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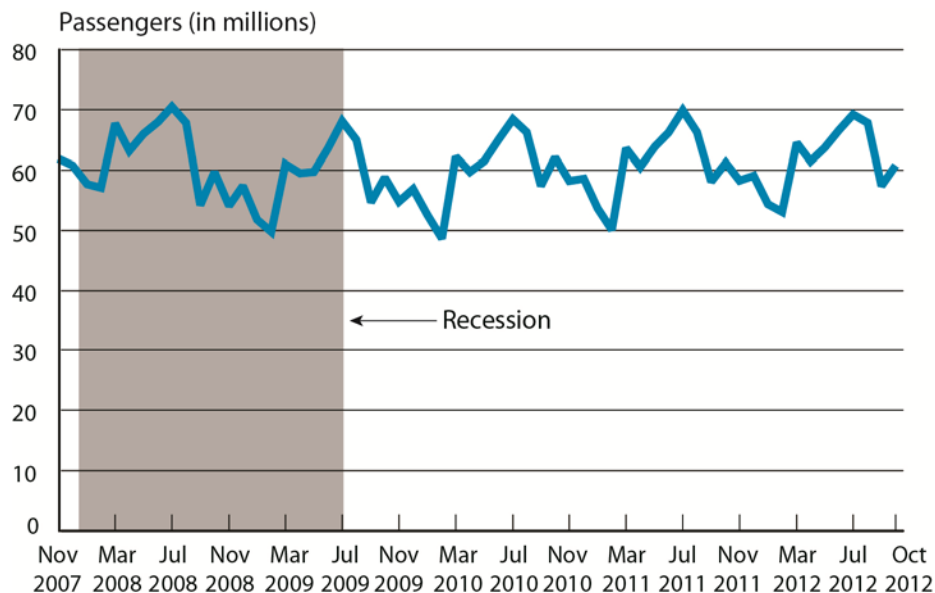
## BTS Data

BTS 03-13  
Tuesday, January 22, 2013  
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### October 2012 Airline System Passengers Decline 0.6% from October 2011

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 60.8 million scheduled systemwide passengers in October 2012, 0.6 percent fewer than in October 2011. The systemwide decline was the result of a 0.8 percent decrease in the number of domestic passengers (53.7 million) despite a 1.0 percent increase in international passengers (7.2 million) (Tables 1, 2, 7, 13).

### Passengers on All U.S. Scheduled Airlines (Domestic & International), November 2007-October 2012



SOURCE for Recession Dates: National Bureau of Economic Research, [US Business Cycle Expansions and Contractions](#)

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## **AIRLINE TRAFFIC PRESS RELEASE**

### **ADD ONE**

Although the total number of passengers in the month of October 2012 declined from a year ago, U.S. airlines carried 0.9 percent more total system passengers during the first 10 months of 2012 (619.0 million) than during the same period in 2011 (Table 2). Domestically, U.S. airlines carried 539.2 million passengers, up 0.8 percent from 2011 (Table 8). Internationally, they carried 79.8 million passengers, up 1.8 percent from 2011 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

Additional traffic data can be found on the BTS [Airlines and Airports](#) page. Click on a link in the Quick Links box on the right. For more historical data, see [Traffic](#) on the BTS website.

### **Load Factor and Capacity**

Domestic (84.1) and systemwide (83.4) passenger load factors reached record levels for the month of October while the international load factor (81.5) remained below the levels reached in 2009 and 2010 (Tables 1, 7, 13). Continuing earlier service reductions, domestic capacity, measured by available seat-miles, was down 1.4 percent in October 2012 compared to October 2011. Revenue passenger miles (RPMs) declined by 0.7 percent (Table 7). The international load factor in October rose from October 2011 with a 0.1 percent decrease in RPMs compared to a decrease in capacity of 1.9 percent (Table 13). Systemwide capacity declined 1.6 percent compared to a 0.5 percent decline in RPMs (Table 1). See Tables 1, 7 and 13 of [Air Traffic Press Releases](#) for previous-year data.

### **Top Airlines**

**Monthly:** In October 2012, Delta Air Lines carried more system passengers than any other U.S. airline (Table 4) and Southwest Airlines carried the most domestic passengers (Table 10). United Airlines, following its merger with Continental Airlines, carried the most international passengers (Table 16). The top 10 U.S. airlines in terms of passengers carried 80.6 percent of systemwide passengers, up from 75.7 percent carried by the U.S. airlines that were in the top 10 in October 2011.

