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July 2007 Airline Traffic Data: U.S Airlines Carried Record Number of Passengers in July

U.S. airlines carried 72.2 million scheduled domestic and international passengers on their systems in July, a record high for a single month and 2.2 percent more than the previous record of 70.6 million in July 2005, the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) today reported in a release of preliminary data (Table 2).

BTS, a part of DOT's Research and Innovative Technology Administration, reported that U.S. carriers also set passenger records in July for the separate domestic passenger and international passenger categories. U.S. airlines carried 63.2 million domestic passengers in July, up 1.3 percent from the previous high of 62.4 million in July 2005 (Table 8). U.S. airlines carried 8.9 million international passengers in July, up 3.2 percent from the previous high of 8.7 million in July 2006 (Table 14).

Load factors in July reached an all-time high for combined domestic and international system flights. The July system load factor for domestic and international flights was 86.0 percent, topping the previous high of 85.8 percent in June. The July load factor for domestic flights was 86.4 percent, matching the previous high of 86.4 percent in June (Tables 7, 13). Load factor measures the use of airline capacity.

The 72.2 million total system passengers increased 3.8 percent from July 2006 (Table 2). The number of domestic passengers increased 3.9 percent in July from a year earlier and international passengers increased 3.2 percent (Tables 7, 13).

U.S. airlines carried 451.7 million scheduled domestic and international passengers on their systems during the first seven months of 2007, 2.9 percent more than they did during the same period in 2006 and a record for the January-to-July period.

U.S. airlines carried 2.8 percent more domestic passengers and 3.8 percent more international passengers during the first seven months of 2007 than during the same period in 2006 (Tables 7, 13). These passengers traveled on planes with average load factors exceeding 80.1 percent (Tables 1, 7 and 13).

Top Airlines

Southwest Airlines carried more total system and more domestic passengers in the first seven 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).

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Top Airports

More total system and domestic passengers boarded planes in the first seven 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 6.2 million domestic and international flights in the first seven months of 2007, 1.0 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 also increased 1.0 percent (Tables 7, 13).

In July, U.S. airlines operated 928,000 scheduled domestic and international flights, down 0.5 percent from the number of flights operated in July 2006 (Table 1). The number of domestic flights declined 0.4 percent in July from a year earlier while international flights decreased 1.8 percent (Tables 7, 13).

America West Airlines and US Airways reported traffic data separately in July because the carriers held two operating certificates despite their merged business operations. They are now operating under a single certificate and will begin reporting data jointly later this year.

System Comparisons (Table 1-6)

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

Revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 3.3 percent in the first seven months of 2007. In July, RPMs were up 3.9 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 seven months of 2007. In July, ASMs were up 2.7 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.4 percentage points to 80.7 percent in the first seven months of 2007. In July, load factor was up 0.9 percentage points at 86.0 percent.

Flight stage length, the average non-stop distance flown per departure, was up 0.9 percent in the first seven months of 2007. In July, flight stage length was up 2.3 percent.

Passenger trip length, the average distance flown per passenger, was up 0.4 percent in the first seven months of 2007. In July, passenger trip length was up 0.1 percent.

Among U.S. airlines, Southwest carried 59.5 million passengers on its system from January to July, the most of any airline (Table 3). In July, Southwest carried 9.7 million passengers on its system, the most of any airline (Table 4).

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Among airports, Atlanta Hartsfield-Jackson International was the busiest U.S. airport from January through July, with 24.8 million domestic and international passenger boardings (Table 5). In July, Atlanta Hartsfield-Jackson International was the busiest U.S. airport with 4.1 million domestic and international passenger boardings on U. S. carriers (Table 6).

Domestic Air Travel (Tables 7-12)

U.S. airlines carried 398.3 million scheduled domestic passengers during the first seven months of 2007, up 2.8 percent from the 387.6 million carried during the same period in 2006 (Table 8). The passengers were carried on 5.7 million flights, up 1.0 percent from the number of flights operated in 2006 (Table 7).

In the most recent month, July, the airlines carried 63.2 million scheduled domestic passengers, up 3.9 percent from the passengers carried during July 2006 (Table 8). The passengers were carried on 849,300 flights, down 0.4 percent from the 852,300 flights operated in July 2006 (Table 7).

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

Domestic revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 2.5 percent in the first seven months of 2007. In July, domestic RPMs were up 3.5 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 seven months of 2007. In July, domestic ASMs were up 1.8 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.5 load factor points to 80.9 percent in the first seven months of 2007. In July, domestic load factor was up 1.4 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 seven months of 2007. In July, domestic flight stage length was up 1.4 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 0.3 percent in the first seven months of 2007. In July, domestic passenger trip length was down 0.4 percent.

