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

June 2007 Airline Traffic Data: Six-Month 2007 System Passenger Traffic Up 2.7 Percent From 2006

U.S. airlines carried 379.5 million scheduled domestic and international passengers on their systems during the first six months of 2007, 2.7 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 2.5 percent more domestic passengers and 3.9 percent more international passengers during the first six months of 2007 than during the same period in 2006 (Tables 7, 13). These passengers traveled on planes with average load factors exceeding 79.1 percent (Tables 1, 7 and 13).

In June, the most recent month, U.S. airlines carried 69.5 million scheduled domestic and international passengers, 3.4 percent more than in June 2006 (Table 2). The number of domestic passengers increased 3.4 percent in June from a year earlier and international passengers increased 3.3 percent (Tables 7, 13).

All-time high load factors were reached in June for combined domestic and international system flights and for domestic flights. The June system load factor for domestic and international flights was 85.8, topping the previous high of 85.0 in July 2006. The June load factor for domestic flights was 86.4, exceeding the previous high of 84.9 in July 2006 (Tables 7, 13).

Top Airlines

Southwest Airlines carried more total system and more domestic passengers in the first six months than any other U.S. airline (Tables 3 and 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 the first six months at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 5 and 11); and more international passengers boarded planes on U.S. carriers at Miami International than at any other U.S. airport (Table 17).

Flights Operated

U.S. carriers operated 5.2 million domestic and international flights in the first six months of 2007, 1.1 percent more than were operated during the same period in 2006 (Table 1). Domestic flights were up 1.1 percent from the previous year while international flights increased 1.5 percent (Tables 7, 13).

- more -

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In June, U.S. airlines operated 890,800 scheduled domestic and international flights, down 0.5 percent from the number of flights operated in June 2006 (Table 1). The number of domestic flights declined 0.5 percent in June from a year earlier while international flights decreased 0.4 percent (Tables 7, 13).

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

System Comparisons (Table 1-6)

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

Revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 3.1 percent in the first six months of 2007. In June, RPMs were up 3.6 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 2.8 percent in the first six months of 2007. In June, ASMs were up 2.4 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.2 percentage points to 79.7 percent in the first six months of 2007. In June, load factor was up 1.0 percentage points at 85.8 percent.

Flight stage length, the average non-stop distance flown per departure, was up 0.8 percent in the first six months of 2007. In June, flight stage length was up 1.8 percent.

Passenger trip length, the average distance flown per passenger, was up 0.5 percent in the first six months of 2007. In June, passenger trip length was up 0.2 percent.

Among U.S. airlines, Southwest carried 49.8 million passengers on its system from January to June, the most of any airline (Table 3). In June, Southwest carried 9.5 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 June, with 20.8 million domestic and international passenger boardings (Table 5). In June, Atlanta Hartsfield-Jackson International was the busiest U.S. airport with 3.9 million domestic and international passenger boardings on U. S. carriers (Table 6).

- more -

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Domestic Air Travel (Tables 7-12)

U.S. airlines carried 334.9 million scheduled domestic passengers during the first six months of 2007, up 2.5 percent from the 326.8 million carried during the same period in 2006 (Table 8). The passengers were carried on 4.8 million flights, up 1.1 percent from the number of flights operated in 2006 (Table 7).

In the most recent month, June, the airlines carried 61.3 million scheduled domestic passengers, up 3.4 percent from the passengers carried during June 2006 (Table 8). The passengers were carried on 816,500 flights, down 0.5 percent from the 820,400 flights operated in June 2006 (Table 7).

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

Domestic revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 2.3 percent in the first six months of 2007. In June, domestic RPMs were up 3.3 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 six months of 2007. In June, domestic ASMs were up 1.2 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.3 load factor points to 79.9 percent in the first six months of 2007. In June, domestic load factor was up 1.7 load factor points to 86.4 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was up 0.2 percent in the first six months of 2007. In June, domestic flight stage length was up 0.9 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 0.2 percent in the first six months of 2007. In June, domestic passenger trip length was down 0.2 percent.

Southwest carried 49.8 million domestic passengers in the first six months of 2007, the most of any airline (Table 9). In June, Southwest carried 9.5 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first six months of 2007, with 18.8 million domestic passenger boardings (Table 11). In June, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.5 million domestic passenger boardings (Table 12).

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International Air Travel (Tables 13-18)

U.S. airlines carried 44.5 million scheduled international passengers during the first six months of 2007, up 3.9 percent from the 42.8 million carried during the same period in 2006 (Table 14). The passengers were carried on 430,200 flights, up 1.5 percent from the 423,900 flights operated in 2006 (Table 13).

