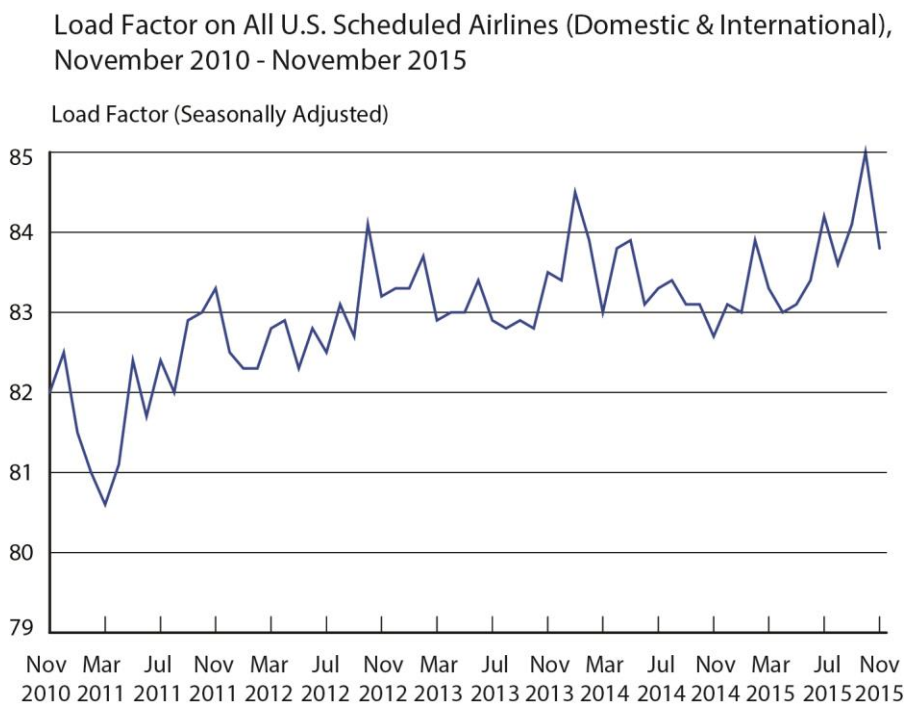


BTS 10-16
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November 2015 U.S. Airline Traffic Data

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines' systemwide (domestic and international) scheduled service load factor – a measure of the use of airline capacity – fell to 83.8 percent in November, seasonally adjusted, after reaching a record high in October (Tables 1, 2). Seasonal adjustment allows the comparing of monthly load factors to all other months.



Load factor is a measure of the use of aircraft capacity that compares the system use, measured in Revenue Passenger-Miles (RPMs) as a proportion of system capacity, measured in Available Seat-Miles (ASMs).

The seasonally-adjusted load factor fell from October (85.0) to November (83.8) because system capacity grew (0.2 percent increase in ASMs) while passenger travel declined (1.2 percent decline in RPMs) (Tables 3, 5).

Trends:

Seasonally-adjusted

November was the first month since February in which passenger enplanements did not reach a seasonally-adjusted all-time high. November enplanements declined 0.8 percent from October but were still the second highest all-time (Table 8). RPMs declined 1.2 percent from the October all-time monthly high but were still the fourth highest all-time (Table 4).

November capacity was virtually equal to the all-time high in August (Table 6). The November load factor (83.8) was down from the October all-time high (85.0) (Table 2).

Seasonally adjusted trends are for the time period January 2000 to present.

Unadjusted

Systemwide: November load factor (82.4) was the highest for the month of November, up from the previous November high set in both 2011 and 2012 (81.9) (Table 13). The number of passengers, RPMs and ASMs all reached record highs for any November.

Domestic: November load factor (84.2) was the highest for the month of November, up from the previous November high set in 2011 (83.5). The number of passengers and RPMs reached record highs for any November while ASMs were below the November high set in 2007.

International: November load factor (78.1) was down from the all-time November high set in 2012 (79.6). The number of passengers and RPMs reached record highs for any November while ASMs were below the November high set in 2014.

For the first 11 months of 2015, January through November, systemwide load factor (83.9) was the highest period, up from the all-time high set in 2014 (83.5). The number of systemwide passengers, RPMs and ASMs all reached record highs for the first 11 months of any year.

Unadjusted trends are for the time period January 1996 to present. Data are available at [Customize Table](#) and can be downloaded from the [seasonally-adjusted data](#) page.