**Year-to-date:** During the first 10 months of 2012, Delta carried more system passengers than any other U.S. airline (Table 3) and Southwest carried the most domestic passengers (Table 9). United, following its merger with Continental, carried the most international passengers (Table 15). The top 10 U.S. airlines carried 80.0 percent of systemwide passengers, up from 75.5 percent carried by the U.S. airlines that were in the top 10 during the first 10 months of 2011.

Southwest and AirTran Airways are reporting as separate carriers with the exception of their financial reports. They have one FAA SOC (single operating certificate), requiring that they utilize the same safety/operating procedures, but they have separate DOT 401 economic certificates, meaning they remain operating as separate economic entities.

United and Continental began reporting jointly as United in January 2012. Numbers reported as United in this release for previous years do not include Continental's numbers.

ExpressJet Airlines and Atlantic Southeast Airlines began reporting jointly as ExpressJet in January 2012. Numbers reported as ExpressJet in this release for previous years do not include Atlantic Southeast's numbers.

## **AIRLINE TRAFFIC PRESS RELEASE**

### **ADD TWO**

#### **Top Airports**

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

**Year-to-date:** During the first 10 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** (October and January through October 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 October: Top 10 airlines by scheduled passenger enplanements

##### **Table 4**

August: Top 10 airlines by scheduled passenger enplanements

#### **Airport Rankings**

##### **Table 5**

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

##### **Table 6**

October: 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** (October and January through October):

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 October: Top 10 domestic airlines by scheduled passenger enplanements

**Table 10**

October: Top 10 domestic airlines by scheduled passenger enplanements

**Airport Rankings**

**Table 11**

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

**Table 12**

October: Top 10 domestic airports by scheduled passenger enplanements

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

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

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

**AIRLINE TRAFFIC PRESS RELEASE  
ADD FOUR**

**Table 16**

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

**Airport Rankings**

**Table 17**

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

**Table 18**

October: 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 72 carriers as of Jan. 8 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://apps.bts.gov/xml/air\\_traffic/src/index.xml#CustomizeTable](http://apps.bts.gov/xml/air_traffic/src/index.xml#CustomizeTable)

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 October, 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 October and international numbers through July 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 October, U.S. carriers reported 198,536 foreign point-to-point passengers. For January through October, U.S. carriers reported 1,986,818 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Feb. 22 for the release of November 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		
	Oct 2011	Oct 2012	Change %	2011	2012	Change %
Passengers (in millions)	61.2	60.8	-0.6	613.5	619.0	0.9
Flights (in thousands)	787.8	754.9	-4.2	7,962.3	7,808.4	-1.9
Revenue Passenger Miles (in billions)	67.3	67.0	-0.5	686.3	693.9	1.1
Available Seat-Miles (in billions)	81.6	80.3	-1.6	835.2	836.2	0.1
Load Factor*	82.5	83.4	0.9	82.2	83.0	0.8
Flight Stage Length**	734.7	748.0	1.8	743.0	754.9	1.6
Passenger Trip Length***	1,099.6	1,100.9	0.1	1,118.8	1,121.0	0.2

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

\*Change in load factor points

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

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

Note: 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
February	48.7	50.1	2.9	53.1	6.1
March	62.2	63.6	2.2	64.5	1.4
April	59.7	60.5	1.5	61.5	1.6
May	61.5	63.9	3.9	63.7	-0.3
June	65.0	66.2	1.9	66.6	0.6
July	68.4	69.9	2.2	69.2	-1.0
August	66.3	66.3	0.1	67.8	2.2
September	57.4	58.1	1.2	57.4	-1.1
<b>October</b>	<b>62.1</b>	<b>61.2</b>	<b>-1.5</b>	<b>60.8</b>	<b>0.6</b>
November	58.2	58.3	0.2		
December	58.6	59.1	0.8		
<b>10 Mo. Total</b>	<b>603.8</b>	<b>613.5</b>	<b>1.6</b>	<b>619.0</b>	<b>0.9</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-October 2012 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Oct 2012 Rank	Carrier	Jan-Oct 2012 Enplaned Passengers	Jan-Oct 2011 Rank	Jan-Oct 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Delta	98.142	1	95.865	2.4
2	Southwest**	94.031	2	92.453	1.7
3	United***	78.202	4	37.817	NA
	Continental	-	6	42.806	NA
	<b>UA/CO Combined***</b>	<b>78.202</b>	<b>-</b>	<b>80.622</b>	<b>-3.0</b>
4	American	72.247	3	72.224	0.0
5	US Airways	45.360	5	44.196	2.6
6	ExpressJet****	27.110	12	13.499	NA
	Atlantic Southeast	-	13	11.981	NA
	<b>EV/XE Combined****</b>	<b>27.110</b>	<b>-</b>	<b>25.480</b>	<b>6.4</b>
7	JetBlue	24.116	7	21.822	10.5
8	SkyWest	21.859	9	20.502	6.6
9	AirTran	18.511	8	20.746	-10.8
10	American Eagle	15.745	11	14.478	8.8