Southwest carried 59.5 million domestic passengers in the first seven months of 2007, the most of any airline (Table 9). In July, Southwest carried 9.7 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first seven months of 2007, with 22.5 million domestic passenger boardings (Table 11). In July, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.7 million domestic passenger boardings (Table 12).

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International Air Travel (Tables 13-18)

U.S. airlines carried 53.4 million scheduled international passengers during the first seven months of 2007, up 3.8 percent from the 51.5 million carried during the same period in 2006 (Table 14). The passengers were carried on 508,900 flights, up 1.0 percent from the 504,000 flights operated in 2006 (Table 13).

In the most recent month, July, the airlines carried 8.9 million scheduled international passengers, up 3.2 percent from the passengers carried during July 2006. The passengers were carried on 78,700 flights, down 1.8 percent from the 80,100 flights operated in July 2006 (Table 13).

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

International revenue passenger miles (RPMs), a measure of the number of passengers and the distance flown, were up 5.3 percent in the first seven months of 2007. In July, international RPMs were up 4.9 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were up 5.3 percent in the first seven months of 2007. In July, international ASMs were up 5.0 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was unchanged from the 80.2 percent in the first seven months of 2006. In July, international load factor was down 0.1 load factor points to 85.2 percent.

International flight stage length, the average non-stop distance flown per departure, was up 3.9 percent in the first seven months of 2007. In July, international flight stage length was up 6.8 percent.

International passenger trip length, the average distance flown per passenger, was up 1.5 percent in the first seven months of 2007. In July, international passenger trip length was up 1.7 percent.

American carried 12.7 million international passengers in the first seven months of 2007, the most of any U.S. airline (Table 15). In July, American carried 2.1 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 seven months of 2007, with 2,817,400 international passenger boardings (Table 17). In July, Miami International was the busiest international airport with 469,300 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 90 carriers as of Sept. 28 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 July, click on "Air Carrier Summary Data (Form 41 and 298C Summary Data)," and then click on "Schedule T-1."

For domestic numbers through July and international numbers through April 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 July, U.S. carriers reported 249,284 foreign point-to-point passengers. For January through July, U.S. carriers reported 1,767,335 foreign point-to-point passengers.

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

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

	Monthly			Year-to-Date		
	July 2006	July 2007	Change %	2006	2007	Change %
Passengers (in millions)	69.5	72.2	3.8	439.1	451.7	2.9
Flights (in thousands)	932.5	928.0	-0.5	6,120.9	6,182.6	1.0
Revenue Passenger Miles(in billions)	76.7	79.7	3.9	470.2	485.5	3.3
Available Seat-Miles(in billions)	90.2	92.6	2.7	585.4	601.6	2.8
Load Factor*	85.1	86.0	0.9	80.3	80.7	0.4
Flight Stage Length**	704.6	720.8	2.3	699.9	706.4	0.9
Passenger Trip Length***	1,103.6	1,104.4	0.1	1,070.9	1,074.9	0.4

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. 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	72.2	3.8
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		
7- Mo Total	436.9	439.1	0.5	451.7	2.9
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-July 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jul 2007 Rank	Carrier	Jan-Jul 2007 Enplaned Passengers	Jan-Jul 2006 Rank	Jan-Jul 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	Southwest	59.450	2	56.086	6.0
2	American	57.746	1	58.735	-1.7
3	Delta	43.072	3	43.827	-1.7
4	United	40.814	4	40.957	-0.4
5	Northwest	31.923	5	31.972	-0.2
6	Continental	28.968	6	27.592	5.0
7	US Airways	22.209	7	21.803	1.9
8	AirTran	13.783	9	11.852	16.3
9	Sky West	12.795	10	11.244	13.8
10	JetBlue	12.626	12	10.546	19.7

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 July 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

July 2007 Rank	Carrier	July 2007 Enplaned Passengers	July 2006 Rank	July 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	9.658	2	8.764	10.2
2	American	9.127	1	9.194	-0.7
3	Delta	7.005	3	6.933	1.0
4	United	6.281	4	6.476	-3.0
5	Northwest	4.930	5	5.078	-2.9
6	Continental	4.587	6	4.384	4.6
7	US Airways	3.425	7	3.268	4.8
8	AirTran	2.407	9	1.962	22.7
9	Sky West	2.045	10	1.784	14.6
10	JetBlue	2.014	12	1.715	17.4