Seasonally-Adjusted Air Travel

Seasonally-Adjusted Revenue Passenger-Miles

RPMs fell 1.2 percent from October to November following two months of growth from August to October (Table 3).

RPMs of 76.0 billion in November were the fourth all-time highest seasonally-adjusted total, 0.9 billion or 1.2 percent less than the all-time seasonally-adjusted high reached in October 2015. Nine of the top 10 all-time highest months for RPMs were in 2015 and one was in 2014 (Table 4).

Seasonally-Adjusted Available Seat-Miles

ASMs rose 0.2 percent from October to November following two months of decline from August to October (Table 5).

ASMs of 90.7 billion in November were the second all-time highest seasonally-adjusted total, virtually unchanged (2.1 million less) from the all-time seasonally-adjusted high reached in August 2015. Nine of the top 10 all-time highest months for ASMs were in 2015 and one was in 2014 (Table 6).

Seasonally-Adjusted Passenger Enplanements

Systemwide: Systemwide passenger enplanements fell 0.8 percent from October 2015 to November 2015 following 14 months of growth from August 2014 to October 2015 (Table 7). The systemwide total fell from October to November because of a decline in domestic enplanements (0.9 percent), despite a 0.1 percent increase in international enplanements (Tables 9, 11).

Enplanements of 67.7 million in November 2015 were the second all-time highest seasonally-adjusted total, 0.5 million or 0.8 percent less than the all-time seasonally-adjusted high reached in October 2015. Nine of the top 10 all-time highest months for systemwide enplanements were in 2015 (Table 8).

Domestic: Enplanements on domestic flights fell 0.9 percent from October 2015 to November 2015 following 14 months of growth from August 2014 to October 2015 (Table 9). Domestic enplanements in November (59.2 million) were the second highest all-time seasonally-adjusted total, 0.9 percent less than the all-time seasonally-adjusted high in October 2015 (59.7 million). Eight of the top 10 all-time highest months for domestic enplanements were in 2015 (Table 9, 10).

International: U.S. airlines' international enplanements rose 0.1 percent from October 2015 to November 2015 following three months of decline from July to October. The November 2015 level (8.6 million) was the fourth highest all-time seasonally-adjusted total, 0.6 percent less than the all-time seasonally-adjusted high reached in July 2015 (8.6 million). Eight of the top 10 all-time highest months for international enplanements were in 2015 and two were in 2014 (Tables 11, 12).

Unadjusted Tables

Unadjusted Load Factor

U.S. airlines' systemwide (domestic and international) scheduled service load factor – a measure of the use of airline capacity – was 82.4 percent in November, down from October and up from November 2014 (Table 13).

The November load factor of 82.4 was the all-time unadjusted high load factor for the month of November (Table 14).

The load factor rose year-to-year because passenger travel grew faster (7.4 percent increase in RPMs) than system capacity (4.0 percent increase in ASMs) (Tables 15, 17).

Unadjusted Revenue Passenger-Miles

RPMs in November 2015 declined 8.0 percent from October 2015 but increased 7.4 percent from November 2014 (Table 15).

RPMs of 70.0 billion in November 2015 were 20.7 percent less than the all-time unadjusted high reached in July 2015. Three of the top 10 all-time highest months for RPMs were in 2015 and three were in 2014 (Table 16).

Unadjusted Available Seat-Miles

ASMs in November 2015 declined 5.1 percent from October 2015 but increased 4.0 percent from November 2014 (Table 17).

ASMs of 84.9 billion in November 2015 were 15.9 percent less than the all-time unadjusted high reached in July 2015. Four of the top 10 all-time highest months for ASMs were in 2015 and two were in 2014 (Table 18).

Unadjusted Passenger Enplanements

Systemwide: Systemwide unadjusted passenger enplanements in November 2015 (64.6 million) fell 6.0 percent from October (68.7 million) and rose 8.1 percent from November 2014 (59.7 million) (Table 19).

The November 2015 systemwide enplanement total (64.6 million) was 14.6 percent less than the all-time unadjusted high reached in July 2015 (75.6 million). The November 2015 level was the all-time unadjusted high for the month of November (Tables 19, 20).

Domestic: Domestic unadjusted passenger enplanements in November 2015 (57.2 million) fell 6.2 percent from October (60.9 million) and rose 8.7 percent from November 2014 (52.6 million) (Table 21).

Domestic unadjusted passenger enplanements in November 2015 (57.2 million) were 12.3 percent less than the all-time unadjusted high reached in July 2015 (65.1 million). The November 2015 level was the all-time unadjusted high for the month of November (Tables 21, 22).

