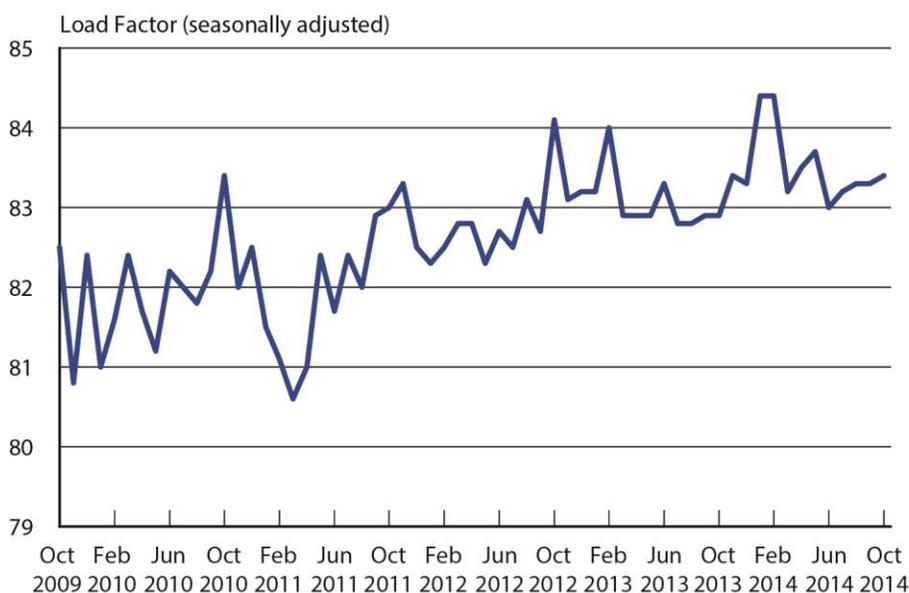


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October 2014 U.S. Airline Traffic Data

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 – rose to 83.4 percent in October, seasonally adjusted, after having remained virtually unchanged at 83.3 percent for two months (Table 1). Seasonal adjustment allows the comparison of monthly load factors to all other months.

Load Factor on All U.S. Scheduled Airlines (Domestic & International), October 2009 - October 2014



The October seasonally-adjusted load factor was the ninth highest all-time but remained below levels of early 2014 when the January and February load factors reached all-time highs. The October load factor was the highest since May (Tables 1, 2). Load factor is a measure of the use of aircraft capacity that compares system demand, measured in Revenue Passenger-Miles (RPMs) as a proportion of system capacity, measured in Available Seat-Miles (ASMs).

The load factor rose from September to October as a result of RPMs increasing slightly more than ASMs (0.5 percent and 0.3 respectively) (Tables 3, 5).

BTS is replacing previous monthly [Air Traffic press releases](#) with this monthly press release using seasonally-adjusted data. Tables 2, 8 and 14 of the previous press release can be found at the end of the Unadjusted section of this press release. 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.

Trends:

Seasonally-adjusted

Systemwide load factors continue to trend upwards with five of the top 10 months with the highest load factors, including the top two, taking place in 2014 (Table 2). Load factors have increased because demand, measured in RPMs, has increased at a faster pace since the recession than capacity, measured in ASMs. Demand in October 2014 is the highest on record while capacity in October 2014 reached its highest level since the recession. Nine of the top 10 months for demand took place this year while only two of the top 10 months for capacity were in 2014. July 2014 and October 2014 are the only post-recession months on the top 10 list for capacity (Tables 4, 6).

Systemwide enplanements also remain below pre-recession levels, held down by the slow growth in domestic enplanements (Tables 8, 10). The record levels of international enplanements in 2014 combined with all-time highs in RPMs shows a greater emphasis on longer distance flights (Table 12).

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

Unadjusted

Systemwide: For the month of October, the 2014 passenger total (64.3 million) is the highest on record, topping the previous high set in 2007. October was the second consecutive month with a record high for that month, following the record September high in the previous month. Demand, measured in RPMs, was at the highest October level, exceeding the previous record set in 2013. Demand has exceeded pre-recession levels for every month of 2014 except February. Capacity, measured in ASMs, was at the second highest October level, but was below the all-time high reached in October 2007.

