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BTS Data

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June 2009 Airline Traffic Data: System Traffic Down 6.2 Percent from June 2008

The number of scheduled domestic and international passengers on U.S. airlines in June 2009 declined by 6.2 percent from June 2008, dropping by 4.2 million to 63.6 million, the Department of Transportation's Bureau of Transportation Statistics (BTS) today reported (Table 1). June was the 15th consecutive month with a decrease in passengers from the prior year (Table 2).

BTS, a part of DOT's Research and Innovative Technology Administration, in a release of preliminary data, reported that U.S. airlines carried 5.9 percent fewer domestic passengers than in June 2008. International passengers on U.S. carriers decreased 8.5 percent (Tables 7, 13).

For the first six months of 2009, the number of scheduled domestic and international passengers on U.S. airlines declined by 8.9 percent from the same period in 2008, dropping to 345.5 million, 33.7 million fewer than a year earlier, and the lowest January-to-June total since 2004 (Tables 1, 2). For historic numbers, see [Traffic](#).

U.S. airlines carried 8.8 percent fewer domestic passengers and 9.6 percent fewer international passengers in the first six months of 2009 than during the same period in 2008 (Tables 7, 13).

Top Airlines

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

Top Airports

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

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Flights Operated

U.S. carriers operated 4.8 million domestic and international flights in the first six months of 2009, 8.8 percent fewer than were operated during the same period in 2008 (Table 1). Domestic flights decreased 9.0 percent from the previous year while international flights were down 7.2 percent (Tables 7, 13).

In June, U.S. airlines operated 827,400 scheduled domestic and international flights, down 6.6 percent from the number of flights operated in June 2008 (Table 1). The number of domestic flights decreased 6.5 percent in June from a year earlier while international flights were down 8.2 percent (Tables 7, 13).

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

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

Revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 9.0 percent in the first six months of 2009. In June, RPMs were down 6.2 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 8.0 percent in the first six months of 2009. In June, ASMs were down 6.6 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was down 0.8 load factor points at 78.5 percent in the first six months of 2009. In June, the load factor rose 0.4 load factor points to 84.2 percent.

Flight stage length, the average non-stop distance flown per departure, was down 0.3 percent in the first six months of 2009. In June, flight stage length was down 0.7 percent.

Passenger trip length, the average distance flown per passenger, was down 0.1 percent in the first six months of 2009. In June, passenger trip length rose 0.1 percent.

Among U.S. airlines, Southwest carried 49.6 million passengers on its system in the first six months of 2009, the most of any airline (Table 3). In June, Southwest carried 9.0 million passengers on its system, the most of any airline (Table 4).

Among airports, Atlanta Hartsfield-Jackson was the busiest U.S. airport in the first six months of 2009, with 20.4 million domestic and international passenger boardings on U. S. carriers (Table 5). In June, Atlanta Hartsfield-Jackson was the busiest U.S. airport with 3.8 million domestic and international passenger boardings on U. S. carriers (Table 6).

Domestic Air Travel (Tables 7-12)

U.S. airlines carried 303.1 million scheduled domestic passengers during the first six months of 2009, down 8.8 percent from the 332.4 million carried during the same period in 2008 (Table 8). The passengers were carried on 4.3 million flights, down 9.0 percent from the number of flights operated in 2008 (Table 7).

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In the most recent data month, June, the airlines carried 55.9 million scheduled domestic passengers, down 5.9 percent from the number of passengers carried during June 2008 (Table 8). The passengers were carried on 759,100 flights, down 6.5 percent from the 811,500 flights operated in June 2008 (Table 7).

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

Domestic revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 9.1 percent in the first six months of 2009. In June, domestic RPMs were down 6.0 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 9.4 percent in the first six months of 2009. In June, domestic ASMs were down 7.3 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.3 load factor points at 79.9 percent in the first six months of 2009. In June, domestic load factor rose 1.1 load factor points to 85.4 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was down 1.3 percent in the first six months of 2009. In June, domestic flight stage length was down 1.4 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 0.3 percent in the first six months of 2009. In June, domestic passenger trip length was down 0.1 percent.

