



BTS Data

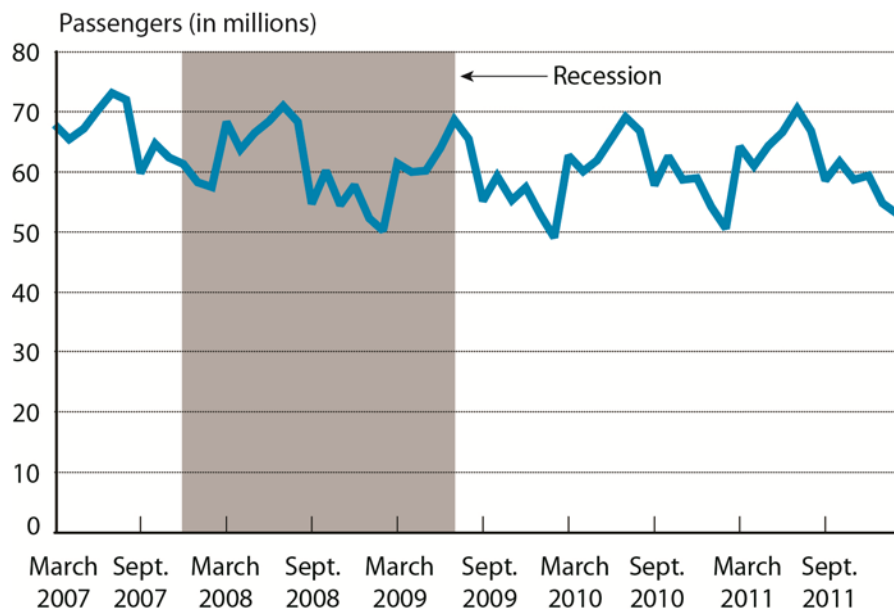
BTS 25-12
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February 2012 Airline System Traffic Up 6.1 Percent from February 2011

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 53.1 million scheduled domestic and international passengers in February 2012, 6.4 percent more domestic passengers and 4.4 percent more international passengers than in February 2011. These changes resulted in a systemwide increase of 6.1 percent in passengers from February 2011 (Tables 1, 7, 13). The February 2012 passenger total was 9.0 percent above that of two years ago in February 2010 (Table 2). Both periods benefited from the addition of an extra travel day in February 2012.

BTS, a part of DOT's Research and Innovative Technology Administration, also reported in a release of preliminary data that the system load factor of 76.7 percent and the domestic load factor of 78.9 percent were record highs for the month of February (Tables 1, 7).

Passengers on All U.S. Scheduled Airlines (Domestic & International), March 2007-February 2012



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## **AIRLINE TRAFFIC PRESS RELEASE**

### **ADD ONE**

U.S. airlines carried 107.6 million total system passengers during the first two months of 2012, up 3.7 percent from the same period in 2011 (Table 2). Domestically, they carried 93.5 million passengers, up 3.9 percent from 2011 (Table 8). Internationally, they carried 14.1 million passengers, up 1.9 percent from 2011 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous year numbers.

Additional traffic numbers can be found on the [BTS website](#) in the Airlines and Airports box. Click on a link in the column on the right. For more historic numbers, see [Traffic](#) on the BTS website.

### **Load Factor and Capacity**

The first two months of 2012 continued the trend of 2011 when the system and domestic load factors were at an all-time high while the international load factor declined from the all-time high in 2010 (Tables 1, 7, 13). Domestic capacity, measured by available seat-miles, increased 4.4 percent in February 2012 compared to February 2011, while revenue passenger miles (RPMs) increased by 5.7 percent, resulting in the record domestic load factor (Table 7). The international load factor in February increased as airlines grew capacity by 1.4 percent while RPMs gained by a larger 1.9 percent (Table 13). Systemwide capacity was up 1.6 percent compared to a 2.9 percent increase in RPMs (Table 1). See Tables 1, 7 and 13 of [Air Traffic Press Releases](#) for previous year numbers.

### **Top Airlines**

**Monthly:** In January, Southwest Airlines carried more total system and domestic passengers than any other U.S. airline (Tables 3, 9). United Airlines, following its merger with Continental Airlines, carried the most international passengers (Table 16). The top 10 US airlines carried 79.8 percent of systemwide passengers, an increase from the 71.3 percent in February 2011.