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

\*\* Southwest and AirTran are reporting as separate carriers with the exception of the financials. They have one FAA SOC (single operating certificate), requiring that they utilize the same safety/operating procedures, but they have separate DOT 401 economic certificates, meaning they are operating as separate economic entities.

\*\*\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

\*\*\*\* 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.

Note: Percentage 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 SEVEN**

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

Oct 2012 Rank	Carrier	Oct 2012 Enplaned Passengers	Oct 2011 Rank	Oct 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Delta	9.996	1	9.571	4.4
2	Southwest**	9.590	2	9.522	0.7
3	United***	7.338	5	4.171	NA
	Continental	-	6	3.587	NA
	<b>UA/CO Combined***</b>	<b>7.338</b>	-	<b>7.758</b>	<b>-5.4</b>
4	American	6.946	3	7.234	-4.0
5	US Airways	4.455	4	4.394	1.4
6	ExpressJet****	2.857	12	1.289	NA
	Atlantic Southeast	-	13	1.247	NA
	<b>EV/XE Combined****</b>	<b>2.857</b>	-	<b>2.536</b>	<b>12.6</b>
7	SkyWest	2.277	8	2.077	9.6
8	JetBlue	2.194	7	2.159	1.7
9	AirTran	1.673	9	2.012	-16.9
10	American Eagle	1.630	10	1.575	3.5

Source: Bureau of Transportation Statistics, T-100 Market

\* System equals domestic plus international

\*\* Southwest and AirTran are reporting as separate carriers with the exception of the financials. They have one FAA SOC (single operating certificate), requiring that they utilize the same safety/operating procedures, but they have separate DOT 401 economic certificates, meaning they are operating as separate economic entities.

\*\*\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

\*\*\*\* 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.

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

Jan-Oct 2012 Rank	Airport	Jan-Oct 2012 Enplaned Passengers	Jan-Oct 2011 Rank	Jan-Oct 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	37.901	1	36.722	3.2
2	Chicago O'Hare	25.217	2	25.061	0.6
3	Dallas/Fort Worth	22.964	3	22.717	1.1
4	Denver	21.431	4	21.353	0.4
5	Los Angeles	20.964	5	20.422	2.7
6	Charlotte	16.599	7	15.767	5.3
7	Phoenix	16.083	6	16.252	-1.0
8	San Francisco	15.601	10	14.494	7.6
9	Las Vegas	15.543	8	15.549	0.0
10	Houston Bush	15.180	9	15.336	-1.0

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 [Air Traffic Press Releases](#)

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

Oct 2012 Rank	Airport	Oct 2012 Enplaned Passengers	Oct 2011 Rank	Oct 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	3.897	1	3.810	2.3
2	Chicago O'Hare	2.615	2	2.675	-2.3
3	Dallas/Fort Worth	2.339	3	2.344	-0.2
4	Denver	2.175	4	2.107	3.2
5	Los Angeles	2.022	5	2.026	-0.2
6	Charlotte	1.677	8	1.568	7.0
7	Las Vegas	1.630	6	1.671	-2.4
8	San Francisco	1.612	9	1.536	4.9
9	Phoenix	1.588	7	1.582	0.4
10	Houston	1.438	10	1.443	-0.3

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 [Air Traffic Press Releases](#)

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

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

	Monthly			Year-to-Date		
	Oct 2011	Oct 2012	Change %	2011	2012	Change %
Passengers (in millions)	54.1	53.7	-0.8	535.1	539.2	0.8
Flights (in thousands)	723.2	690.5	-4.5	7,263.3	7,098.5	-2.3
Revenue Passenger Miles (in billions)	47.0	46.6	-0.7	473.2	477.7	1.0
Available Seat-Miles (in billions)	56.2	55.4	-1.4	570.1	571.3	0.2
Load Factor*	83.6	84.1	0.5	83.0	83.6	0.6
Flight Stage Length**	629.1	640.5	1.8	634.7	645.4	1.7
Passenger Trip Length***	867.9	869.1	0.1	884.4	886.0	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.