Southwest carried 49.6 million domestic passengers in the first six months of 2009, the most of any airline (Table 9). In June, Southwest carried 9.0 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first six months of 2009, with 18.4 million domestic passenger boardings (Table 11). In June, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.4 million domestic passenger boardings (Table 12).

International Air Travel (Tables 13-18)

U.S. airlines carried 42.4 million scheduled international passengers during the first six months of 2009, down 9.6 percent from the 46.8 million carried during the same period in 2008 (Table 14). The passengers were carried on 406,200 flights, down 7.2 percent from the 438,000 flights operated in 2008 (Table 13).

In the most recent data month, June, the airlines carried 7.7 million scheduled international passengers, down 8.5 percent from the number of passengers carried during June 2008. The passengers were carried on 68,300 flights, down 8.2 percent from the 74,400 flights operated in June 2008 (Table 13).

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

International revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 8.9 percent in the first six months of 2009. In June, international RPMs were down 6.6 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 4.8 percent in the first six months of 2009. In June, international ASMs were down 5.1 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was down 3.3 load factor points to 75.5 percent in the first six months of 2009. In June, international load factor was down 1.3 load factor points to 81.7 percent.

International flight stage length, the average non-stop distance flown per departure, was up 2.5 percent in the first six months of 2009. In June, international flight stage length was up 3.1 percent.

International passenger trip length, the average distance flown per passenger, was up 0.8 percent in the first six months of 2009. In June, international passenger trip length was up 2.1 percent.

American carried 9.6 million international passengers in the first six months of 2009, the most of any U.S. airline (Table 15). In June, American carried 1.7 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 six months of 2009, with 2.4 million international passenger boardings (Table 17). In June, Miami was the busiest U.S. airport for international travel on U.S. carriers with 441,000 international passenger boardings (Table 18).

Reporting Notes

Data are compiled from monthly reports filed with BTS by commercial U.S. air carriers detailing operations, passenger traffic and freight traffic. This release includes data received by BTS from 85 carriers as of Sept. 1 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/.

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

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Traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on “Aviation.” For system passengers, RPMs and ASMs by carrier through June, 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 June and international numbers through March 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 June, U.S. carriers reported 217,655 foreign point-to-point passengers. For January through June, U.S. carriers reported 1,289,207 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Oct. 16 for the release of July traffic data.

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

	Monthly			Year-to-Date		
	Jun 2008	Jun 2009	Change %	2008	2009	Change %
Passengers (in millions)	67.8	63.6	-6.2	379.2	345.5	-8.9
Flights (in thousands)	886.0	827.4	-6.6	5,216.8	4,755.3	-8.8
Revenue Passenger Miles (in billions)	75.2	70.6	-6.2	412.3	375.2	-9.0
Available Seat-Miles (in billions)	89.7	83.8	-6.6	519.7	477.9	-8.0
Load Factor*	83.9	84.2	0.4	79.3	78.5	-0.8
Flight Stage Length**	727.2	722.2	-0.7	721.1	719.0	-0.3
Passenger Trip Length***	1,109.3	1,110.0	0.1	1,087.3	1,086.1	-0.1

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

*Change in load factor points

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

*** The average distance flown per passenger in miles

Note: Percent changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	57.1	57.7	1.0	51.8	-10.2
February	54.1	57.0	5.5	49.8	-12.6
March	67.2	67.7	0.8	61.0	-10.0
April	64.9	63.1	-2.8	59.5	-5.6
May	66.8	65.9	-1.3	59.7	-9.3
June	69.7	67.8	-2.7	63.6	-6.2
July	72.4	70.3	-2.9		
August	71.3	67.7	-5.1		
September	59.2	54.2	-8.4		
October	64.2	59.7	-7.0		
November	61.9	54.1	-12.7		
December	60.8	57.4	-5.7		
6 Mo. Total	379.7	379.2	-0.1	345.5	-8.9
Yr. Total	769.6	742.6	-3.5		

