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## BTS Data

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### **May 2009 Airline Traffic Data: System Traffic Down from May 2008**

The number of scheduled domestic and international passengers on U.S. airlines in May 2009 declined by 9.3 percent from May 2008, dropping by 6.2 million to 59.7 million, the Department of Transportation's Bureau of Transportation Statistics (BTS) today reported (Table 1). May was the 14th consecutive month with a decrease in passengers from the prior year.

BTS, a part of DOT's Research and Innovative Technology Administration, in a release of preliminary data, reported that U.S. airlines carried 8.6 percent fewer domestic passengers than in May 2008. International passengers on U.S. carriers decreased 14.8 percent, the biggest percentage decrease from the same month of the previous year since December 2001 (Tables 7, 13).

For the first five months of 2009, the number of scheduled domestic and international passengers on U.S. airlines declined by 9.5 percent from the same period in 2008, dropping to 281.9 million, 29.5 million fewer than a year earlier, and the lowest January-to-May total since 2004 (Tables 1, 2).

U.S. airlines carried 9.4 percent fewer domestic passengers and 9.8 percent fewer international passengers in the first five months of 2009 than during the same period in 2008 (Tables 8, 14).

#### **Top Airlines**

Southwest Airlines carried more total system and more domestic passengers for the first five months than any other U.S. airline (Tables 3 and 9). American Airlines carried more international passengers than any other U.S. carrier (Table 15).

#### **Top Airports**

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

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### **ADD ONE**

#### **Flights Operated**

U.S. carriers operated 3.9 million domestic and international flights in the first five months of 2009, 9.3 percent fewer than were operated during the same period in 2008 (Table 1). Domestic flights decreased 9.5 percent from the previous year while international flights were down 7.1 percent (Tables 7, 13).

In May, U.S. airlines operated 812,700 scheduled domestic and international flights, down 8.6 percent from the number of flights operated in May 2008 (Table 1). The number of domestic flights decreased 8.5 percent in May from a year earlier while international flights were down 10.5 percent (Tables 7, 13).

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

In other total system comparisons from the first five months of 2008 to the first five months of 2009 and from May 2008 to May 2009 (Table 1):

Revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 9.6 percent in the first five months of 2009. In May, RPMs were down 9.4 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 8.3 percent in the first five months of 2009. In May, ASMs were down 7.9 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was down 1.1 load factor point at 77.3 percent in the first five months of 2009. In May, the load factor fell 1.2 load factor points to 79.7 percent.

Flight stage length, the average non-stop distance flown per departure, was down 0.2 percent in the first five months of 2009. In May, flight stage length was up 0.4 percent.

Passenger trip length, the average distance flown per passenger, was down 0.2 percent in the first five months of 2009. In May, passenger trip length was unchanged.

Among U.S. airlines, Southwest carried 40.6 million passengers on its system in the first five months of 2009, the most of any airline (Table 3). In May, Southwest carried 8.7 million passengers on its system, the most of any airline (Table 4).

Among airports, Atlanta Hartsfield-Jackson was the busiest U.S. airport in the first five months of 2009, with 16.6 million domestic and international passenger boardings on U. S. carriers (Table 5). In May, Atlanta Hartsfield-Jackson was the busiest U.S. airport with 3.6 million domestic and international passenger boardings on U. S. carriers (Table 6).

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

U.S. airlines carried 247.2 million scheduled domestic passengers during the first five months of 2009, down 9.4 percent from the 273.0 million carried during the same period in 2008 (Table 7). The passengers were carried on 3.6 million flights, down 9.5 percent from the number of flights operated in 2008 (Table 7).

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In the most recent data month, May, the airlines carried 52.9 million scheduled domestic passengers, down 8.6 percent from the number of passengers carried during May 2008 (Table 8). The passengers were carried on 747,000 flights, down 8.5 percent from the 816,000 flights operated in May 2008 (Table 7).