International: International unadjusted passenger enplanements in November 2015 (7.4 million) fell 5.1 percent from October (7.8 million) and rose 3.9 percent from November 2014 (7.2 million) (Table 23).

International unadjusted passenger enplanements in November 2015 (7.4 million) were 29.2 percent less than the all-time unadjusted high reached in July 2015 (10.5 million). The November 2015 level was the all-time unadjusted high for the month of November (Tables 23, 24).

Explanation of seasonal adjustment

When the primary purpose is to examine monthly shifts in transportation services output and analyze short-term trends, the variation introduced by normal seasonal changes must be removed from the data. Transportation is highly seasonal, and without adjustment, the data do not give an accurate picture of underlying changes in aviation, passenger travel.

Seasonal adjustment of the data removes the seasonal events that follow a regular seasonal pattern. Changes that are not due to seasonality, such as a change in air travel resulting from economic conditions become more readily apparent.

The aviation data are seasonally adjusted for the effects of trading day, moving holidays, and data outliers.

See [Seasonal Adjustment](#) for methodology and additional explanation.

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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 77 carriers as of Feb. 2 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

For additional scheduled service numbers for U.S. airlines, U.S. and foreign airlines, by airline and by airport, see [Passengers](#), [Flights](#), [Revenue Passenger-Miles](#), [Available Seat-Miles](#) and [Load Factor](#).

Traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on "Aviation." For systemwide passengers, RPMs and ASMs by carrier through September, 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 November and international numbers through August by origin as well as by carrier, click on "Aviation," then 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.

International totals in this press release consist of all U.S. carrier operations to and from the U.S. and from one foreign point to another foreign point. TranStats T-100 systemwide and international totals do not include U.S. carriers' foreign point-to-point flights. For November, U.S. carriers reported 106,439 foreign point-to-point passengers. For January through November, U.S. carriers reported 1,178,537 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Mar. 10 for the release of December traffic data. None of the data are from samples so measures of statistical significance do not apply.

Seasonally-Adjusted Tables

Table 1. U.S. Airlines Seasonally-Adjusted Monthly Load Factor

Systemwide (Domestic + International) RPMs/ASMs (both seasonally-adjusted) in percent Scheduled service only

	2012	2013	2014	2015
January	82.3	83.3	84.5	83.0
February	82.3	83.7	83.9	83.9
March	82.8	82.9	83.0	83.3
April	82.9	83.0	83.8	83.0
May	82.3	83.0	83.9	83.1
June	82.8	83.4	83.1	83.4
July	82.5	82.9	83.3	84.2
August	83.1	82.8	83.4	83.6
September	82.7	82.9	83.1	84.1
October	84.1	82.8	83.1	85.0
November	83.2	83.5	82.7	83.8
December	83.3	83.4	83.1	

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 2. 10 Months with Highest Seasonally-Adjusted Load Factors, 2000-2015

Systemwide (Domestic + International) RPMs/ASMs (both seasonally-adjusted) in percent Scheduled service only

Rank	Date	Seasonally-Adjusted Load Factor
1	October 2015	85.0
2	January 2014	84.5
3	July 2015	84.2
4	September 2015	84.1
5	October 2012	84.1
6	February 2014	83.9
7	February 2015	83.9
8	May 2014	83.9
9	November 2015	83.8
10	April 2014	83.8

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 3. U.S. Airlines Seasonally-Adjusted Monthly Revenue Passenger-Miles (RPMs)
Systemwide (Domestic + International) RPMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

	2012	2013	2014	2015
January	68.0	69.4	71.1	73.0
February	68.6	70.7	71.2	73.2
March	68.9	69.3	71.6	73.8
April	68.7	69.6	71.7	74.1
May	68.3	69.8	71.9	74.7
June	68.4	70.2	71.7	75.0
July	68.0	69.7	71.9	76.3
August	68.5	70.0	71.9	75.9
September	68.4	70.0	71.9	76.1
October	68.2	70.3	72.3	77.0
November	68.9	71.0	72.2	76.0
December	68.8	70.9	73.5	

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 4. 10 Months with Highest Seasonally-Adjusted Revenue Passenger-Miles (RPMs), 2000-2015
Systemwide (Domestic + International) RPMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted RPMs in billions
1	October 2015	77.0
2	July 2015	76.3
3	September 2015	76.1
4	November 2015	76.0
5	August 2015	75.9
6	June 2015	75.0
7	May 2015	74.7
8	April 2015	74.1
9	March 2015	73.8
10	December 2014	73.5