**Year-to-date:** During the first two months of 2012, Southwest carried more total system and domestic passengers than any other U.S. airline (Tables 3, 9, 15). United, following its merger with Continental Airlines, carried the most international passengers (Table 15). The top 10 US airlines carried 79.7 percent of systemwide passengers, an increase from the 71.8 percent during the first two months of 2011.

United and Continental now report jointly as United. Numbers reported as United in this release for previous years do not include Continental's numbers. See the notes for system, domestic and international airline ranking tables 3, 4, 9, 10, 15 and 16 for 2011 passenger numbers previously reported for Continental.

ExpressJet Airlines and Atlantic Southeast Airlines now report jointly as ExpressJet. Numbers reported as ExpressJet in this release for previous years do not include Atlantic Southeast's numbers. See the notes for system, domestic and international airline ranking tables 3, 4, 9, 10, 15 and 16 for 2011 passenger numbers previously reported for Atlantic Southeast.

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## **AIRLINE TRAFFIC PRESS RELEASE**

### **ADD TWO**

#### **Top Airports**

**Monthly:** In February, more total system and domestic passengers boarded planes at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 6, 12); and more international passengers boarded U.S. carriers at Miami International than at any other U.S. airport (Table 18).

**Year-to-date:** During the first two months of 2012, more total system and domestic passengers boarded planes at Atlanta Hartsfield-Jackson than at any other U.S. airport (Tables 5 and 11); and more international passengers boarded U.S. carriers at Miami than at any other U.S. airport (Table 17).

For other year-to-date and monthly comparisons, see the following tables:

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

**Table 1** (February and January through February 2011 and 2012):

Passengers

Flights

Revenue passenger-miles (RPMs)

Available seat-miles (ASMs)

Passenger load factor

Flight stage length

Passenger trip length

#### **Table 2**

System scheduled enplanements on U.S. airlines by month since January 2010

#### **Airline Rankings**

##### **Table 3**

January through February: Top 10 airlines by scheduled passenger enplanements

##### **Table 4**

February: Top 10 airlines by scheduled passenger enplanements

#### **Airport Rankings**

##### **Table 5**

January through February: Top 10 airports by scheduled passenger enplanements on U.S. airlines

##### **Table 6**

February: Top 10 airports by scheduled passenger enplanements on U.S. airlines

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**AIRLINE TRAFFIC PRESS RELEASE  
ADD THREE**

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

**Table 7** (February and January through February):

Domestic passengers

Domestic flights

Domestic revenue passenger-miles (RPMs)

Domestic available seat-miles (ASMs)

Domestic passenger load factor

Domestic flight stage length

Domestic passenger trip length

**Table 8**

Domestic scheduled enplanements on U.S. airlines by month since January 2010

**Airline Rankings**

**Table 9**

January through February: Top 10 domestic airlines by scheduled passenger enplanements

**Table 10**

February: Top 10 domestic airlines by scheduled passenger enplanements

**Airport Rankings**

**Table 11**

January through February: Top 10 domestic airports by scheduled passenger enplanements

**Table 12**

February: Top 10 domestic airports by scheduled passenger enplanements

**Scheduled International Air Travel on U.S. Airlines (Tables 13-18)**

**Table 13** (February and January through February):

International passengers

International flights

International revenue passenger-miles on U.S. airlines (RPMs)

International available seat-miles on U.S. airlines (ASMs)

International passenger load factor on U.S. airlines

International flight stage length on U.S. airlines

International passenger trip length on U.S. airlines

**Table 14**

International scheduled enplanements on U.S. airlines by month since January 2010

**Airline Rankings**

**Table 15**

January through February: Top 10 U.S. airlines by scheduled international passenger enplanements

**AIRLINE TRAFFIC PRESS RELEASE  
ADD FOUR**

**Table 16**

February: Top 10 U.S. airlines by scheduled international passenger enplanements

**Airport Rankings**

**Table 17**

January through February: Top 10 airports by scheduled international passenger enplanements on U.S. airlines

**Table 18**

February: Top 10 airports by scheduled international passenger enplanements on U.S. airlines

**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 80 carriers as of May 10 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/).

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." Use crosstabs to find scheduled service.

For domestic numbers through February and international numbers through November 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 February, U.S. carriers reported 182,763 foreign point-to-point passengers. For January through February, U.S. carriers reported 388,451 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled June 21 for the release of March 2012 traffic data.