Domestic: The October 2014 domestic passenger total (56.9 million) is the second highest October level, but was below the October 2007 level. Demand, measured in RPMs, reached an all-time high for October, exceeding the previous high in October 2007. Capacity was the highest since 2008 but was below the all-time October high reached in 2007.

International: The October 2014 international passenger total (7.4 million) and demand were at the second highest October level, but were below the October 2013 level. Capacity on was the highest on record for the month of October, exceeding the previous high in October 2013.

Unadjusted trends are for the time period January 1974 to present.

Seasonally-Adjusted Air Travel

Seasonally-Adjusted Revenue Passenger-Miles

RPMs rose 0.5 percent from September to October, increasing after remaining unchanged for two consecutive months (Table 3).

October RPMs (72.5 billion) were the highest all-time seasonally-adjusted total. Nine of the top 10 all-time highest months for RPMs have been in 2014 (Table 4).

Seasonally-Adjusted Available Seat-Miles

ASMs rose 0.3 percent from September to October, increasing after having remained virtually unchanged for two consecutive months to reach the highest level since March 2008 (Table 5).

ASMs of 86.9 billion in October were the eighth highest all-time seasonally-adjusted total, 1.6 percent less than the all-time seasonally-adjusted high in November 2007. Two of the top 10 all-time highest months for ASMs have been in 2014 (Table 6).

Seasonally-Adjusted Passenger Enplanements

Systemwide: Systemwide passenger enplanements remained virtually unchanged from September to October following a single month of growth from August to September. Enplanements in September were at the highest level since the recession (Table 7).

October enplanements (63.9 million) were down 1.5 percent from the all-time seasonally-adjusted high in August 2007. None of the top 10 all-time highest months for enplanements have been in 2014 (Table 8).

Domestic: Enplanements on domestic flights rose 0.1 percent from September to October, increasing for the second consecutive month (Table 9). Domestic enplanements in October (55.7 million) were down 2.7 percent from the all-time seasonally-adjusted high in August 2007 (57.2 million) and the highest level since the recession. No 2014 months are among the top 10 all-time highest months for domestic enplanements (Table 10).

International: U.S. airlines' international enplanements fell 0.6 percent from September to October, falling for the fourth consecutive month. The October level (8.2 million) was 2.4 percent less than the all-time seasonally-adjusted high in June 2014 (8.4 million). Eight of the top 10 all-time highest months for international enplanements took place 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 82.8 percent in October, up from 81.9 in September and 82.2 in October 2013 (Table 13).

The October load factor of 82.8 was down from the all-time unadjusted high for the month of October of 83.4 set in 2012. The October load factor was below the all-time unadjusted high of 87.0 in June 2013 (Table 14).

The load factor rose year-to-year as a result of a 3.0 percent increase in demand, measured in RPMs, from October 2013 to October 2014 combined with a 2.2 percent increase in capacity, measured in ASMs (Tables 15, 17).

Unadjusted Revenue Passenger-Miles

RPMs in October rose 4.0 percent from September and 3.0 percent from October 2013. For the month of October, the 2014 RPM total (71.1 billion) was the highest on record, topping the previous high set in 2013 (Table 15).

RPMs of 71.1 billion were reported in October, 15.0 percent less than the all-time high, unadjusted, in July 2014. Three of the top 10 all-time highest months for RPMs have been in 2014 (Table 16).

Unadjusted Available Seat-Miles

ASMs in October rose 2.8 percent from September and 2.2 percent from October 2013 (Table 17).

ASMs of 85.9 billion were reported in October, 11.0 percent less than the all-time high, unadjusted, in July 2014. Three of the top 10 all-time highest months for ASMs have been in 2014 (Table 18). The October 2014 level was down 1.2 percent from the all-time October high in 2007.

Unadjusted Passenger Enplanements

Systemwide: Unadjusted passenger enplanements in October 2014 (64.3 million) rose 7.3 percent from September and 3.4 percent from October 2013 (Table 19).

The October 2014 systemwide enplanement total (64.3 million) was 11.2 percent less than the all-time unadjusted high in July 2007 (72.4 million). For the month of October, the 2014 systemwide passenger total (64.3 million) was the highest on record, topping the previous high set in 2007 (Table 20).

Domestic: Domestic unadjusted passenger enplanements in October 2014 (56.9 million) were 10.3 percent less than the all-time unadjusted high in July 2007 (63.5 million) (Table 21).