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-June 2009 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jun 2009 Rank	Carrier	Jan-Jun 2009 Enplaned Passengers	Jan-Jun 2008 Rank	Jan-Jun 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	49.555	1	52.260	-5.2
2	American	42.428	2	47.329	-10.4
3	Delta	33.069	3	35.335	-6.4
4	United	27.713	4	32.229	-14.0
5	US Airways	25.840	5	27.935	-7.5
6	Continental	21.638	7	24.270	-10.8
7	Northwest	20.649	6	25.567	-19.2
8	AirTran	11.537	8	12.236	-5.7
9	JetBlue	10.940	9	11.111	-1.5
10	SkyWest	10.063	10	10.468	-3.9

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 June 2009 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jun 2009 Rank	Carrier	Jun 2009 Enplaned Passengers	Jun 2008 Rank	Jun 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	9.005	1	9.452	-4.7
2	American	7.629	2	8.410	-9.3
3	Delta	6.099	3	6.460	-5.6
4	United	5.157	4	5.911	-12.8
5	US Airways	4.509	5	4.866	-7.3
6	Continental	3.973	7	4.299	-7.6
7	Northwest	3.887	6	4.555	-14.7
8	AirTran	2.211	8	2.337	-5.4
9	SkyWest	1.903	10	1.843	3.3
10	JetBlue	1.902	9	1.887	0.7

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-June 2009 System* Scheduled Enplanements on U.S. Airlines**

Passenger numbers in millions (000,000)

Jan-Jun 2009 Rank	Airport	Jan-Jun 2009 Enplaned Passengers	Jan-Jun 2008 Rank	Jan-Jun 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	20.416	1	21.200	-3.7
2	Chicago O'Hare	14.057	2	15.772	-10.9
3	Dallas/Ft. Worth	12.827	3	13.408	-4.3
4	Denver	11.430	4	11.916	-4.1
5	Los Angeles	10.389	5	11.333	-8.3
6	Phoenix	9.248	8	10.067	-8.1
7	Las Vegas	9.168	6	10.336	-11.3
8	Houston Bush	9.122	7	10.071	-9.4
9	Charlotte	8.512	11	8.564	-0.6
10	New York JFK	7.834	13	8.317	-5.8

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

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

Jun 2009 Rank	Airport	Jun 2009 Enplaned Passengers	Jun 2008 Rank	Jun 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	3.813	1	3.891	-2.0
2	Chicago O'Hare	2.656	2	2.910	-8.7
3	Dallas/Ft. Worth	2.416	3	2.479	-2.5
4	Denver	2.190	4	2.229	-1.7
5	Los Angeles	1.989	5	2.090	-4.8
6	Houston Bush	1.718	6	1.793	-4.2
7	Las Vegas	1.579	7	1.762	-10.4
8	Phoenix	1.564	8	1.667	-6.2
9	Charlotte	1.517	11	1.517	0.0
10	San Francisco	1.492	13	1.493	-0.1

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.

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

	Monthly			Year-to-Date		
	Jun 2008	Jun 2009	Change %	2008	2009	Change %
Passengers (in millions)	59.4	55.9	-5.9	332.4	303.1	-8.8
Flights (in thousands)	811.5	759.1	-6.5	4,778.8	4,349.0	-9.0
Revenue Passenger Miles (in billions)	52.4	49.3	-6.0	290.4	264.1	-9.1
Available Seat-Miles (in billions)	62.2	57.7	-7.3	365.1	330.8	-9.4
Load Factor*	84.3	85.4	1.1	79.6	79.9	0.3
Flight Stage Length**	628.0	619.4	-1.4	627.3	619.2	-1.3
Passenger Trip Length***	882.7	881.9	-0.1	873.8	871.5	-0.3

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

*Change in load factor points

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

*** The average distance flown per passenger in miles

Note: Percent changes based on numbers prior to rounding.