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**AIRLINE TRAFFIC PRESS RELEASE  
ADD FIVE**

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

	Monthly			Year-to-date		
	Feb 2011	Feb 2012	Change %	2011	2012	Change %
Passengers (in millions)	50.1	53.1	<b>6.1</b>	103.8	107.6	<b>3.7</b>
Flights (in thousands)	688.8	713.4	<b>3.6</b>	1,440.2	1,457.6	<b>1.2</b>
Revenue Passenger Miles (in billions)	54.5	57.5	<b>5.5</b>	115.2	118.5	<b>2.9</b>
Available Seat-Miles (in billions)	71.9	75.0	<b>4.4</b>	151.2	153.7	<b>1.6</b>
Load Factor*	75.8	76.7	<b>0.9</b>	76.2	77.1	<b>0.9</b>
Flight Stage Length**	739.9	746.7	<b>0.9</b>	742.8	748.5	<b>0.8</b>
Passenger Trip Length***	1,088.2	1,081.6	<b>-0.6</b>	1,110.3	1,102.0	<b>-0.7</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.

**Table 2. Total System (Domestic and International) Scheduled Enplanements on U.S. Airlines  
Passenger numbers in millions (000,000)**

	2010	2011	2010- 2011 Pct. Change	2012	2011- 2012 Pct. Change
January	52.6	53.7	2.2	54.4	1.4
<b>February</b>	<b>48.7</b>	<b>50.1</b>	<b>2.9</b>	<b>53.1</b>	<b>6.1</b>
March	62.2	63.6	2.2		
April	59.6	60.5	1.5		
May	61.5	63.9	3.9		
June	65.0	66.2	1.9		
July	68.4	69.9	2.2		
August	66.3	66.3	0.1		
September	57.4	58.1	1.2		
October	62.1	61.2	-1.5		
November	58.2	58.3	0.2		
December	58.6	59.1	0.8		
<b>2 Mo. Total</b>	<b>101.2</b>	<b>103.8</b>	<b>2.5</b>	<b>107.6</b>	<b>3.7</b>
<b>Yr. Total</b>	<b>720.5</b>	<b>730.8</b>	<b>1.4</b>		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percent changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE  
ADD SIX**

**Table 3. Top 10 U.S. Airlines, ranked by January-February 2012 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Feb 2012 Rank	Carrier	Jan-Feb 2012 Enplaned Passengers	Jan-Feb 2011 Rank	Jan-Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Southwest	16.220	1	15.910	2.0
2	Delta	15.939	2	15.530	2.6
3	United**	13.619	5	7.407	N/A
4	American	13.186	3	12.686	3.9
5	US Airways	8.439	4	7.811	8.0
6	ExpressJet***	4.545	12	1.960	N/A
7	JetBlue	4.284	7	3.730	14.8
8	SkyWest	3.704	8	3.566	3.9
9	AirTran	3.200	9	3.318	-3.6
10	Alaska	2.689	10	2.561	5.0

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

\*\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental. Continental reported 6.543 million system passengers in January-February 2011.

\*\*\* ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast. Atlantic Southeast reported 1.960 million system passengers in January-February 2011.

Note: Percent changes based on numbers prior to rounding.

**Table 4. Top 10 U.S. Airlines, ranked by February 2012 System\* Scheduled Enplanements**  
Passenger numbers in millions (000,000)

Feb 2012 Rank	Carrier	Feb 2012 Enplaned Passengers	Feb 2011 Rank	Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Southwest	8.050	1	7.602	5.9
2	Delta	7.855	2	7.575	3.7
3	United**	6.659	5	3.534	N/A
4	American	6.415	3	5.980	7.3
5	US Airways	4.147	4	3.783	9.6
6	ExpressJet***	2.315	13	0.975	N/A
7	JetBlue	2.121	7	1.817	16.7
8	SkyWest	1.839	8	1.726	6.5
9	AirTran	1.597	9	1.639	-2.6
10	American Eagle	1.353	11	1.090	24.1

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

\*\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental. Continental reported 3.090 million system passengers in February 2011.

\*\*\* ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast. Atlantic Southeast reported .975 million system passengers in February 2011.

Note: Percent changes based on numbers prior to rounding.