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- July 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jul 2007 Rank	Airport	Jan-Jul 2007 Enplaned Passengers	Jan-Jul 2006 Rank	Jan-Jul 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	24.831	1	23.990	3.5
2	Chicago-O'Hare	20.179	2	20.299	-0.6
3	Dallas-Ft. Worth	16.450	3	16.794	-2.0
4	Denver	13.964	5	13.335	4.7
5	Los Angeles	13.921	4	13.487	3.2
6	Las Vegas	12.457	6	12.221	1.9
7	Phoenix	12.336	7	12.172	1.3
8	Houston-Bush	11.869	8	11.760	0.9
9	Detroit Metro	10.129	9	10.043	0.9
10	Orlando	10.015	11	9.778	2.4

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 6. Top 10 U.S. Airports ranked by July 2007 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

July 2007 Rank	Airport	July 2007 Enplaned Passengers	July 2006 Rank	July 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	4.054	1	3.812	6.3
2	Chicago-O'Hare	3.148	2	3.177	-0.9
3	Dallas-Ft. Worth	2.611	3	2.629	-0.7
4	Denver	2.294	5	2.184	5.0
5	Los Angeles	2.283	4	2.209	3.3
6	Las Vegas	1.913	7	1.848	3.5
7	Houston-Bush	1.816	6	1.856	-2.1
8	Phoenix	1.814	8	1.806	0.4
9	New York-JFK	1.639	12	1.488	10.2
10	Minneapolis-St. Paul	1.583	9	1.617	-2.1

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		
	July 2006	July 2007	Change %	2006	2007	Change %
Passengers (in millions)	60.8	63.2	3.9	387.6	398.3	2.8
Flights (in thousands)	852.3	849.3	-0.4	5,616.9	5,673.7	1.0
Revenue Passenger Miles(in billions)	54.5	56.4	3.5	339.4	347.8	2.5
Available Seat-Miles(in billions)	64.1	65.3	1.8	422.2	429.8	1.8
Load Factor*	85.0	86.4	1.4	80.4	80.9	0.5
Flight Stage Length**	617.9	626.7	1.4	617.7	619.2	0.2
Passenger Trip Length***	895.9	892.2	-0.4	875.6	873.2	-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. 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	63.2	3.9
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		
7- Mo Total	388.3	387.6	-0.2	398.3	2.8
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-July 2007 Domestic Scheduled Enplanements
Passenger numbers in millions (000,000)

Jan-Jul 2007 Rank	Carrier	Jan-Jul 2007 Enplaned Passengers	Jan-Jul 2006 Rank	Jan-Jul 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	Southwest	59.450	1	56.086	6.0
2	American	45.068	2	45.976	-2.0
3	Delta	36.294	3	37.924	-4.3
4	United	33.779	4	33.833	-0.2
5	Northwest	26.081	5	26.238	-0.6
6	Continental	21.874	6	21.026	4.0
7	US Airways	19.394	7	18.908	2.6
8	AirTran	13.751	9	11.798	16.6
9	JetBlue	12.202	12	10.325	18.2
10	Sky West	12.164	10	10.796	12.7

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 July 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

July 2007 Rank	Carrier	July 2007 Enplaned Passengers	July 2006 Rank	July 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Southwest	9.658	1	8.764	10.2
2	American	7.027	2	7.031	-0.1
3	Delta	5.766	3	5.801	-0.6
4	United	5.166	4	5.333	-3.1
5	Northwest	4.032	5	4.187	-3.7
6	Continental	3.335	6	3.211	3.9
7	US Airways	2.904	7	2.767	5.0
8	AirTran	2.402	8	1.956	22.8
9	Sky West	1.939	10	1.709	13.4
10	JetBlue	1.923	11	1.671	15.1

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- July 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jul 2007 Rank	Airport	Jan-Jul 2007 Enplaned Passengers	Jan-Jul 2006 Rank	Jan-Jul 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	22.472	1	21.875	2.7
2	Chicago-O'Hare	18.226	2	18.353	-0.7
3	Dallas-Ft. Worth	15.185	3	15.445	-1.7
4	Denver	13.542	4	12.961	4.5
5	Los Angeles	12.725	5	12.444	2.3
6	Las Vegas	12.364	6	12.117	2.0
7	Phoenix	11.946	7	11.775	1.5
8	Houston-Bush	9.986	8	9.947	0.4
9	Orlando	9.965	9	9.713	2.6
10	Minneapolis-St.Paul	9.215	10	9.314	-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 July 2007 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