In other domestic comparisons from the first five months of 2008 to the first five months of 2009 and from May 2008 to May 2009 (Table 7):

Domestic revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 9.7 percent in the first five months of 2009. In May, domestic RPMs were down 8.4 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 9.8 percent in the first five months of 2009. In May, domestic ASMs were down 8.4 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.1 load factor points at 78.7 percent in the first five months of 2009. In May, domestic load factor was unchanged at 81.4 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was down 1.3 percent in the first five months of 2009. In May, domestic flight stage length was down 1.0 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 0.3 percent in the first five months of 2009. In May, domestic passenger trip length was up 0.2 percent.

Southwest carried 40.6 million domestic passengers in the first five months of 2009, the most of any airline (Table 9). In May, Southwest carried 8.7 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first five months of 2009, with 15.0 million domestic passenger boardings (Table 11). In May, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.3 million domestic passenger boardings (Table 12).

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

U.S. airlines carried 34.7 million scheduled international passengers during the first five months of 2009, down 9.8 percent from the 38.5 million carried during the same period in 2008 (Table 14). The passengers were carried on 337,900 flights, down 7.1 percent from the 363,600 flights operated in 2008 (Table 13).

In the most recent data month, May, the airlines carried 6.8 million scheduled international passengers, down 14.8 percent from the number of passengers carried during May 2008. The passengers were carried on 65,700 flights, down 10.5 percent from the 73,500 flights operated in May 2008 (Table 13).

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In other international comparisons from the first five months of 2008 to the first five months of 2009 and from May 2008 to May 2009 (Table 13):

International revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 9.4 percent in the first five months of 2009. In May, international RPMs were down 11.6 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 4.8 percent in the first five months of 2009. In May, international ASMs were down 6.8 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was down 3.8 load factor points to 74.1 percent in the first five months of 2009. In May, international load factor was down 4.2 load factor points to 75.7 percent.

International flight stage length, the average non-stop distance flown per departure, was up 2.4 percent in the first five months of 2009. In May, international flight stage length was up 3.6 percent.

International passenger trip length, the average distance flown per passenger, was up 0.4 percent in the first five months of 2009. In May, international passenger trip length was up 3.7 percent.

American carried 7.9 million international passengers in the first five months of 2009, the most of any U.S. airline (Table 15). In May, American carried 1.6 million international passengers, the most of any U.S. airline (Table 16).

Miami International was the busiest U.S. airport for international travel on U.S. carriers in the first five months of 2009, with 2.0 million international passenger boardings (Table 17). In May, Miami was the busiest U.S. airport for international travel on U.S. carriers with 394,400 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 84 carriers as of Aug 4 for U.S. carrier **scheduled** civilian operations. Go to <http://www.transtats.bts.gov/releaseinfo.asp> for the complete list of reporting and non-reporting carriers. U.S. carriers' foreign point-to-point flights are included in system and international totals. To create a customized table for passengers, flights, RPMs, ASMs and other data, including non-scheduled service, go to [http://www.bts.gov/programs/airline\\_information/air\\_carrier\\_traffic\\_statistics/](http://www.bts.gov/programs/airline_information/air_carrier_traffic_statistics/).

Additional traffic numbers can be found on the [BTS website](#) in the Airline Industry box. Click on a link in the column on the right.

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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 May, click on “Air Carrier Summary Data (Form 41 and 298C Summary Data),” and then click on “Schedule T-1.” Use crosstabs to find scheduled service.

For domestic numbers through May and international numbers through February by origin as well as by carrier, after clicking on “Aviation,” click on “Air Carrier Statistics (Form 41 Traffic).” Click on “T-100 Market” for system passenger numbers, “T-100 Domestic Market” for domestic or “T-100 International Market” for international. For flights, stage length and trip length, use the appropriate T-100 Segment database. Use crosstabs to find scheduled service.

TranStats system and international totals do not include U.S. carriers’ foreign point-to-point flights. For May, U.S. carriers reported 199,690 foreign point-to-point passengers. For January through May, U.S. carriers reported 1,071,552 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Sept. 11 for the release of June traffic data.