**AIRLINE TRAFFIC PRESS RELEASE**  
**ADD SEVEN**

**Table 5. Top 10 U.S. Airports, ranked by January-February 2012 System\* Scheduled Enplanements on U.S. Airlines\*\***  
 Passenger numbers in millions (000,000)

Jan-Feb 2012 Rank	Airport	Jan-Feb 2012 Enplaned Passengers	Jan-Feb 2011 Rank	Jan-Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Atlanta	6.373	1	5.931	7.4
2	Chicago O'Hare	4.179	2	3.916	6.7
3	Dallas/Fort Worth	4.029	3	3.853	4.6
4	Denver	3.671	4	3.624	1.3
5	Los Angeles	3.635	5	3.367	8.0
6	Phoenix	3.009	6	2.959	1.7
7	Charlotte	3.005	7	2.782	8.0
8	Las Vegas	2.791	8	2.723	2.5
9	Houston Bush	2.729	9	2.677	2.0
10	San Francisco	2.575	12	2.317	11.1

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.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

**Table 6. Top 10 U.S. Airports ranked by February 2012 System\* Scheduled Enplanements on U.S. Airlines\*\***  
 Passenger numbers in millions (000,000)

Feb 2012 Rank	Airport	Feb 2012 Enplaned Passengers	Feb 2011 Rank	Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Atlanta	3.179	1	2.951	7.7
2	Chicago O'Hare	2.100	2	1.906	10.2
3	Dallas/Fort Worth	1.995	3	1.829	9.0
4	Denver	1.798	4	1.759	2.3
5	Los Angeles	1.767	5	1.610	9.7
6	Phoenix	1.485	6	1.414	5.0
7	Charlotte	1.484	7	1.368	8.5
8	Las Vegas	1.362	8	1.287	5.9
9	Houston Bush	1.328	9	1.247	6.5
10	San Francisco	1.266	11	1.121	12.9

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.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

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**AIRLINE TRAFFIC PRESS RELEASE  
ADD EIGHT**

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

	Monthly			Year-to-date		
	Feb 2011	Feb 2012	Change %	2011	2012	Change %
Passengers (in millions)	43.7	46.4	6.4	90.0	93.5	3.9
Flights (in thousands)	625.5	647.0	3.4	1,306.7	1,321.5	1.1
Revenue Passenger Miles (in billions)	38.3	40.5	5.7	79.5	82.1	3.4
Available Seat-Miles (in billions)	49.1	51.3	4.4	102.9	104.7	1.7
Load Factor*	78.0	78.9	0.9	77.3	78.4	1.1
Flight Stage Length**	633.1	638.7	0.9	634.5	639.6	0.8
Passenger Trip Length***	876.9	871.4	-0.6	883.4	878.4	-0.6

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.

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

	2010	2011	2010-2011	2012	2011-2012
			Pct. Change		Pct. Change
January	45.5	46.3	1.8	47.1	1.7
<b>February</b>	<b>42.4</b>	<b>43.7</b>	<b>2.9</b>	<b>46.4</b>	<b>6.4</b>
March	54.4	55.6	2.3		
April	52.5	52.9	0.7		
May	53.8	56.0	4.0		
June	56.7	57.8	1.9		
July	59.1	60.3	2.0		
August	57.4	57.4	0.1		
September	50.3	51.0	1.3		
October	54.8	54.1	-1.3		
November	51.4	51.6	0.4		
December	51.1	51.5	0.9		
<b>2 Mo. Total</b>	<b>87.9</b>	<b>90.0</b>	<b>2.3</b>	<b>93.5</b>	<b>3.9</b>
<b>Yr. Total</b>	<b>629.5</b>	<b>638.2</b>	<b>1.4</b>		

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

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

Note: Percent changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE**  
**ADD NINE**

**Table 9. Top 10 U.S. Airlines, ranked by January-February 2012 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Feb 2012 Rank	Carrier	Jan-Feb 2012 Enplaned Passengers	Jan-Feb 2011 Rank	Jan-Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Southwest	16.220	1	15.910	2.0
2	Delta	13.007	2	12.545	3.7
3	United*	9.903	5	5.822	N/A
4	American Eagle	9.865	3	9.512	3.7
5	US Airways	7.473	4	6.824	9.5
6	ExpressJet**	4.161	12	1.920	N/A
7	JetBlue	3.695	8	3.264	13.2
8	SkyWest	3.517	7	3.320	5.9
9	AirTran	3.024	9	3.227	-6.3
10	American Eagle	2.492	11	2.157	15.5

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

\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental. Continental reported 4.378 million domestic passengers in January-February 2011.