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 5. U.S. Airlines Seasonally-Adjusted Monthly Available Seat-Miles (ASMs)

Systemwide (Domestic + International) ASMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

	2012	2013	2014	2015
January	82.6	83.3	84.2	88.0
February	83.3	84.6	84.9	87.2
March	83.2	83.7	86.3	88.6
April	82.9	83.9	85.5	89.3
May	82.9	84.2	85.7	89.9
June	82.7	84.1	86.3	90.0
July	82.5	84.0	86.4	90.6
August	82.5	84.6	86.2	90.7
September	82.7	84.5	86.5	90.6
October	81.1	84.9	87.0	90.6
November	82.8	84.9	87.3	90.7
December	82.7	85.0	88.5	

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 6. 10 Months with Highest Seasonally-Adjusted Available Seat-Miles (ASMs), 2000-2015

Systemwide (Domestic + International) ASMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted ASMs in billions
1	August 2015	90.7
2	November 2015	90.7
3	July 2015	90.6
4	September 2015	90.6
5	October 2015	90.6
6	June 2015	90.0
7	May 2015	89.9
8	April 2015	89.3
9	March 2015	88.6
10	December 2014	88.5

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 7. U.S. Airlines Systemwide Seasonally-Adjusted Passenger Enplanements

Systemwide (Domestic + International) passenger enplanements (seasonally adjusted) in millions (000,000)
Scheduled service only

	2012	2013	2014	2015
January	61.13	61.81	62.73	64.68
February	61.48	62.92	62.92	64.68
March	61.11	61.22	63.73	65.33
April	61.47	61.66	63.42	65.66
May	60.98	61.63	63.55	66.08
June	61.14	61.98	63.46	66.25
July	61.16	61.28	63.65	66.92
August	61.45	61.63	63.51	67.33
September	61.25	61.93	63.81	67.57
October	61.10	62.01	63.86	68.25
November	61.18	63.03	64.25	67.73
December	61.81	62.62	64.35	

Source: Bureau of Transportation Statistics, T-100 Market

Table 8. Systemwide 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2015

Systemwide (Domestic + International) passenger enplanements on U.S. airlines (seasonally-adjusted) in millions (000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted enplanements in millions
1	October 2015	68.25
2	November 2015	67.73
3	September 2015	67.57
4	August 2015	67.33
5	July 2015	66.92
6	June 2015	66.25
7	May 2015	66.08
8	April 2015	65.66
9	March 2015	65.33
10	August 2007	64.86

Source: Bureau of Transportation Statistics, T-100 Market

Table 9. U.S. Airlines Domestic Seasonally-Adjusted Passenger Enplanements

Domestic passenger enplanements (seasonally-adjusted) in millions (000,000)
 Schedule service only

	2012	2013	2014	2015
January	53.39	53.86	54.42	56.27
February	53.66	54.84	54.63	56.30
March	53.23	53.19	55.37	56.94
April	53.60	53.66	55.00	57.26
May	53.16	53.57	55.15	57.64
June	53.35	53.85	55.08	57.73
July	53.38	53.09	55.30	58.29
August	53.63	53.42	55.21	58.71
September	53.28	53.76	55.54	58.97
October	53.19	53.78	55.69	59.69
November	53.25	54.80	55.94	59.15
December	53.89	54.35	55.94	

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

Table 10. Domestic 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2015

Domestic passenger enplanements on U.S. airlines (seasonally-adjusted) in millions (000,000)
 Scheduled service only

Rank	Month	Seasonally-Adjusted enplanements in millions
1	October 2015	59.69
2	November 2015	59.15
3	September 2015	58.97
4	August 2015	58.71
5	July 2015	58.29
6	June 2015	57.73
7	May 2015	57.64
8	April 2015	57.26
9	August 2007	57.24
10	October 2007	57.03

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

Table 11. U.S. Airlines International Seasonally-Adjusted Passenger Enplanements
International passenger enplanements (seasonally-adjusted) in millions (000,000)

	2012	2013	2014	2015
January	7.74	7.95	8.32	8.41
February	7.82	8.09	8.30	8.39
March	7.87	8.03	8.36	8.39
April	7.87	8.00	8.42	8.40
May	7.82	8.06	8.40	8.45
June	7.79	8.13	8.38	8.52
July	7.79	8.19	8.35	8.63
August	7.82	8.20	8.30	8.62
September	7.97	8.18	8.27	8.59
October	7.90	8.23	8.17	8.57
November	7.93	8.23	8.31	8.57
December	7.92	8.28	8.41	