The October 2014 level was down from the all-time unadjusted high for the month of October of 57.2 million set in 2007 (Table 22).

International: International unadjusted passenger enplanements in October 2014 (7.4 million) were 26.9 percent less than the all-time unadjusted high in July 2014 (10.1 million) (Table 23).

The October 2014 level was down from the all-time unadjusted high for the month of October of 7.5 million set in 2013 (Table 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. See [data](#) for airline data since 2000 as well as seasonally-adjusted data for rail, transit, pipelines, trucking and waterways.

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 Jan. 6 for U.S. carrier **scheduled** civilian operations.

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.

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 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, 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 October, U.S. carriers reported 121,033 foreign point-to-point passengers. For January through September, U.S. carriers reported 1,463,306 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Feb. 12 for the release of November 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

	2011	2012	2013	2014
January	81.5	82.3	83.2	84.4
February	81.1	82.5	84.0	84.4
March	80.6	82.8	82.9	83.2
April	81.0	82.8	82.9	83.5
May	82.4	82.3	82.9	83.7
June	81.7	82.7	83.3	83.0
July	82.4	82.5	82.8	83.2
August	82.0	83.1	82.8	83.3
September	82.9	82.7	82.9	83.3
October	83.0	84.1	82.9	83.4
November	83.3	83.1	83.4	
December	82.5	83.2	83.3	

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, 2000-2014

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

Rank	Date	Seasonally-Adjusted Load Factor
1	February 2014	84.4
2	January 2014	84.4
3	October 2012	84.1
4	February 2013	84.0
5	May 2014	83.7
6	April 2014	83.5
7	November 2013	83.4
8	October 2010	83.4
9	October 2014	83.4
10	November 2011	83.3

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

	2011	2012	2013	2014
January	67.5	68.0	69.4	71.0
February	67.2	68.5	70.5	70.8
March	67.3	68.8	69.3	71.5
April	67.6	68.7	69.6	71.5
May	68.1	68.3	69.9	72.0
June	67.8	68.5	70.2	71.8
July	68.6	68.1	69.8	72.2
August	67.2	68.6	70.2	72.1
September	68.6	68.5	70.1	72.1
October	68.5	68.3	70.4	72.5
November	68.0	68.8	70.8	
December	68.3	68.8	70.9	

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), 2000-2014
Systemwide (Domestic + International) RPMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Seasonally-Adjusted RPMs in billions
1	October 2014	72.5
2	July 2014	72.2
3	September 2014	72.1
4	August 2014	72.1
5	May 2014	72.0
6	June 2014	71.8
7	March 2014	71.5
8	April 2014	71.5
9	January 2014	71.0
10	December 2013	70.9

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

	2011	2012	2013	2014
January	82.9	82.6	83.4	84.2
February	82.9	83.0	83.9	84.0
March	83.5	83.1	83.5	86.0
April	83.5	83.0	83.9	85.6
May	82.7	83.0	84.3	86.0
June	83.0	82.8	84.3	86.5
July	83.3	82.5	84.2	86.8
August	81.9	82.6	84.8	86.6
September	82.8	82.8	84.5	86.6
October	82.5	81.2	85.0	86.9
November	81.6	82.8	84.9	
December	82.8	82.7	85.1	

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), 2000-2014

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

Rank	Month	Seasonally-Adjusted ASMs in billions
1	November 2007	88.3
2	December 2007	88.1
3	January 2008	88.0
4	February 2008	87.7
5	October 2007	87.7
6	March 2008	87.5
7	September 2007	87.1
8	October 2014	86.9
9	July 2014	86.8
10	May 2008	86.8

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

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

	2011	2012	2013	2014
January	60.59	61.13	61.81	62.72
February	60.23	61.38	62.74	62.64
March	60.51	61.14	61.24	63.70
April	60.16	61.44	61.62	63.34
May	61.42	60.99	61.63	63.55
June	60.83	61.15	61.96	63.37
July	61.41	61.12	61.25	63.60
August	60.66	61.53	61.79	63.53
September	61.29	61.29	61.99	63.89
October	61.56	61.16	62.15	63.88
November	61.38	61.18	63.03	
December	61.37	61.82	62.60	