**Table 8. Domestic Scheduled Enplanements on U.S. Airlines**

Passenger numbers in millions (000,000)

	2010	2011	2010- 2011 Pct. Change	2012	2011- 2012 Pct. Change
January	45.5	46.3	1.8	47.1	1.7
February	42.4	43.7	2.9	46.4	6.4
March	54.4	55.6	2.3	56.2	1.0
April	52.5	52.9	0.7	53.7	1.6
May	53.8	56.0	4.0	55.7	-0.4
June	56.7	57.8	1.9	57.9	0.2
July	59.1	60.3	2.0	59.7	-1.0
August	57.4	57.4	0.1	58.6	2.2
September	50.3	51.0	1.3	50.1	-1.7
<b>October</b>	<b>54.8</b>	<b>54.1</b>	<b>-1.3</b>	<b>53.7</b>	<b>-0.8</b>
November	51.4	51.7	0.5		
December	51.1	51.5	0.9		
<b>10 Mo. Total</b>	<b>527.0</b>	<b>535.1</b>	<b>1.5</b>	<b>539.2</b>	<b>0.8</b>
<b>Yr. Total</b>	<b>629.5</b>	<b>638.2</b>	<b>1.4</b>		

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 TEN**

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

Passenger numbers in millions (000,000)

Jan-Oct 2012 Rank	Carrier	Jan-Oct 2012 Enplaned Passengers	Jan-Oct 2011 Rank	Jan-Oct 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Southwest*	94.031	1	92.453	1.7
2	Delta	80.225	2	78.010	2.8
3	United**	57.082	5	33.528	NA
	Continental	-	6	25.984	NA
	<b>UA/CO Combined</b>	<b>57.082</b>	<b>-</b>	<b>59.512</b>	<b>-4.1</b>
4	American	54.414	3	54.779	-0.7
5	US Airways	39.528	4	38.409	2.9
6	ExpressJet****	24.832	12	12.253	NA
	Atlantic Southeast	-	13	11.750	NA
	<b>EV/XE Combined****</b>	<b>24.832</b>	<b>-</b>	<b>24.003</b>	<b>3.5</b>
7	SkyWest	20.769	9	19.095	8.8
8	JetBlue	20.718	8	18.989	9.1
9	AirTran	17.435	7	20.059	-13.1
10	American Eagle	14.675	10	13.399	9.5

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

\* Southwest and AirTran are reporting as separate carriers with the exception of the financials. They have one FAA SOC (single operating certificate), requiring that they utilize the same safety/operating procedures, but they have separate DOT 401 economic certificates, meaning they are operating as separate economic entities.

\*\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

\*\*\* 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.

Note: Percentage 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 10. Top 10 U.S. Airlines, ranked by October 2012 Domestic Scheduled Enplanements**  
Passenger numbers in millions (000,000)

Oct 2012 Rank	Carrier	Oct 2012 Enplaned Passengers	Oct 2011 Rank	Oct 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Southwest**	9.590	1	9.522	0.7
2	Delta	8.366	2	7.987	4.7
3	United***	5.511	5	3.270	NA
	Continental	-	6	2.596	NA
	<b>UA/CO Combined***</b>	<b>5.511</b>	<b>-</b>	<b>5.865</b>	<b>-6.0</b>
4	American	5.307	3	5.598	-5.2
5	US Airways	3.980	4	3.907	1.9
6	ExpressJet****	2.597	13	1.155	NA
	Atlantic Southeast	-	12	1.216	NA
	<b>EV/XE Combined****</b>	<b>2.597</b>	<b>-</b>	<b>2.371</b>	<b>9.5</b>
7	SkyWest	2.166	8	1.929	12.3
8	JetBlue	1.922	9	1.905	0.9
9	AirTran	1.569	7	1.956	-19.8
10	American Eagle	1.522	10	1.457	4.4

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

\* Southwest and AirTran are reporting as separate carriers with the exception of the financials. They have one FAA SOC (single operating certificate), requiring that they utilize the same safety/operating procedures, but they have separate DOT 401 economic certificates, meaning they are operating as separate economic entities.