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

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	50.0	50.2	0.4	44.8	-10.8
February	47.8	50.1	4.9	43.7	-12.9
March	59.2	59.2	-0.1	53.5	-9.6
April	57.4	55.5	-3.3	52.2	-5.9
May	59.3	57.9	-2.3	52.9	-8.6
June	61.5	59.4	-3.4	55.9	-5.9
July	63.5	61.3	-3.4		
August	62.7	58.8	-6.1		
September	52.3	47.7	-8.9		
October	57.2	53.0	-7.4		
November	55.0	47.7	-13.4		
December	53.3	50.2	-5.7		
6 Mo. Total	335.2	332.4	-0.8	303.1	-8.8
Yr. Total	679.2	651.0	-4.1		

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

Jan-Jun 2009 Rank	Carrier	Jan-Jun 2009 Enplaned Passengers	Jan-Jun 2008 Rank	Jan-Jun 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	49.555	1	52.260	-5.2
2	American	32.812	2	36.597	-10.3
3	Delta	27.345	3	29.329	-6.8
4	United	22.678	4	26.350	-13.9
5	US Airways	22.408	5	24.646	-9.1
6	Northwest	16.309	6	20.299	-19.7
7	Continental	15.702	7	17.967	-12.6
8	AirTran	11.459	8	12.236	-6.4
9	JetBlue	9.856	9	10.504	-6.2
10	SkyWest	9.501	10	9.880	-3.8

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 June 2009 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jun 2009 Rank	Carrier	Jun 2009 Enplaned Passengers	Jun 2008 Rank	Jun 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	9.005	1	9.452	-4.7
2	American	5.902	2	6.537	-9.7
3	Delta	4.881	3	5.223	-6.5
4	United	4.214	4	4.862	-13.3
5	US Airways	3.906	5	4.254	-8.2
6	Northwest	3.180	6	3.645	-12.8
7	Continental	2.875	7	3.129	-8.1
8	AirTran	2.195	8	2.337	-6.1
9	SkyWest	1.805	10	1.742	3.6
10	JetBlue	1.709	9	1.782	-4.1

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-June 2009 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jun 2009 Rank	Airport	Jan-Jun 2009 Enplaned Passengers	Jan-Jun 2008 Rank	Jan-Jun 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	18.432	1	19.135	-3.7
2	Chicago O'Hare	12.585	2	14.157	-11.1
3	Dallas/Ft. Worth	11.875	3	12.347	-3.8
4	Denver	11.078	4	11.500	-3.7
5	Los Angeles	9.662	5	10.347	-6.6
6	Las Vegas	9.096	6	10.262	-11.4
7	Phoenix	8.874	7	9.696	-8.5
8	Charlotte	7.921	10	7.982	-0.8
9	Orlando	7.752	8	8.703	-10.9
10	Houston Bush	7.573	9	8.394	-9.8

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 June 2009 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jun 2009 Rank	Airport	Jun 2009 Enplaned Passengers	Jun 2008 Rank	Jun 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	3.402	1	3.478	-2.2
2	Chicago O'Hare	2.382	2	2.615	-8.9
3	Dallas/Ft. Worth	2.237	3	2.286	-2.2
4	Denver	2.138	4	2.161	-1.1
5	Los Angeles	1.856	5	1.917	-3.2
6	Las Vegas	1.570	6	1.752	-10.4
7	Phoenix	1.516	7	1.609	-5.8
8	Charlotte	1.418	9	1.416	0.1
9	Houston Bush	1.407	8	1.475	-4.6
10	Minneapolis	1.391	12	1.392	0.0

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

Note: Percent changes based on numbers prior to rounding.

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

	Monthly			Year-to-Date		
	Jun 2008	Jun 2009	Change %	2008	2009	Change %
Passengers (in millions)	8.4	7.7	-8.5	46.8	42.4	-9.6
Flights (in thousands)	74.4	68.3	-8.2	438.0	406.2	-7.2
Revenue Passenger Miles (in billions)	22.8	21.3	-6.6	121.9	111.1	-8.9
Available Seat-Miles (in billions)	27.4	26.0	-5.1	154.6	147.1	-4.8
Load Factor*	83.0	81.7	-1.3	78.8	75.5	-3.3
Flight Stage Length**	1,809.3	1,864.7	3.1	1,744.8	1,787.8	2.5
Passenger Trip Length***	2,714.8	2,770.5	2.1	2,601.6	2,621.4	0.8

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

*Change in load factor points

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

*** The average distance flown per passenger in miles

Note: Percent changes based on numbers prior to rounding.

