.634 | 1 | 2.695 | -2.3 |
| 2 | Chicago O'Hare | 2.141 | 2 | 2.257 | -5.1 |
| 3 | Dallas-Fort Worth | 1.862 | 3 | 1.871 | -0.5 |
| 4 | Denver | 1.615 | 4 | 1.545 | 4.5 |
| 5 | Las Vegas | 1.521 | 5 | 1.524 | -0.2 |
| 6 | Los Angeles | 1.499 | 6 | 1.479 | 1.3 |
| 7 | Phoenix | 1.492 | 7 | 1.478 | 1.0 |
| 8 | Houston Bush | 1.262 | 8 | 1.225 | 3.1 |
| 9 | Orlando | 1.245 | 9 | 1.213 | 2.6 |
| 10 | Detro Metro | 1.142 | 10 | 1.139 | 0.3 |

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 | | |
|--------------------------------------|----------|----------|----------|--------------|---------|----------|
| | Feb 2006 | Feb 2007 | Change % | 2006 | 2007 | Change % |
| Passengers (in millions) | 6.0 | 6.3 | 5.4 | 12.7 | 13.4 | 5.8 |
| Flights (in thousands) | 63.5 | 64.7 | 2.0 | 132.6 | 136.6 | 3.1 |
| Revenue Passenger-Miles(in billions) | 14.6 | 15.6 | 7.4 | 31.4 | 33.7 | 7.3 |
| Available Seat-Miles(in billions) | 20.0 | 21.3 | 6.4 | 42.3 | 45.0 | 6.4 |
| Load Factor* | 72.7 | 73.5 | 0.8 | 74.3 | 74.9 | 0.6 |
| Flight Stage Length** | 1,581.7 | 1,643.3 | 3.9 | 1,593.5 | 1,644.0 | 3.2 |
| Passenger Trip Length*** | 2,428.2 | 2,474.0 | 1.9 | 2,474.1 | 2,509.2 | 1.4 |

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 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 | 7.6 | 4.0 | | |
| April | 6.7 | 7.3 | 10.3 | | |
| May | 6.9 | 7.3 | 6.5 | | |
| June | 7.4 | 7.9 | 7.0 | | |
| July | 8.2 | 8.7 | 6.0 | | |
| August | 7.7 | 8.2 | 5.8 | | |
| September | 6.2 | 6.4 | 2.8 | | |
| October | 6.2 | 6.6 | 6.4 | | |
| November | 5.9 | 6.4 | 8.4 | | |
| December | 6.7 | 7.2 | 7.3 | | |
| Yr. Total | 81.31 | 86.22 | 6.0 | | |
| 2 Mo Total | 12.2 | 12.7 | 3.9 | 13.4 | |

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

| Jan-Feb 2007 Rank | Carrier | Jan-Feb 2007 Enplaned Passengers | Jan-Feb 2006 Rank | Jan-Feb 2006 Enplaned Passengers | Pct. Change 2006- 2007 |
|-------------------------|---------------------|---|-------------------------|---|---------------------------------|
| 1 | American | 3,272.4 | 1 | 3,210.6 | 1.9 |
| 2 | United | 1,793.9 | 2 | 1,810.4 | -0.9 |
| 3 | Continental | 1,694.9 | 3 | 1,539.2 | 10.1 |
| 4 | Delta | 1,595.0 | 5 | 1,263.9 | 26.2 |
| 5 | Northwest | 1,570.8 | 4 | 1,476.7 | 6.4 |
| 6 | US Airways | 612.8 | 6 | 652.2 | -6.0 |
| 7 | Alaska | 398.7 | 7 | 413.5 | -3.6 |
| 8 | ExpressJet | 304.6 | 8 | 292.0 | 4.3 |
| 9 | Executive | 264.1 | 9 | 278.6 | -5.2 |
| 10 | America West | 235.4 | 10 | 223.8 | 5.2 |

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

**AIRLINE TRAFFIC PRESS RELEASE
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Table 16. Top 10 U.S. Airlines, ranked by February 2007 International Scheduled Enplanements