\*\* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

\*\*\* 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.

Note: Percentage 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 TWELVE**

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

Passenger numbers in millions (000,000)

Jan-Oct 2012 Rank	Airport	Jan-Oct 2012 Enplaned Passengers	Jan-Oct 2011 Rank	Jan-Oct 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	34.388	1	33.221	3.5
2	Chicago O'Hare	22.779	2	22.445	1.5
3	Dallas/Fort Worth	20.955	4	20.817	0.7
4	Denver	20.939	3	20.836	0.5
5	Los Angeles	19.346	5	18.771	3.1
6	Las Vegas	15.532	7	15.533	0.0
7	Phoenix	15.456	6	15.600	-0.9
8	Charlotte	15.442	8	14.653	5.4
9	San Francisco	14.061	9	13.071	7.6
10	Orlando	12.814	10	13.039	-1.7

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

Note: Percent changes based on numbers prior to rounding.

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

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

Passenger numbers in millions (000,000)

Oct 2012 Rank	Airport	Oct 2012 Enplaned Passengers	Oct 2011 Rank	Oct 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	3.578	1	3.511	1.9
2	Chicago O'Hare	2.369	2	2.417	-2.0
3	Dallas/Fort Worth	2.146	3	2.164	-0.8
4	Denver	2.136	4	2.066	3.4
5	Los Angeles	1.873	5	1.871	0.1
6	Las Vegas	1.630	6	1.668	-2.3
7	Charlotte	1.592	8	1.483	7.3
8	Phoenix	1.528	7	1.521	0.5
9	San Francisco	1.452	9	1.386	4.8
10	Minneapolis	1.285	10	1.258	2.1

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

Note: Percent changes based on numbers prior to rounding.

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

-more-

**AIRLINE TRAFFIC PRESS RELEASE  
ADD THIRTEEN**

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

	Monthly			Year-to-Date		
	Oct 2011	Oct 2012	Change %	2011	2012	Change %
Passengers (in millions)	7.1	7.2	1.0	78.4	79.8	1.8
Flights (in thousands)	64.6	64.4	-0.3	699.1	709.9	1.5
Revenue Passenger Miles (in billions)	20.3	20.3	-0.1	213.1	216.2	1.4
Available Seat-Miles (in billions)	25.4	24.9	-1.9	265.1	264.9	-0.1
Load Factor*	79.9	81.5	1.6	80.4	81.6	1.2
Flight Stage Length**	1,917.5	1,900.7	-0.9	1,868.8	1,850.0	-1.0
Passenger Trip Length***	2,871.7	2,840.9	-1.1	2,718.4	2,708.6	-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.

**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
February	6.2	6.4	2.9	6.7	4.4
March	7.8	7.9	1.7	8.3	4.2
April	7.2	7.7	7.1	7.8	1.7
May	7.6	7.9	3.2	7.9	0.7
June	8.3	8.5	1.7	8.7	2.8
July	9.3	9.6	3.3	9.5	-1.0
August	8.9	8.9	0.1	9.1	2.4
September	7.0	7.1	0.6	7.3	2.8
<b>October</b>	<b>7.3</b>	<b>7.1</b>	<b>-3.0</b>	<b>7.2</b>	<b>1.0</b>
November	6.7	6.6	-1.9		
December	7.5	7.5	0.4		
<b>10 Mo. Total</b>	<b>76.7</b>	<b>78.4</b>	<b>2.2</b>	<b>79.8</b>	<b>1.8</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

**-more-**

**AIRLINE TRAFFIC PRESS RELEASE  
ADD FOURTEEN**

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

Passenger numbers in thousands (000)