In the most recent month, June, the airlines carried 8.2 million scheduled international passengers, up 3.3 percent from the passengers carried during June 2006. The passengers were carried on 74,300 flights, down 0.4 percent from the 74,600 flights operated in June 2006 (Table 13).

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

International revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 5.4 percent in the first six months of 2007. In June, international RPMs were up 4.6 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 5.4 percent in the first six months of 2007. In June, international ASMs were up 5.5 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was unchanged from the 79.2 percent in the first six months of 2007. In June, international load factor was down 0.7 load factor points to 84.3 percent.

International flight stage length, the average non-stop distance flown per departure, was up 3.4 percent in the first six months of 2007. In June, international flight stage length was up 5.3 percent.

International passenger trip length, the average distance flown per passenger, was up 1.4 percent in the first six months of 2007. In June, international passenger trip length was up 1.2 percent.

American carried 10.6 million international passengers in the first six months of 2007, the most of any U.S. airline (Table 15). In June, American carried 1.9 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 six months of 2007, with 2,348,100 international passenger boardings (Table 17). In June, Miami International was the busiest international airport with 426,400 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 89 carriers as of Sept. 4 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 June, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1."

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 June, U.S. carriers reported 238,205 foreign point-to-point passengers. For January through June, U.S. carriers reported 1,518,051 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Oct. 12 for the release of July traffic data.

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

	Monthly			Year-to-Date		
	June 2006	June 2007	Change %	2006	2007	Change %
Passengers (in millions)	67.2	69.5	3.4	369.6	379.5	2.7
Flights (in thousands)	895.0	890.8	-0.5	5,188.5	5,244.8	1.1
Revenue Passenger Miles(in billions)	73.2	75.8	3.6	393.5	405.8	3.1
Available Seat-Miles(in billions)	86.3	88.4	2.4	495.2	508.9	2.8
Load Factor*	84.8	85.8	1.0	79.5	79.7	0.2
Flight Stage Length**	703.7	716.2	1.8	699.1	704.9	0.8
Passenger Trip Length***	1,088.4	1,090.5	0.2	1,064.7	1,069.5	0.5

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.

- more -

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

Passenger numbers in millions (000,000)

	2005	2006	2005-2006 Pct. Change	2007	2006-2007 Pct. Change
January	54.4	55.6	2.1	57.1	2.8
February	52.9	53.4	0.9	54.1	1.4
March	66.1	65.8	-0.4	67.2	2.0
April	61.6	63.2	2.6	64.9	2.7
May	64.2	64.5	0.4	66.7	3.5
June	67.1	67.2	0.1	69.5	3.4
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		
6- Mo Total	366.3	369.6	0.9	379.5	2.7
Yr. Total	738.6	744.6	0.8		

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-June 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jun 2007 Rank	Carrier	Jan-Jun 2007 Enplaned Passengers	Jan-Jun 2006 Rank	Jan-Jun 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	Southwest	49.792	2	47.322	5.2
2	American	48.619	1	49.541	-1.9
3	Delta	36.067	3	36.895	-2.2
4	United	34.533	4	34.481	0.2
5	Northwest	26.993	5	26.894	0.4
6	Continental	24.381	6	23.207	5.1
7	US Airways	18.784	7	18.535	1.3
8	AirTran	11.375	9	9.890	15.0
9	Sky West	10.751	10	9.460	13.6
10	JetBlue	10.611	13	8.831	20.2

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

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Table 4. Top 10 U.S. Airlines, ranked by June 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

June 2007 Rank	Carrier	June 2007 Enplaned Passengers	June 2006 Rank	June 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	9.524	2	8.687	9.6
2	American	8.658	1	8.845	-2.1
3	Delta	6.701	3	6.670	0.5
4	United	6.222	4	6.324	-1.6
5	Northwest	4.770	5	4.904	-2.7
6	Continental	4.432	6	4.199	5.5
7	US Airways	3.272	7	3.233	1.2
8	AirTran	2.245	9	1.865	20.4
9	Sky West	1.980	10	1.740	13.8
10	America West	1.881	8	1.882	-0.1

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

Table 5. Top 10 U.S. Airports, ranked by January- June 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jun 2007 Rank	Airport	Jan-Jun 2007 Enplaned Passengers	Jan-Jun 2006 Rank	Jan-Jun 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	20.777	1	20.177	3.0
2	Chicago-O'Hare	17.031	2	17.122	-0.5
3	Dallas-Ft. Worth	13.839	3	14.166	-2.3
4	Denver	11.647	5	11.151	4.4
5	Los Angeles	11.637	4	11.278	3.2
6	Las Vegas	10.544	6	10.374	1.6
7	Phoenix	10.520	7	10.367	1.5
8	Houston-Bush	10.053	8	9.905	1.5
9	Detroit Metro	8.576	9	8.495	1.0
10	Orlando	8.515	11	8.352	2.0