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

Table 12. International 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2015

International passenger enplanements on U.S. airlines (seasonally-adjusted) in millions (000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted enplanements in millions
1	July 2015	8.63
2	August 2015	8.62
3	September 2015	8.59
4	November 2015	8.57
5	October 2015	8.57
6	June 2015	8.52
7	May 2015	8.45
8	April 2014	8.42
9	December 2014	8.41
10	January 2015	8.41

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

Unadjusted Tables

Table 13. U.S. Airlines Unadjusted Monthly Load Factor

Systemwide (Domestic + International) RPMs/ASMs (both unadjusted) in percent
Scheduled service only

	2012	2013	2014	2015
January	77.6	78.9	80.3	79.1
February	76.6	79.2	79.8	80.2
March	83.0	84.3	83.5	83.9
April	82.5	81.6	83.4	82.5
May	83.5	84.2	85.0	84.1
June	86.5	87.0	86.4	86.4
July	86.6	86.6	86.7	87.4
August	86.5	86.1	86.5	86.4
September	81.6	81.6	81.9	83.0
October	83.4	82.2	82.8	85.0
November	81.9	79.3	79.8	82.4
December	81.5	84.4	82.6	
11 Mo. Value	82.9	83.0	83.5	83.9
Yr. Value	82.8	83.1	83.4	

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 14. 10 Months with Highest Unadjusted Load Factors, 2000-2015

Systemwide (Domestic + International) RPMs/ASMs (both unadjusted) in percent
Scheduled service only

Rank	Month	Unadjusted Load Factor
1	July 2015	87.4
2	June 2013	87.0
3	July 2011	86.9
4	July 2010	86.8
4	July 2010	86.8
5	July 2014	86.7
6	July 2013	86.6
7	July 2012	86.6
8	June 2012	86.5
9	August 2012	86.5

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 15. U.S. Airlines Unadjusted Monthly Revenue Passenger-Miles (RPMs)
Systemwide (Domestic + International) RPMs (unadjusted) in billions (000,000,000)
Scheduled service only

	2012	2013	2014	2015
January	61.1	62.4	64.1	66.0
February	57.5	57.5	57.9	59.8
March	70.8	72.2	73.6	75.8
April	67.8	67.8	70.7	73.1
May	71.2	73.0	75.2	78.0
June	76.0	77.9	79.5	82.7
July	79.6	81.3	83.7	88.3
August	77.7	79.3	81.2	85.2
September	65.2	66.6	68.4	72.6
October	67.0	69.1	71.3	76.1
November	63.4	63.0	65.2	70.0
December	65.9	70.4	71.8	
11 Mo. Total	757.3	770.1	790.8	827.6
Yr. Total	823.2	840.4	862.5	

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 16. 10 Months with Highest Unadjusted Revenue Passenger-Miles (RPMs), 2000-2015
Systemwide* RPMs (unadjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Unadjusted RPMs in billions
1	July 2015	88.3
2	August 2015	85.2
3	July 2014	83.7
4	June 2015	82.7
5	July 2013	81.3
6	August 2014	81.2
7	July 2011	80.4
8	July 2007	79.9
9	July 2012	79.6
10	June 2014	79.5

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 17. U.S. Airlines Unadjusted Monthly Available Seat-Miles (ASMs)

Systemwide (Domestic + International) ASMs (unadjusted) in billions (000,000,000)
Scheduled service only

	2012	2013	2014	2015
January	78.7	79.2	79.8	83.4
February	75.0	72.6	72.5	74.5
March	85.3	85.6	88.2	90.3
April	82.1	83.1	84.8	88.6
May	85.2	86.7	88.5	92.8
June	87.8	89.5	92.0	95.7
July	91.9	93.8	96.5	101.0
August	89.9	92.2	94.0	98.6
September	80.0	81.5	83.5	87.5
October	80.3	84.0	86.1	89.5
November	77.4	79.5	81.7	84.9
December	80.9	83.4	86.8	
11 Mo. Total	913.6	927.7	947.6	986.8
Yr. Total	994.5	1,011.1	1,034.4	

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 18. 10 Months with Highest Unadjusted Available Seat-Miles (ASMs), 2000-2015