Jan-Oct 2012 Rank	Carrier	Jan-Oct 2012 Enplaned Passengers	Jan-Oct 2011 Rank	Jan-Oct 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	United*	21,119.3	4	9,277.2	NA
	Continental	-	3	11,832.9	NA
	<b>UA/CO Combined</b>	<b>21,119.3</b>	<b>-</b>	<b>21,110.0</b>	<b>0.0</b>
2	Delta	17,916.5	1	17,855.1	0.3
3	American	17,833.0	2	17,445.1	2.2
4	US Airways	5,832.4	5	5,786.4	0.8
5	JetBlue	3,397.7	6	2,833.4	19.9
6	ExpressJet**	2,278.0	9	1,246.0	NA
	Atlantic Southeast	-	30	230.8	NA
	<b>EV/XE Combined**</b>	<b>2,278.0</b>	<b>-</b>	<b>1,476.8</b>	<b>54.2</b>
7	Alaska	1,444.6	7	1,473.8	-2.0
8	SkyWest	1,089.9	8	1,407.0	-22.5
9	AirTran***	1,075.9	14	686.7	56.7
10	American Eagle	1,069.8	11	1,079.6	-0.9

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.

\*\* 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.

\*\*\* Southwest and AirTran are reporting as separate carriers with the exception of the financials. They have one FAA SOC (single operating certificate), requiring that they utilize the same safety/operating procedures, but they have separate DOT 401 economic certificates, meaning they are operating as separate economic entities.

Note: Percentage 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 FIFTEEN**

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

Passenger numbers in thousands (000)

Oct 2012 Rank	Carrier	Oct 2012 Enplaned Passengers	Oct 2011 Rank	Oct 2011 Enplaned Passengers	Pct. Change 2011-2012
1	United*	1,827.1	4	901.7	NA
	Continental	-	3	991.0	NA
	<b>UA/CO Combined</b>	<b>1,827.1</b>	-	<b>1,892.6</b>	<b>-3.5</b>
2	American	1,639.0	1	1,636.3	0.2
3	Delta	1,630.4	2	1,583.8	2.9
4	US Airways	474.3	5	486.8	-2.6
5	JetBlue	272.6	6	253.9	7.4
6	ExpressJet**	259.9	8	133.6	NA
	Atlantic Southeast	-	19	31.1	NA
	<b>EV/XE Combined</b>	<b>259.9</b>	-	<b>164.7</b>	<b>57.8</b>
7	Alaska	126.9	9	129.6	-2.1
8	SkyWest	111.3	7	147.6	-24.6
9	American Eagle	108.4	10	118.3	-8.3
10	AirTran***	103.5	15	56.7	82.7

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.

\*\* 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.

\*\*\* Southwest and AirTran are reporting as separate carriers with the exception of the financials. They have one FAA SOC (single operating certificate), requiring that they utilize the same safety/operating procedures, but they have separate DOT 401 economic certificates, meaning they are operating as separate economic entities.

Note: Percentage changes based on numbers prior to rounding.

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



**AIRLINE TRAFFIC PRESS RELEASE**  
**ADD SIXTEEN**

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

Passenger numbers in thousands (000)

Jan-Oct 2012 Rank	Airport	Jan-Oct 2012 Enplaned Passengers	Jan-Oct 2011 Rank	Jan-Oct 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Miami	4,671.6	1	4,411.1	5.2
2	New York JFK	4,165.4	2	4,109.4	1.4
3	Atlanta	3,513.4	3	3,500.7	0.4
4	Newark	3,311.2	4	3,339.9	-0.9
5	Houston Bush	2,792.9	5	2,753.5	1.4
6	Chicago O'Hare	2,438.2	6	2,615.8	-6.8
7	Dallas/Fort Worth	2,009.1	7	1,899.8	5.8
8	Los Angeles	1,617.8	8	1,651.5	-2.0
9	San Francisco	1,540.5	9	1,422.6	8.3
10	Philadelphia	1,408.8	10	1,419.1	-0.7

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 [Air Traffic Press Releases](#)

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

Passenger numbers in thousands (000)

Oct 2012 Rank	Airport	Oct 2012 Enplaned Passengers	Oct 2011 Rank	Oct 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Miami	406.8	1	407.2	-0.1
2	New York JFK	359.3	2	383.1	-6.2
3	Atlanta	319.9	3	299.1	6.9
4	Newark	276.0	4	292.9	-5.8
5	Chicago O'Hare	246.2	5	258.1	-4.6
6	Houston Bush	230.6	6	220.0	4.8
7	Dallas/Fort Worth	193.6	7	180.6	7.2
8	San Francisco	159.1	9	150.6	5.7
9	Los Angeles	149.0	8	155.0	-3.9
10	Philadelphia	117.9	11	126.3	-6.7

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 [Air Traffic Press Releases](#)

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