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

	Monthly			Year-to-Date		
	May 2008	May 2009	Change %	2008	2009	Change %
Passengers (in millions)	65.9	59.7	<b>-9.3</b>	311.4	281.9	<b>-9.5</b>
Flights (in thousands)	889.5	812.7	<b>-8.6</b>	4,330.8	3,927.0	<b>-9.3</b>
Revenue Passenger Miles (in billions)	71.7	65.0	<b>-9.4</b>	337.1	304.6	<b>-9.6</b>
Available Seat-Miles (in billions)	88.6	81.6	<b>-7.9</b>	430.0	394.1	<b>-8.3</b>
Load Factor*	80.9	79.7	<b>-1.2</b>	78.4	77.3	<b>-1.1</b>
Flight Stage Length**	718.7	716.0	<b>-0.4</b>	719.8	718.5	<b>-0.2</b>
Passenger Trip Length***	1,088.4	1,088.3	<b>0.0</b>	1,082.5	1,080.7	<b>-0.2</b>

Source: Bureau of Transportation Statistics, T-100 Market and Segment

\*Change in load factor points

\*\*The average non-stop distance flown per departure in miles

\*\*\* The average distance flown per passenger in miles

Note: Percent changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	57.1	57.7	1.0	51.8	-10.2
February	54.1	57.0	5.5	49.8	-12.6
March	67.2	67.7	0.8	61.0	-10.0
April	64.9	63.1	-2.8	59.5	-5.6
<b>May</b>	<b>66.8</b>	<b>65.9</b>	<b>-1.3</b>	<b>59.7</b>	<b>-9.3</b>
June	69.7	67.8	-2.7		
July	72.4	70.3	-2.9		
August	71.3	67.7	-5.1		
September	59.2	54.2	-8.4		
October	64.2	59.7	-7.0		
November	61.9	54.1	-12.7		
December	60.8	57.4	-5.7		
<b>5 Mo. Total</b>	<b>310.1</b>	<b>311.4</b>	<b>0.4</b>	<b>281.9</b>	<b>-9.5</b>
<b>Yr. Total</b>	<b>769.6</b>	<b>742.6</b>	<b>-3.5</b>		

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-May 2009 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-May 2009 Rank	Carrier	Jan-May 2009 Enplaned Passengers	Jan-May 2008 Rank	Jan-May 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	40.550	1	42.808	-5.3
2	American	34.799	2	38.919	-10.6
3	Delta	26.970	3	28.875	-6.6
4	United	22.557	4	26.318	-14.3
5	US Airways	21.332	5	23.069	-7.5
6	Continental	17.665	7	19.971	-11.5
7	Northwest	16.762	6	21.012	-20.2
8	AirTran	9.326	8	9.899	-5.8
9	JetBlue	9.038	9	9.223	-2.0
10	SkyWest	8.159	10	8.625	-5.4

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 May 2009 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

May 2009 Rank	Carrier	May 2009 Enplaned Passengers	May 2008 Rank	May 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	8.686	1	9.305	-6.7
2	American	7.224	2	8.323	-13.2
3	Delta	5.662	3	5.937	-4.6
4	United	4.743	4	5.657	-16.2
5	US Airways	4.414	5	4.787	-7.8
6	Continental	3.684	7	4.177	-11.8
7	Northwest	3.493	6	4.463	-21.7
8	AirTran	2.001	8	2.201	-9.1
9	JetBlue	1.824	10	1.795	1.6
10	SkyWest	1.757	9	1.805	-2.6

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-May 2009 System\* Scheduled Enplanements on U.S. Airlines\*\***

Passenger numbers in millions (000,000)