Systemwide (Domestic + International) ASMs (unadjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Unadjusted ASMs in billions
1	July 2015	101.0
2	August 2015	98.6
3	July 2014	96.5
4	June 2015	95.7
5	August 2014	94.0
6	July 2013	93.8
7	July 2008	93.7
8	July 2007	92.9
9	August 2007	92.8
10	May 2015	92.8

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 19. U.S. Airlines Systemwide Unadjusted Passenger Enplanements

Systemwide (Domestic + International) passenger enplanements (unadjusted) in millions (000,000)
 Scheduled service only

	2012	2013	2014	2015
January	54.44	55.35	55.81	57.78
February	53.11	52.49	52.44	54.16
March	64.46	65.10	66.44	68.20
April	61.50	60.98	63.49	65.92
May	63.68	64.79	66.51	68.93
June	66.61	67.08	68.60	71.27
July	69.19	69.22	71.89	75.63
August	67.76	67.73	69.53	72.87
September	57.42	58.19	59.99	63.90
October	60.93	62.16	64.49	68.74
November	58.74	57.60	59.74	64.59
December	58.87	62.49	63.78	
11 Mo. Total	677.84	680.69	698.93	731.99
Yr. Total	736.71	743.18	762.71	

Source: Bureau of Transportation Statistics, T-100 Market

Table 20. Systemwide 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2015

Systemwide (Domestic + International) passenger enplanements on U.S. airlines (unadjusted) in millions (000,000)

Scheduled service only

Rank	Month	Unadjusted enplanements in millions
1	July 2015	75.63
2	August 2015	72.87
3	July 2007	72.40
4	July 2014	71.89
5	August 2007	71.34
6	June 2015	71.27
7	July 2005	70.57
8	July 2008	70.47
9	July 2011	69.91
10	June 2007	69.69

Source: Bureau of Transportation Statistics, T-100 Market

Table 21. U.S. Airlines Domestic Unadjusted Passenger Enplanements

Domestic passenger enplanements (unadjusted) in millions (000,000)

Scheduled service only

	2012	2013	2014	2015
January	47.08	47.82	47.96	49.73
February	46.41	45.74	45.51	47.16
March	56.20	56.57	57.76	59.56
April	53.69	53.23	55.25	57.70
May	55.75	56.56	57.89	60.25
June	57.90	57.99	59.26	61.81
July	59.69	59.31	61.76	65.13
August	58.65	58.12	59.76	62.77
September	50.14	50.77	52.53	56.15
October	53.78	54.71	57.08	60.90
November	51.85	50.54	52.58	57.15
December	51.17	54.33	55.49	
11 Mo. Total	591.14	591.36	607.34	638.31
Yr. Total	642.31	645.69	662.83	

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

Table 22. Domestic 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2015

Domestic passenger enplanements on U.S. airlines (unadjusted) in millions (000,000)

Scheduled service only

Rank	Month	Unadjusted enplanements in millions
1	July 2015	65.13
2	July 2007	63.46
3	August 2015	62.77
4	August 2007	62.66
5	July 2005	62.40
6	June 2015	61.81
7	July 2014	61.76
8	June 2007	61.49
9	July 2008	61.40
10	October 2015	60.90

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

Table 23. U.S. Airlines International Unadjusted International Passenger Enplanements

International passenger numbers (unadjusted) in millions (000,000)

Scheduled service only

	2012	2013	2014	2015
January	7.36	7.53	7.85	8.06
February	6.70	6.75	6.93	7.00
March	8.26	8.53	8.68	8.64
April	7.80	7.75	8.24	8.22
May	7.93	8.22	8.62	8.67
June	8.71	9.08	9.34	9.46
July	9.50	9.91	10.13	10.50
August	9.11	9.61	9.77	10.09
September	7.29	7.43	7.46	7.75
October	7.15	7.45	7.41	7.84
November	6.89	7.06	7.16	7.44
December	7.71	8.16	8.29	
11 Mo. Total	86.70	89.32	91.59	93.67
Yr. Total	94.41	97.48	99.88	

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

Table 24. International 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2015

International passenger enplanements on U.S. airlines (unadjusted) in millions (000,000)

Scheduled service only

Rank	Month	Unadjusted enplanements in millions
1	July 2015	10.50
2	July 2014	10.13
3	August 2015	10.09
4	July 2013	9.91
5	August 2014	9.77
6	August 2013	9.61
7	July 2011	9.60
8	July 2012	9.50
9	June 2015	9.46
10	June 2014	9.34

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