Passenger numbers in thousands (000)

| Feb 2007 Rank | Carrier | Feb 2007 Enplaned Passengers | Feb 2006 Rank | Feb 2006 Enplaned Passengers | Pct. Change 2006-2007 |
|---------------|--------------|------------------------------|---------------|------------------------------|-----------------------|
| 1 | American | 1,491.2 | 1 | 1,481.9 | 1.0 |
| 2 | United | 835.7 | 2 | 846.1 | -1.2 |
| 3 | Continental | 800.6 | 3 | 718.7 | 11.4 |
| 4 | Northwest | 765.8 | 4 | 709.8 | 7.9 |
| 5 | Delta | 728.8 | 5 | 577.9 | 26.1 |
| 6 | US Airways | 293.7 | 6 | 321.2 | -8.6 |
| 7 | Alaska | 195.4 | 7 | 197.5 | -1.1 |
| 8 | ExpressJet | 144.3 | 8 | 136.0 | 6.1 |
| 9 | Executive | 126.1 | 9 | 132.0 | -4.5 |
| 10 | America West | 112.6 | 10 | 108.6 | 3.7 |

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 January-February 2007 International Scheduled Enplanements

Passenger numbers in thousands (000)

| Jan-Feb 2007 Rank | Airport | Jan-Feb 2007 Enplaned Passengers | Jan-Feb 2006 Rank | Jan-Feb 2006 Enplaned Passengers | Pct. Change 2006-2007 |
|-------------------|-------------------|----------------------------------|-------------------|----------------------------------|-----------------------|
| 1 | Miama | 749.5 | 1 | 702.2 | 6.7 |
| 2 | Atlanta | 572.6 | 2 | 463.3 | 23.6 |
| 3 | Newark | 509.4 | 5 | 440.7 | 15.6 |
| 4 | New York-JFK | 509.3 | 6 | 436.7 | 16.6 |
| 5 | Chicago-O'Hare | 477.2 | 3 | 451.1 | 5.8 |
| 6 | Houston Bush | 468.6 | 4 | 450.5 | 4.0 |
| 7 | Dallas-Fort Worth | 317.0 | 7 | 335.9 | -5.6 |
| 8 | Los Angeles | 307.3 | 8 | 276.5 | 11.1 |
| 9 | San Francisco | 265.9 | 9 | 246.0 | 8.1 |
| 10 | Detroit Metro | 241.5 | 10 | 239.0 | 1.0 |

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

Note: Percentage changes based on numbers prior to rounding.

- more -

AIRLINE TRAFFIC PRESS RELEASE
ADD THIRTEEN

Table 18. Top 10 U.S. Airports, ranked by February 2007 International Scheduled Enplanements
 Passenger numbers in thousands (000)

| Feb 2007 Rank | Airport | Feb 2007 Enplaned Passengers | Feb 2006 Rank | Feb 2006 Enplaned Passengers | Pct. Change 2006-2007 |
|----------------------|--------------------------|-------------------------------------|----------------------|-------------------------------------|------------------------------|
| 1 | Miami | 352.3 | 1 | 329.9 | 6.8 |
| 2 | Atlanta | 273.4 | 2 | 221.6 | 23.4 |
| 3 | Newark | 246.5 | 5 | 214.9 | 14.7 |
| 4 | New York-JFK | 239.4 | 6 | 214.9 | 11.4 |
| 5 | Houston-Bush | 225.8 | 4 | 215.1 | 4.9 |
| 6 | Chicago-O'Hare | 220.2 | 3 | 215.8 | 2.0 |
| 7 | Dallas-Fort Worth | 151.5 | 7 | 160.5 | -5.6 |
| 8 | Los Angeles | 147.7 | 8 | 131.0 | 12.8 |
| 9 | San Francisco | 127.5 | 9 | 117.7 | 8.3 |
| 10 | Detroit Metro | 118.6 | 10 | 115.1 | 3.0 |

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

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