Source: Bureau of Transportation Statistics, T-100 Market

Table 8. Systemwide 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2014

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	August 2007	64.86
2	October 2007	64.69
3	September 2007	64.44
4	November 2007	64.43
5	June 2007	64.39
6	July 2007	64.33
7	May 2007	64.29
8	April 2007	64.20
9	February 2008	64.16
10	January 2008	64.05

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

	2011	2012	2013	2014
January	52.86	53.37	53.83	54.37
February	52.56	53.58	54.67	54.37
March	52.86	53.26	53.21	55.37
April	52.49	53.59	53.65	54.98
May	53.71	53.17	53.57	55.17
June	53.15	53.36	53.83	54.99
July	53.54	53.33	53.06	55.24
August	52.94	53.71	53.57	55.21
September	53.56	53.36	53.85	55.66
October	53.85	53.24	53.90	55.70
November	53.66	53.23	54.77	
December	53.64	53.87	54.27	

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

Table 10. Domestic 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2014

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

Rank	Month	Seasonally-Adjusted enplanements in millions
1	August 2007	57.24
2	October 2007	57.02
3	June 2007	56.91
4	September 2007	56.90
5	May 2007	56.86
6	July 2007	56.79
7	April 2007	56.73
8	November 2007	56.71
9	February 2008	56.34
10	January 2008	56.25

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)

	2011	2012	2013	2014
January	7.72	7.75	7.98	8.35
February	7.67	7.81	8.06	8.26
March	7.65	7.88	8.03	8.34
April	7.67	7.85	7.97	8.36
May	7.71	7.82	8.05	8.37
June	7.68	7.79	8.13	8.38
July	7.87	7.79	8.19	8.36
August	7.71	7.82	8.21	8.32
September	7.73	7.94	8.13	8.23
October	7.71	7.92	8.25	8.18
November	7.72	7.94	8.26	
December	7.74	7.95	8.32	

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

Table 12. International 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2014

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

Rank	Month	Seasonally-Adjusted enplanements in millions
1	June 2014	8.38
2	May 2014	8.37
3	April 2014	8.36
4	July 2014	8.36
5	January 2014	8.35
6	March 2014	8.34
7	December 2013	8.32
8	August 2014	8.32
9	November 2013	8.26
10	February 2014	8.26

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

	2011	2012	2013	2014
January	76.5	77.6	78.9	80.3
February	75.8	76.6	79.2	79.8
March	80.8	83.0	84.3	83.5
April	80.7	82.5	81.6	83.4
May	83.5	83.5	84.2	85.0
June	85.6	86.5	87.0	86.4
July	86.9	86.6	86.6	86.7
August	85.6	86.5	86.1	86.4
September	81.9	81.6	81.6	81.9
October	82.5	83.4	82.2	82.8
November	81.9	81.9	79.3	
December	80.7	81.5	84.4	

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).

Table 14. 10 Months with Highest Unadjusted Load Factors, 2000-2014

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

Rank	Month	Unadjusted Load Factor
1	June 2013	87.0
2	July 2011	86.9
3	July 2010	86.8
4	July 2014	86.7
4	July 2014	86.7
5	July 2013	86.6
6	July 2012	86.6
7	June 2012	86.5
8	August 2012	86.5
9	July 2009	86.4

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).

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

	2011	2012	2013	2014
January	60.7	61.1	62.4	64.1
February	54.5	57.5	57.5	57.9
March	69.1	70.8	72.2	73.6
April	66.7	67.8	67.8	70.7
May	70.8	71.2	73.0	75.2
June	75.1	76.0	77.9	79.5
July	80.4	79.6	81.3	83.7
August	76.2	77.7	79.3	81.2
September	65.5	65.2	66.6	68.4
October	67.3	67.0	69.1	71.1
November	62.5	63.4	63.0	
December	65.5	65.9	70.4	

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), 2000-2014
Systemwide* RPMs (unadjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Unadjusted RPMs in billions
1	July 2014	83.7
2	July 2013	81.3
3	August 2014	81.2
4	July 2011	80.4
5	July 2007	79.9
6	July 2012	79.6
7	June 2014	79.5
8	August 2013	79.3
9	July 2008	78.8
10	August 2007	78.3

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 Monthly Available Seat-Miles (ASMs)
Systemwide (Domestic + International) ASMs (unadjusted) in billions (000,000,000)
Scheduled service only

	2011	2012	2013	2014
January	79.3	78.7	79.2	79.8
February	71.9	75.0	72.6	72.5
March	85.6	85.3	85.6	88.2
April	82.7	82.1	83.1	84.8
May	84.7	85.2	86.7	88.5
June	87.8	87.8	89.5	92.0
July	92.5	91.9	93.8	96.5
August	89.1	89.9	92.2	94.0
September	80.0	80.0	81.5	83.5
October	81.6	80.3	84.0	85.9
November	76.3	77.4	79.5	
December	81.1	80.9	83.4	

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.