Jan-May 2009 Rank	Airport	Jan-May 2009 Enplaned Passengers	Jan-May 2008 Rank	Jan-May 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	16.602	1	17.309	-4.1
2	Chicago O'Hare	11.401	2	12.863	-11.4
3	Dallas/Ft. Worth	10.411	3	10.929	-4.7
4	Denver	9.240	4	9.687	-4.6
5	Los Angeles	8.400	5	9.244	-9.1
6	Phoenix	7.683	7	8.400	-8.5
7	Las Vegas	7.589	6	8.574	-11.5
8	Houston Bush	7.405	8	8.278	-10.6
9	Charlotte	6.994	11	7.048	-0.8
10	Orlando	6.528	9	7.351	-11.2

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

\*\* Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

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**Table 6. Top 10 U.S. Airports ranked by May 2009 System\* Scheduled Enplanements on U.S. Airlines\*\***  
 Passenger numbers in millions (000,000)

May 2009 Rank	Airport	May 2009 Enplaned Passengers	May 2008 Rank	May 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	3.597	1	3.673	-2.1
2	Chicago O'Hare	2.497	2	2.872	-13.0
3	Dallas/Ft. Worth	2.218	3	2.357	-5.9
4	Denver	1.967	4	2.086	-5.7
5	Los Angeles	1.804	5	1.960	-7.9
6	Las Vegas	1.605	6	1.785	-10.1
7	Phoenix	1.566	8	1.711	-8.5
8	Houston Bush	1.532	7	1.741	-12.0
9	Charlotte	1.496	9	1.522	-1.7
10	New York JFK	1.401	11	1.472	-4.8

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

\*\* Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

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

	May 2008	Monthly May 2009	Change %	Previous Calendar Years		Change %
				2008	2008	
Passengers (in millions)	57.9	52.9	-8.6	273.0	247.2	-9.4
Flights (in thousands)	816.0	747.0	-8.5	3,967.3	3,589.1	-9.5
Revenue Passenger Miles (in billions)	50.2	46.0	-8.4	238.0	214.8	-9.7
Available Seat-Miles (in billions)	61.7	56.5	-8.4	302.8	273.0	-9.8
Load Factor*	81.4	81.4	0.0	78.6	78.7	0.1
Flight Stage Length**	622.4	616.1	-1.0	627.1	619.3	-1.3
Passenger Trip Length***	866.6	868.5	0.2	871.9	869.2	-0.3

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

\*Change in load factor points

\*\*The average non-stop distance flown per departure in miles

\*\*\* The average distance flown per passenger in miles

Note: Percent changes based on numbers prior to rounding.



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

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	50.0	50.2	0.4	44.8	-10.8
February	47.8	50.1	4.9	43.7	-12.9
March	59.2	59.2	-0.1	53.5	-9.6
April	57.4	55.5	-3.3	52.2	-5.9
<b>May</b>	<b>59.3</b>	<b>57.9</b>	<b>-2.3</b>	<b>52.9</b>	<b>-8.6</b>
June	61.5	59.4	-3.4		
July	63.5	61.3	-3.4		
August	62.7	58.8	-6.1		
September	52.3	47.7	-8.9		
October	57.2	53.0	-7.4		
November	55.0	47.7	-13.4		
December	53.3	50.2	-5.7		
<b>5 Mo. Total</b>	<b>273.7</b>	<b>273.0</b>	<b>-0.3</b>	<b>247.2</b>	<b>-9.4</b>
<b>Yr. Total</b>	<b>679.2</b>	<b>651.0</b>	<b>-4.1</b>		

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-May 2009 Domestic Scheduled Enplanements**  
 Passenger numbers in millions (000,000)

Jan-May 2009 Rank	Carrier	Jan-May 2009 Enplaned Passengers	Jan-May 2008 Rank	Jan-May 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	40.550	1	42.808	-5.3
2	American	26.910	2	30.060	-10.5
3	Delta	22.464	3	24.106	-6.8
4	US Airways	18.502	5	20.392	-9.3
5	United	18.464	4	21.487	-14.1
6	Northwest	13.128	6	16.653	-21.2
7	Continental	12.827	7	14.838	-13.6
8	AirTran	9.264	8	9.899	-6.4
9	JetBlue	8.147	9	8.732	-6.6
10	SkyWest	7.696	10	8.138	-5.4