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 June 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

June 2007 Rank	Airport	June 2007 Enplaned Passengers	June 2006 Rank	June 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.937	1	3.699	6.5
2	Chicago-O'Hare	3.127	2	3.171	-1.4
3	Dallas-Ft. Worth	2.504	3	2.598	-3.6
4	Los Angeles	2.178	4	2.102	3.6
5	Denver	2.165	5	2.095	3.3
6	Las Vegas	1.862	8	1.795	3.7
7	Phoenix	1.818	7	1.797	1.2
8	Houston-Bush	1.789	6	1.807	-1.0
9	Minneapolis	1.515	9	1.555	-2.6
10	Detroit Metro	1.514	10	1.527	-0.8

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		
	June 2006	June 2007	Change %	2006	2007	Change %
Passengers (in millions)	59.3	61.3	3.4	326.8	334.9	2.5
Flights (in thousands)	820.4	816.5	-0.5	4,764.6	4,814.6	1.1
Revenue Passenger Miles(in billions)	52.2	53.9	3.3	284.9	291.3	2.3
Available Seat-Miles(in billions)	61.7	62.4	1.2	358.1	364.5	1.8
Load Factor*	84.7	86.4	1.7	79.6	79.9	0.3
Flight Stage Length**	618.2	623.7	0.9	617.7	618.7	0.2
Passenger Trip Length***	880.7	879.0	-0.2	871.9	869.8	-0.2

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

	2005	2006	2005- 2006 Pct. Change	2007	2006- 2007 Pct. Change
January	48.0	48.9	1.8	50.0	2.4
February	47.1	47.4	0.6	47.8	0.9
March	58.8	58.3	-0.9	59.3	1.6
April	54.9	55.8	1.7	57.4	2.8
May	57.3	57.2	-0.3	59.2	3.6
June	59.7	59.3	-0.7	61.3	3.4
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		
6-Mo Total	325.9	326.8	0.3	334.9	2.5
Yr. Total	657.3	658.4	0.2		

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

Jan-Jun 2007 Rank	Carrier	Jan-Jun 2007 Enplaned Passengers	Jan-Jun 2006 Rank	Jan-Jun 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	Southwest	49.792	1	47.322	5.2
2	American	38.041	2	38.945	-2.3
3	Delta	30.528	3	32.124	-5.0
4	United	28.614	4	28.500	0.4
5	Northwest	22.049	5	22.051	0.0
6	Continental	18.538	6	17.815	4.1
7	US Airways	16.490	7	16.141	2.2
8	AirTran	11.349	9	9.842	15.3
9	JetBlue	10.278	12	8.654	18.8
10	Sky West	10.255	10	9.087	12.5

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

Note: Percent changes based on numbers prior to rounding.

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Table 10. Top 10 U.S. Airlines, ranked by June 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

June 2007 Rank	Carrier	June 2007 Enplaned Passengers	June 2006 Rank	June 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	9.524	1	8.687	9.6
2	American	6.768	2	6.912	-2.1
3	Delta	5.570	3	5.622	-0.9
4	United	5.136	4	5.228	-1.8
5	Northwest	3.937	5	4.061	-3.1
6	Continental	3.300	6	3.154	4.6
7	US Airways	2.792	7	2.758	1.2
8	AirTran	2.240	8	1.859	20.5
9	Sky West	1.884	10	1.673	12.6
10	America West	1.777	9	1.791	-0.8

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

Note: Percent changes based on numbers prior to rounding.

Table 11. Top 10 U.S. Airports, ranked by January- June 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jun 2007 Rank	Airport	Jan-Jun 2007 Enplaned Passengers	Jan-Jun 2006 Rank	Jan-Jun 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	18.817	1	18.435	2.1
2	Chicago-O'Hare	15.372	2	15.488	-0.7
3	Dallas-Ft. Worth	12.782	3	13.033	-1.9
4	Denver	11.284	4	10.829	4.2
5	Los Angeles	10.638	5	10.401	2.3
6	Las Vegas	10.464	6	10.282	1.8
7	Phoenix	10.182	7	10.025	1.6
8	Houston-Bush	8.489	8	8.403	1.0
9	Orlando	8.473	9	8.296	2.1
10	Detroit-Metro	7.753	11	7.666	1.1

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 June 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

June 2007 Rank	Airport	June 2007 Enplaned Passengers	June 2006 Rank	June 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.540	1	3.319	6.7
2	Chicago-O'Hare	2.815	2	2.846	-1.1
3	Dallas-Ft. Worth	2.305	3	2.383	-3.2
4	Denver	2.101	4	2.039	3.0
5	Los Angeles	1.996	5	1.948	2.5
6	Las Vegas	1.851	6	1.783	3.8
7	Phoenix	1.761	7	1.743	1.0
8	Houston-Bush	1.482	8	1.514	-2.1
9	Orlando	1.430	11	1.356	5.4
10	Minneapolis	1.422	9	1.459	-2.5