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

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	7.1	7.5	4.9	7.0	-6.4
February	6.3	6.9	9.6	6.2	-11.1
March	7.9	8.5	7.4	7.4	-12.5
April	7.5	7.6	1.2	7.3	-3.7
May	7.5	8.0	6.5	6.8	-14.8
June	8.2	8.4	2.4	7.7	-8.5
July	8.9	9.1	1.3		
August	8.7	8.9	2.0		
September	6.9	6.6	-5.0		
October	7.0	6.7	-3.6		
November	6.9	6.4	-6.8		
December	7.5	7.1	-5.6		
6 Mo. Total	44.5	46.8	5.2	42.4	-9.6
Yr. Total	90.5	91.6	1.2		

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

Jan-Jun 2009 Rank	Carrier	Jan-Jun 2009 Enplaned Passengers	Jan-Jun 2008 Rank	Jan-Jun 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	American	9,615.9	1	10,732.0	-10.4
2	Continental	5,936.2	2	6,303.4	-5.8
3	Delta	5,724.0	3	6,006.0	-4.7
4	United	5,035.5	4	5,879.6	-14.4
5	Northwest	4,340.3	5	5,268.3	-17.6
6	US Airways	3,432.4	6	3,289.3	4.3
7	JetBlue	1,083.5	11	607.1	78.5
8	ExpressJet	834.3	8	1,052.1	-20.7
9	Alaska	829.6	7	1,148.7	-27.8
10	SkyWest	561.4	13	588.1	-4.5

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 June 2009 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jun 2009 Rank	Carrier	Jun 2009 Enplaned Passengers	Jun 2008 Rank	Jun 2008 Enplaned Passengers	Pct. Change 2008-2009
1	American	1,727.0	1	1,872.4	-7.8
2	Delta	1,218.0	2	1,237.2	-1.6
3	Continental	1,097.6	3	1,170.8	-6.3
4	United	943.2	4	1,048.6	-10.1
5	Northwest	706.7	5	909.5	-22.3
6	US Airways	602.5	6	612.0	-1.6
7	JetBlue	192.8	11	105.4	82.9
8	ExpressJet	167.1	7	169.9	-1.7
9	Spirit	113.5	10	137.3	-17.3
10	Alaska	111.1	8	149.1	-25.4

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-June 2009 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Jan-Jun 2009 Rank	Airport	Jan-Jun 2009 Enplaned Passengers	Jan-Jun 2008 Rank	Jan-Jun 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Miami	2,449.1	1	2,516.8	-2.7
2	New York JFK	1,989.0	2	2,103.3	-5.4
3	Atlanta	1,984.0	3	2,064.8	-3.9
4	Newark	1,886.9	4	1,977.7	-4.6
5	Houston Bush	1,549.4	5	1,677.3	-7.6
6	Chicago O'Hare	1,472.3	6	1,615.5	-8.9
7	Dallas/Ft. Worth	951.9	7	1,060.7	-10.3
8	Philadelphia	754.0	11	761.6	-1.0
9	Washington Dulles	729.8	12	752.0	-3.0
10	Los Angeles	726.6	8	986.5	-26.3

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

* Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

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

Jun 2009 Rank	Airport	Jun 2009 Enplaned Passengers	Jun 2008 Rank	Jun 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Miami	441.0	1	454.4	-3.0
2	Atlanta	411.4	2	413.4	-0.5
3	New York JFK	404.6	3	407.9	-0.8
4	Newark	347.7	4	371.5	-6.4
5	Houston Bush	310.4	5	317.9	-2.4
6	Chicago O'Hare	273.7	6	294.9	-7.2
7	Dallas/Ft. Worth	179.2	7	192.5	-6.9
8	Philadelphia	165.8	10	165.1	0.4
9	San Francisco	147.1	8	174.2	-15.6
10	Washington Dulles	140.1	12	136.5	2.6

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

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