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 May 2009 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

May 2009 Rank	Carrier	May 2009 Enplaned Passengers	May 2008 Rank	May 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	8.686	1	9.305	-6.7
2	American	5.659	2	6.492	-12.8
3	Delta	4.695	3	4.881	-3.8
4	United	3.906	4	4.651	-16.0
5	US Airways	3.860	5	4.204	-8.2
6	Northwest	2.813	6	3.574	-21.3
7	Continental	2.727	7	3.086	-11.6
8	AirTran	1.993	8	2.201	-9.5
9	SkyWest	1.665	9	1.701	-2.1
10	JetBlue	1.646	10	1.697	-3.0

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-May 2009 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-May 2009 Rank	Airport	Jan-May 2009 Enplaned Passengers	Jan-May 2008 Rank	Jan-May 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	15.030	1	15.657	-4.0
2	Chicago O'Hare	10.202	2	11.542	-11.6
3	Dallas/Ft. Worth	9.638	3	10.061	-4.2
4	Denver	8.940	4	9.339	-4.3
5	Los Angeles	7.806	6	8.430	-7.4
6	Las Vegas	7.525	5	8.511	-11.6
7	Phoenix	7.358	7	8.087	-9.0
8	Charlotte	6.503	10	6.566	-1.0
9	Orlando	6.467	8	7.305	-11.5
10	Houston Bush	6.166	9	6.919	-10.9

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

Note: Percent changes based on numbers prior to rounding.

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**Table 12. Top 10 U.S. Airports, ranked by May 2009 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

May 2009 Rank	Airport	May 2009 Enplaned Passengers	May 2008 Rank	May 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	3.256	1	3.310	-1.6
2	Chicago O'Hare	2.236	2	2.580	-13.3
3	Dallas/Ft. Worth	2.069	3	2.170	-4.7
4	Denver	1.918	4	2.012	-4.7
5	Los Angeles	1.696	5	1.793	-5.4
6	Las Vegas	1.593	6	1.774	-10.2
7	Phoenix	1.519	7	1.649	-7.8
8	Charlotte	1.396	10	1.422	-1.8
9	Houston Bush	1.316	8	1.458	-9.7
10	Orlando	1.281	9	1.435	-10.7

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. Airlines**

	May 2008	Monthly May 2009	Change %	Previous Calendar Years		
				2007	2008	Change %
Passengers (in millions)	8.0	6.8	-14.8	38.5	34.7	-9.8
Flights (in thousands)	73.5	65.7	-10.5	363.6	337.9	-7.1
Revenue Passenger Miles (in billions)	21.5	19.0	-11.6	99.1	89.8	-9.4
Available Seat-Miles (in billions)	26.9	25.1	-6.8	127.2	121.1	-4.8
Load Factor*	79.9	75.7	-4.2	77.9	74.1	-3.8
Flight Stage Length**	1,788.4	1,851.9	3.6	1,731.6	1,772.3	2.4
Passenger Trip Length***	2,699.4	2,800.5	3.7	2,577.0	2,588.4	0.4

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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**Table 14: International Scheduled Enplanements on U.S. Airlines**  
 Passenger numbers in millions (000,000)

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	7.1	7.5	4.9	7.0	-6.4
February	6.3	6.9	9.6	6.2	-11.1
March	7.9	8.5	7.4	7.4	-12.5
April	7.5	7.6	1.2	7.3	-3.7
<b>May</b>	<b>7.5</b>	<b>8.0</b>	<b>6.5</b>	<b>6.8</b>	<b>-14.8</b>
June	8.2	8.4	2.4		
July	8.9	9.1	1.3		
August	8.7	8.9	2.0		
September	6.9	6.6	-5.0		
October	7.0	6.7	-3.6		
November	6.9	6.4	-6.8		
December	7.5	7.1	-5.6		
<b>5 Mo. Total</b>	<b>36.3</b>	<b>38.5</b>	<b>5.8</b>	<b>34.7</b>	<b>-9.8</b>
<b>Yr. Total</b>	<b>90.5</b>	<b>91.6</b>	<b>1.2</b>		