July 2007 Rank	Airport	July 2007 Enplaned Passengers	July 2006 Rank	July 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Atlanta	3.655	1	3.44	6.2
2	Chicago-O'Hare	2.854	2	2.865	-0.4
3	Dallas-Ft. Worth	2.403	3	2.412	-0.4
4	Denver	2.235	4	2.132	4.8
5	Los Angeles	2.087	5	2.043	2.2
6	Las Vegas	1.900	6	1.835	3.5
7	Phoenix	1.762	7	1.751	0.6
8	Houston-Bush	1.498	8	1.544	-3.0
9	Orlando	1.492	10	1.416	5.4
10	Minneapolis-St. Paul	1.489	9	1.517	-1.8

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		
	July 2006	July 2007	Change %	2006	2007	Change %
Passengers (in millions)	8.7	8.9	3.2	51.5	53.4	3.8
Flights (in thousands)	80.1	78.7	-1.8	504.0	508.9	1.0
Revenue Passenger-Miles(in billions)	22.2	23.3	4.9	130.8	137.8	5.3
Available Seat-Miles(in billions)	26.0	27.3	5.0	163.2	171.8	5.3
Load Factor*	85.3	85.2	-0.1	80.2	80.2	0.0
Flight Stage Length**	1,626.1	1,736.2	6.8	1,615.8	1,679.1	3.9
Passenger Trip Length***	2,562.5	2,605.7	1.7	2,540.8	2,578.0	1.5

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. 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	8.9	3.2
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		
7- Mo Total	48.6	51.5	6.0	53.4	3.8
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- July 2007 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Jan-Jul 2007 Rank	Carrier	Jan-Jul 2007 Enplaned Passengers	Jan-Jul 2006 Rank	Jan-Jul 2006 Enplaned Passengers	Pct. Change 2006- 2007
1	American	12,678.3	1	12,759.3	-0.6
2	Continental	7,094.8	3	6,565.8	8.1
3	United	7,034.4	2	7,123.3	-1.2
4	Delta	6,777.8	4	5,902.8	14.8
5	Northwest	5,841.9	5	5,733.2	1.9
6	US Airways	2,815.6	6	2,895.3	-2.8
7	Alaska	1,352.5	7	1,373.7	-1.5
8	Express Jet	1,190.3	8	1,180.3	0.9
9	Executive	1,048.2	9	1,106.6	-5.3
10	America West	813.1	10	746.7	8.9

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 July 2007 International Scheduled Enplanements

Passenger numbers in thousands (000)

July 2007 Rank	Carrier	July 2007 Enplaned Passengers	July 2006 Rank	July 2006 Enplaned Passengers	Pct. Change 2006-2007
1	American	2,100.0	1	2,163.0	-2.9
2	Continental	1,251.8	2	1,173.5	6.7
3	Delta	1,239.4	4	1,132.1	9.5
4	United	1,115.0	3	1,142.6	-2.4
5	Northwest	897.8	5	890.8	0.8
6	US Airways	521.3	6	500.9	4.1
7	Express Jet	214.9	7	211.3	1.7
8	Executive	171.8	8	184.6	-6.9
9	Alaska	170.6	9	176.7	-3.4
10	Spirit	167.5	12	78.7	112.7

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- July 2007 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Jul 2007 Rank	Airport	Jan-Jul 2007 Enplaned Passengers	Jan-Jul 2006 Rank	Jan-Jul 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	2,817.4	1	2,658.8	6.0
2	Atlanta	2,359.0	2	2,114.3	11.6
3	New York-JFK	2,266.7	3	2,035.5	11.4
4	Newark	2,185.1	4	2,002.6	9.1
5	Chicago-O'Hare	1,952.6	5	1,946.2	0.3
6	Houston-Bush	1,883.1	6	1,813.4	3.8
7	Dallas-Ft. Worth	1,265.0	7	1,349.0	-6.2
8	Los Angeles	1,195.5	8	1,043.4	14.6
9	San Francisco	1,074.7	9	989.8	8.6
10	Detroit-Metro	970.2	10	971.2	-0.1

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

July 2007 Rank	Airport	July 2007 Enplaned Passengers	July 2006 Rank	July 2006 Enplaned Passengers	Pct. Change 2006-2007
1	Miami	469.3	1	435.4	7.8
2	New York-JFK	407.2	2	381.9	6.6
3	Atlanta	398.6	3	371.9	7.2
4	Newark	375.7	4	346.8	8.3
5	Houston-Bush	318.8	6	311.9	2.2
6	Chicago-O'Hare	294.3	5	312.4	-5.8
7	Dallas-Ft. Worth	207.9	7	216.4	-3.9
8	Los Angeles	196.1	8	166.3	17.9
9	San Francisco	168.5	9	152.6	10.5
10	Philadelphia	159.3	10	145.9	9.2

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

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