\*\* ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast. Atlantic Southeast reported 1.920 million domestic passengers in January-February 2011.

Note: Percent changes based on numbers prior to rounding.

**Table 10. Top 10 U.S. Airlines, ranked by February 2012 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Feb 2012 Rank	Carrier	Feb 2012 Enplaned Passengers	Feb 2011 Rank	Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Southwest	8.050	1	7.602	5.9
2	Delta	6.462	2	6.191	4.4
3	United*	4.919	5	2.810	N/A
4	American	4.868	3	4.528	7.5
5	US Airways	3.682	4	3.323	10.8
6	ExpressJet**	2.122	12	0.955	N/A
7	JetBlue	1.831	8	1.597	14.7
8	SkyWest	1.746	7	1.603	8.9
9	AirTran	1.507	9	1.593	-5.4
10	American Eagle	1.263	11	1.017	24.2

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

\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental. Continental reported 2.104 million domestic passengers in February 2011.

\*\* ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast. Atlantic Southeast reported .955 million domestic passengers in February 2011.

Note: Percent changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE**  
**ADD TEN**

**Table 11. Top 10 U.S. Airports, ranked by January-February 2012 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Feb 2012 Rank	Airport	Jan-Feb 2012 Enplaned Passengers	Jan-Feb 2011 Rank	Jan-Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Atlanta	5.775	1	5.344	8.1
2	Chicago O'Hare	3.783	4	3.487	8.5
3	Dallas/Fort Worth	3.685	2	3.520	4.7
4	Denver	3.570	3	3.509	1.7
5	Los Angeles	3.333	5	3.084	8.1
6	Phoenix	2.874	6	2.824	1.8
7	Charlotte	2.817	8	2.590	8.7
8	Las Vegas	2.788	7	2.720	2.5
9	Orlando	2.469	9	2.455	0.6
10	San Francisco	2.332	11	2.090	11.6

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

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

**Table 12. Top 10 U.S. Airports, ranked by February 2012 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Feb 2012 Rank	Airport	Feb 2012 Enplaned Passengers	Feb 2011 Rank	Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Atlanta	2.889	1	2.666	8.3
2	Chicago O'Hare	1.913	2	1.711	11.8
3	Dallas/Fort Worth	1.830	4	1.675	9.2
4	Denver	1.746	3	1.701	2.7
5	Los Angeles	1.621	5	1.475	9.9
6	Phoenix	1.419	6	1.350	5.1
7	Charlotte	1.390	8	1.276	8.9
8	Las Vegas	1.361	7	1.285	5.9
9	Orlando	1.221	9	1.177	3.8
10	San Francisco	1.148	10	1.013	13.4

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

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

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**AIRLINE TRAFFIC PRESS RELEASE  
ADD ELEVEN**

**Table 13: International Scheduled Airline Travel on U.S. Airlines**

	Monthly			Year-to-date		
	Feb 2011	Feb 2012	Change %	2011	2012	Change %
Passengers (millions)	6.4	6.7	4.4	13.8	14.1	1.9
Flights (thousands)	63.3	66.4	5.0	133.5	136.1	1.9
Revenue Passenger Miles (billions)	16.2	17.0	4.9	35.7	36.4	1.9
Available Seat-Miles (billions)	22.8	23.8	4.3	48.3	49.0	1.4
Load Factor*	71.1	71.4	0.3	73.9	74.3	0.4
Flight Stage Length**	1,795.1	1,799.0	0.2	1,801.7	1,805.8	0.2
Passenger Trip Length***	2,524.4	2,537.5	0.5	2,588.8	2,589.0	0.0

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

\*Change in load factor points

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

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

Note: Percent changes based on numbers prior to rounding.