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-May 2009 International Scheduled Enplanements**  
 Passenger numbers in thousands (000)

Jan-May 2009 Rank	Carrier	Jan-May 2009 Enplaned Passengers	Jan-May 2008 Rank	Jan-May 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	American	7,888.9	1	8,859.6	-11.0
2	Continental	4,838.6	2	5,132.5	-5.7
3	Delta	4,506.0	4	4,768.8	-5.5
4	United	4,092.3	3	4,831.0	-15.3
5	Northwest	3,633.6	5	4,358.7	-16.6
6	US Airways	2,829.9	6	2,677.4	5.7
7	JetBlue	890.7	11	501.7	77.5
8	Alaska	718.4	7	999.6	-28.1
9	ExpressJet	667.1	8	882.2	-24.4
10	SkyWest	462.9	13	486.8	-4.9

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

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**Table 16. Top 10 U.S. Airlines, ranked by May 2009 International Scheduled Enplanements**

Passenger numbers in thousands (000)

May 2009 Rank	Carrier	May 2009 Enplaned Passengers	May 2008 Rank	May 2008 Enplaned Passengers	Pct. Change 2008-2009
1	American	1,565.1	1	1,831.2	-14.5
2	Delta	966.8	3	1,056.1	-8.5
3	Continental	956.4	2	1,091.3	-12.4
4	United	837.3	4	1,006.0	-16.8
5	Northwest	680.0	5	889.1	-23.5
6	US Airways	553.9	6	583.3	-5.0
7	JetBlue	178.2	12	98.1	81.6
8	ExpressJet	114.2	7	173.1	-34.0
9	Alaska	104.8	8	171.3	-38.8
10	Executive	99.4	9	142.4	-30.2

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-May 2009 International Scheduled Enplanements on U.S. Airlines\***

Passenger numbers in thousands (000)

Jan-May 2009 Rank	Airport	Jan-May 2009 Enplaned Passengers	Jan-May 2008 Rank	Jan-May 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Miami	2,008.2	1	2,062.4	-2.6
2	New York JFK	1,584.4	2	1,695.4	-6.6
3	Atlanta	1,572.6	3	1,651.4	-4.8
4	Newark	1,539.2	4	1,606.2	-4.2
5	Houston Bush	1,239.0	5	1,359.4	-8.9
6	Chicago O'Hare	1,198.6	6	1,320.6	-9.2
7	Dallas/Ft. Worth	772.8	7	868.2	-11.0
8	Los Angeles	593.8	8	813.4	-27.0
9	Washington Dulles	589.6	11	615.5	-4.2
10	Philadelphia	588.2	12	596.5	-1.4

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

\* Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

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**Table 18. Top 10 U.S. Airports, ranked by May 2009 International Scheduled Enplanements on U.S. Airlines\***  
Passenger numbers in thousands (000)

<b>May 2009 Rank</b>	<b>Airport</b>	<b>May 2009 Enplaned Passengers</b>	<b>May 2008 Rank</b>	<b>May 2008 Enplaned Passengers</b>	<b>Pct. Change 2008-2009</b>
1	Miami	394.4	1	424.9	-7.2
2	New York JFK	359.9	2	388.7	-7.4
3	Atlanta	341.1	4	363.0	-6.0
4	Newark	336.7	3	366.6	-8.2
5	Chicago O'Hare	260.9	5	292.3	-10.7
6	Houston Bush	216.2	6	282.5	-23.5
7	Dallas/Ft. Worth	149.7	7	186.8	-19.9
8	Philadelphia	139.7	10	151.2	-7.6
9	Washington Dulles	129.1	12	135.3	-4.6
10	San Francisco	124.9	8	170.4	-26.7

Source: Bureau of Transportation Statistics, T-100 International Market  
\* Numbers do not include international enplanements on foreign carriers  
Note: Percent changes based on numbers prior to rounding.

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