Table 18. 10 Months with Highest Unadjusted Available Seat-Miles (ASMs), 2000-2014
Systemwide (Domestic + International) ASMs (unadjusted) in billions (000,000,000)
Scheduled service only

Rank	Month	Unadjusted ASMs in billions
1	July 2014	96.5
2	August 2014	94.0
3	July 2013	93.8
4	July 2008	93.7
5	July 2007	92.9
6	August 2007	92.8
7	July 2011	92.5
8	August 2013	92.2
9	June 2014	92.0
10	July 2012	91.9

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

	2011	2012	2013	2014
January	53.69	54.44	55.35	55.81
February	50.08	53.11	52.49	52.44
March	63.58	64.46	65.10	66.44
April	60.53	61.50	60.98	63.48
May	63.85	63.68	64.79	66.50
June	66.24	66.61	67.08	68.59
July	69.91	69.19	69.22	71.82
August	66.30	67.76	67.73	69.33
September	58.07	57.42	58.19	59.95
October	61.20	60.93	62.16	64.30
November	58.27	58.74	57.60	
December	59.07	58.87	62.49	
10 Mo. Total	613.45	619.10	623.09	638.66
Yr. Total	730.79	736.71	743.18	638.66

Source: Bureau of Transportation Statistics, T-100 Market

Table 20. Systemwide 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2014

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 2007	72.40
2	July 2014	71.82
3	August 2007	71.34
4	July 2005	70.57
5	July 2008	70.47
6	July 2011	69.91
7	June 2007	69.69
8	July 2006	69.51
9	August 2014	69.33
10	July 2013	69.22

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

	2011	2012	2013	2014
January	46.31	47.08	47.82	47.95
February	43.66	46.41	45.74	45.51
March	55.65	56.20	56.57	57.76
April	52.86	53.69	53.23	55.24
May	55.98	55.75	56.56	57.88
June	57.78	57.90	57.99	59.25
July	60.31	59.69	59.31	61.69
August	57.40	58.65	58.12	59.56
September	50.98	50.14	50.77	52.49
October	54.12	53.78	54.71	56.90
November	51.66	51.85	50.54	
December	51.54	51.17	54.33	
10 Mo. Total	535.05	539.29	540.82	554.23
Yr. Total	638.25	642.31	645.69	554.23

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

Table 22. Domestic 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2014

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

Scheduled service only

Rank	Month	Unadjusted enplanements in millions
1	July 2007	63.46
2	August 2007	62.66
3	July 2005	62.40
4	July 2014	61.69
5	June 2007	61.49
6	July 2008	61.40
7	July 2006	60.84
8	July 2011	60.31
9	June 2005	59.72
10	July 2012	59.69

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

	2011	2012	2013	2014
January	7.39	7.36	7.53	7.85
February	6.42	6.70	6.75	6.93
March	7.93	8.26	8.53	8.68
April	7.67	7.80	7.75	8.24
May	7.87	7.93	8.22	8.62
June	8.47	8.71	9.08	9.34
July	9.60	9.50	9.91	10.13
August	8.90	9.11	9.61	9.76
September	7.09	7.29	7.43	7.46
October	7.08	7.15	7.45	7.40
November	6.61	6.89	7.06	
December	7.54	7.71	8.16	
10 Mo. Total	78.42	79.81	82.26	84.41
Yr. Total	92.57	94.41	97.48	84.41

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

Table 24. International 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2014

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

Scheduled service only

Rank	Month	Unadjusted enplanements in millions
1	July 2014	10.13
2	July 2013	9.91
3	August 2014	9.76
4	August 2013	9.61
5	July 2011	9.60
6	July 2012	9.50
7	June 2014	9.34
8	July 2010	9.29
9	August 2012	9.11
10	June 2013	9.08

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