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

	2010	2011	2010-2011 Pct. Change	2012	2011- 2012 Pct. Change
January	7.0	7.4	4.8	7.4	-0.3
<b>February</b>	<b>6.2</b>	<b>6.4</b>	<b>2.9</b>	<b>6.7</b>	<b>4.4</b>
March	7.8	7.9	1.7		
April	7.2	7.7	7.1		
May	7.6	7.9	3.2		
June	8.3	8.5	1.7		
July	9.3	9.6	3.3		
August	8.9	8.9	0.1		
September	7.0	7.1	0.6		
October	7.3	7.1	-3.0		
November	6.7	6.6	-1.9		
December	7.5	7.5	0.4		
<b>2 Mo. Total</b>	<b>13.3</b>	<b>13.8</b>	<b>3.9</b>	<b>14.1</b>	<b>1.9</b>
<b>Yr. Total</b>	<b>91.0</b>	<b>92.5</b>	<b>1.7</b>		

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

Note: Percent changes based on numbers prior to rounding

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**AIRLINE TRAFFIC PRESS RELEASE**  
**ADD TWELVE**

**Table 15: Top 10 U.S. Airlines, ranked by January-February 2012 International Scheduled Enplanements**

Passenger numbers in thousands (000)

Jan-Feb 2012 Rank	Carrier	Jan-Feb 2012 Enplaned Passengers	Jan-Feb 2011 Rank	Jan-Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	United*	3,715.3	4	1,584.5	N/A
2	American	3,320.6	1	3,173.6	4.6
3	Delta	2,932.7	2	2,984.9	-1.7
4	US Airways	965.9	5	986.9	-2.1
5	JetBlue	589.4	6	466.7	26.3
6	ExpressJet**	384.3	25	40.3	N/A
7	Alaska	319.9	7	306.6	4.3
8	Spirit	200.2	9	210.8	-5.0
9	SkyWest	186.7	8	246.6	-24.3
10	American Eagle	182.9	11	158.9	15.1

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

\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental. Continental reported 2,165.1 thousand international passengers in January-February 2011.

\*\* ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast. Atlantic Southeast reported 40.3 thousand international passengers in January-February 2011.

**Table 16. Top 10 U.S. Airlines, ranked by February 2012 International Scheduled Enplanements**

Passenger numbers in thousands (000)

Feb 2012 Rank	Carrier	Feb 2012 Enplaned Passengers	Feb 2011 Rank	Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	United*	1,739.7	4	724.0	N/A
2	American	1,547.6	1	1,451.3	6.6
3	Delta	1,393.2	2	1,383.8	0.7
4	US Airways	465.8	5	460.1	1.2
5	JetBlue	289.8	6	220.2	31.6
6	ExpressJet**	192.8	25	19.8	N/A
7	Alaska	156.5	7	151.0	3.7
8	Spirit	95.2	10	93.8	1.4
9	SkyWest	92.4	8	122.3	-24.4
10	American Eagle	90.7	12	73.2	23.9

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

\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental. Continental reported 985.8 thousand international passengers in February 2011.

\*\* ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast. Atlantic Southeast reported 19.8 thousand international passengers in February 2011.

Note: Percent changes based on numbers prior to rounding.

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**Table 17. Top 10 U.S. Airports, ranked by January-February 2012 International Scheduled Enplanements on U.S. Airlines\***

Passenger numbers in thousands (000)

Jan-Feb 2012 Rank	Airport	Jan-Feb 2012 Enplaned Passengers	Jan-Feb 2011 Rank	Jan-Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Miami	955.7	1	867.8	10.1
2	New York JFK	638.1	2	623.7	2.3
3	Atlanta	597.6	3	587.2	1.8
4	Newark	572.0	4	556.1	2.9
5	Houston Bush	514.6	5	530.2	-2.9
6	Chicago O'Hare	396.5	6	428.5	-7.5
7	Dallas/Fort Worth	343.3	7	333.5	2.9
8	Los Angeles	302.0	8	282.5	6.9
9	San Francisco	243.1	9	226.7	7.2
10	Washington Dulles	210.6	10	218.6	-3.7

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.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

**Table 18. Top 10 U.S. Airports, ranked by February 2012 International Scheduled Enplanements on U.S. Airlines\***

Passenger numbers in thousands (000)

Feb 2012 Rank	Airport	Feb 2012 Enplaned Passengers	Feb 2011 Rank	Feb 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Miami	451.2	1	403.9	11.7
2	New York JFK	310.3	2	294.4	5.4
3	Atlanta	290.6	3	284.6	2.1
4	Newark	275.8	4	256.7	7.4
5	Houston Bush	243.5	5	242.0	0.6
6	Chicago O'Hare	186.9	6	195.1	-4.2
7	Dallas/Fort Worth	164.9	7	154.1	7.0
8	Los Angeles	145.3	8	135.7	7.0
9	San Francisco	117.5	9	108.3	8.5
10	Philadelphia	101.0	11	99.2	1.8

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.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

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