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		
	June 2006	June 2007	Change %	2006	2007	Change %
Passengers (in millions)	7.9	8.2	3.3	42.8	44.5	3.9
Flights (in thousands)	74.6	74.3	-0.4	423.9	430.2	1.5
Revenue Passenger-Miles(in billions)	20.9	21.9	4.6	108.6	114.5	5.4
Available Seat-Miles(in billions)	24.6	26.0	5.5	137.2	144.5	5.4
Load Factor*	85.0	84.3	-0.7	79.2	79.2	0.0
Flight Stage Length**	1,645.0	1,732.8	5.3	1,613.8	1,668.7	3.4
Passenger Trip Length***	2,641.9	2,673.8	1.2	2,536.5	2,572.4	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: Percent changes based on numbers prior to rounding.

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AIRLINE TRAFFIC PRESS RELEASE
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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	6.0
February	5.8	6.0	3.8	6.3	5.4
March	7.3	7.6	4.0	7.9	4.9
April	6.7	7.3	10.3	7.5	2.0
May	6.9	7.3	6.5	7.5	2.6
June	7.4	7.9	7.0	8.2	3.3
July	8.2	8.7	6.0		
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		
6-Mo Total	40.4	42.8	6.0	44.5	3.9
Yr. Total	81.3	86.2	6.0		

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

Jan-Jun 2007 Rank	Carrier	Jan-Jun 2007 Enplaned Passengers	Jan-Jun 2006 Rank	Jan-Jun 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	American	10,578.4	1	10,596.2	-0.2
2	United	5,919.4	2	5,980.7	-1.0
3	Continental	5,843.1	3	5,392.2	8.4
4	Delta	5,538.4	5	4,770.8	16.1
5	Northwest	4,944.1	4	4,842.5	2.1
6	US Airways	2,294.3	6	2,394.4	-4.2
7	Alaska	1,181.9	7	1,197.0	-1.3
8	Express Jet	975.4	8	968.9	0.7
9	Executive	876.3	9	922.0	-5.0
10	America West	710.1	10	647.0	9.7

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

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

June 2007 Rank	Carrier	June 2007 Enplaned Passengers	June 2006 Rank	June 2006 Enplaned Passengers	Pct. Change 2006-2007
1	American	1,890.4	1	1,932.5	-2.2
2	Continental	1,132.3	4	1,044.9	8.4
3	Delta	1,131.2	3	1,047.9	8.0
4	United	1,086.3	2	1,095.9	-0.9
5	Northwest	832.5	5	842.3	-1.2
6	US Airways	480.6	6	475.0	1.2
7	Express Jet	175.8	7	179.9	-2.2
8	Alaska	163.2	8	164.8	-1.0
9	Executive	156.0	9	160.3	-2.7
10	Spirit	136.3	12	69.1	97.1

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

Table 17. Top 10 U.S. Airports, ranked by January- June 2007 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Jun 2007 Rank	Airport	Jan-Jun 2007 Enplaned Passengers	Jan-Jun 2006 Rank	Jan-Jun 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	2,348.1	1	2,223.4	5.6
2	Atlanta	1,960.4	2	1,742.4	12.5
3	New York-JFK	1,859.5	4	1,653.6	12.4
4	Newark	1,809.4	3	1,655.8	9.3
5	Chicago-O'Hare	1,658.3	5	1,633.8	1.5
6	Houston-Bush	1,564.4	6	1,501.5	4.2
7	Dallas-Ft. Worth	1,057.1	7	1,132.6	-6.7
8	Los Angeles	999.4	8	877.1	13.9
9	San Francisco	906.1	9	837.2	8.2
10	Detroit Metro	823.2	10	828.9	-0.7

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 June 2007 International Scheduled Enplanements
Passenger numbers in thousands (000)

June 2007 Rank	Airport	June 2007 Enplaned Passengers	June 2006 Rank	June 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	426.4	1	402.5	5.9
2	Atlanta	397.1	2	379.8	4.6
3	New York-JFK	377.1	3	345.9	9.0
4	Newark	353.2	4	335.0	5.4
5	Chicago-O'Hare	312.6	5	324.7	-3.7
6	Houston-Bush	306.7	6	292.6	4.8
7	Dallas-Ft. Worth	199.3	7	215.5	-7.5
8	Los Angeles	182.3	10	154.8	17.8
9	San Francisco	175.0	8	158.0	10.8
10	Philadelphia	165.6	9	157.7	5.0

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

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