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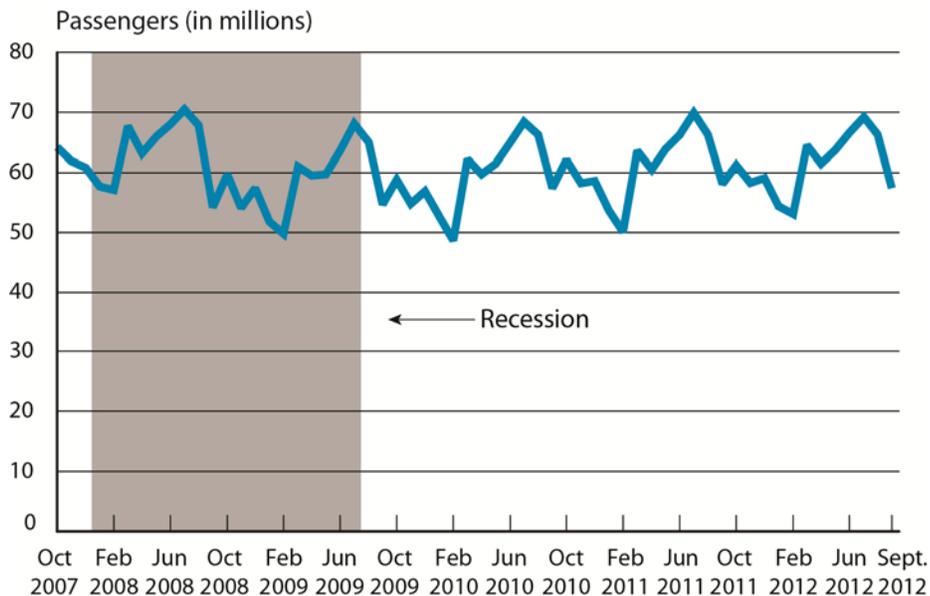
**BTS Data**

BTS 59-12  
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**September 2012 Airline System Passengers Decline 1.1% from September 2011**

The U.S. Department of Transportation’s Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 57.4 million scheduled domestic and international passengers in September 2012, 1.7 percent fewer domestic passengers and 2.8 percent more international passengers than in September 2011. There was a 1.1 percent decrease in airline passengers in September 2012 compared to September 2011 but the airlines carried 0.1 percent more system passengers than in September 2010 (Tables 1, 2, 7, 13).

**Passengers on All U.S. Scheduled Airlines (Domestic & International), October 2007-September 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 number of passengers in September 2012 declined from a year ago, U.S. airlines carried 559.2 million total system passengers during the first nine months of 2012, up 1.3 percent from the same period in 2011 (Table 2). Domestically, the airlines carried 486.5 million passengers, up 1.2 percent from 2011 (Table 8). Internationally, they carried 72.7 million passengers, up 1.9 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

Passenger load factors for international passenger traffic were at record levels for the month of September (83.6) while domestic (80.7) and systemwide (81.5) load factors declined from a year ago (Tables 1, 7, 13). Continuing earlier service reductions, domestic capacity, measured by available seat-miles, was down 0.2 percent in September 2012 compared to September 2011. Revenue passenger miles (RPMs) declined by 1.6 percent (Table 7). The international load factor in September rose with 2.2 percent growth in RPMs compared to an increase in capacity of 0.2 percent (Table 13). Systemwide capacity declined 0.1 percent compared to a 0.4 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 September 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 80.2 percent of systemwide passengers, up from 75.2 percent carried by the U.S. airlines that were in the top 10 in September 2011.

**Year-to-date:** During the first nine 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 79.8 percent of systemwide passengers, up from 75.5 percent carried by the U.S. airlines that were the top 10 during the first nine months of 2011.

Southwest and AirTran Airways 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 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 September, 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 New York JFK than at any other U.S. airport (Table 18).

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

##### **Table 4**

August: Top 10 airlines by scheduled passenger enplanements

#### **Airport Rankings**

##### **Table 5**

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

##### **Table 6**

September: 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** (September and January through September):

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 September: Top 10 domestic airlines by scheduled passenger enplanements

**Table 10**

September: Top 10 domestic airlines by scheduled passenger enplanements

**Airport Rankings**

**Table 11**

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

**Table 12**

September: Top 10 domestic airports by scheduled passenger enplanements

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

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

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

**AIRLINE TRAFFIC PRESS RELEASE  
ADD FOUR**

**Table 16**

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

**Airport Rankings**

**Table 17**

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

**Table 18**

September: 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 78 carriers as of Dec. 17 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 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 September and international numbers through June 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 September, U.S. carriers reported 188,164 foreign point-to-point passengers. For January through September, U.S. carriers reported 1,788,282 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Jan. 22 for the release of October 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**

	Sept 2011	Monthly Sept 2012	Change %	Year-to-Date		
				2011	2012	Change %
Passengers (in millions)	58.1	57.4	-1.1	552.3	559.2	1.3
Flights (in thousands)	769.9	741.7	-3.7	7,174.5	7,079.0	-1.3
Revenue Passenger Miles (in billions)	65.5	65.2	-0.4	619.0	627.5	1.4
Available Seat-Miles (in billions)	80.0	80.0	-0.1	753.6	756.6	0.4
Load Factor*	81.9	81.5	-0.4	82.1	82.9	0.8
Flight Stage Length**	735.5	754.4	2.6	744.0	754.5	1.4
Passenger Trip Length***	1,128.0	1,136.2	0.7	1,120.9	1,122.0	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.

**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	68.8	3.8
<b>September</b>	<b>57.4</b>	<b>58.1</b>	<b>1.2</b>	<b>57.4</b>	<b>-1.1</b>
October	62.1	61.2	-1.5		
November	58.2	58.3	0.2		
December	58.6	59.1	0.8		
<b>9 Mo. Total</b>	<b>541.6</b>	<b>552.3</b>	<b>2.0</b>	<b>559.2</b>	<b>1.3</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-September 2012 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Sep 2012 Rank	Carrier	Jan-Sep 2012 Enplaned Passengers	Jan-Sep 2011 Rank	Jan-Sep 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Delta	88.146	1	86.293	2.1
2	Southwest**	84.441	2	82.931	1.8
3	United***	70.864	5	38.634	N/A
	Continental	N/A	6	34.230	N/A
	<b>UA/CO Combined***</b>	<b>70.864</b>	-	<b>72.864</b>	<b>-2.7</b>
4	American	65.301	3	64.990	0.5
5	US Airways	40.906	4	39.802	2.8
6	ExpressJet****	24.253	12	12.210	N/A
	Atlantic Southeast	N/A	13	10.734	N/A
	<b>EV/XE Combined****</b>	<b>24.253</b>	-	<b>22.944</b>	<b>5.7</b>
7	JetBlue	21.921	7	19.663	11.5
8	SkyWest	19.582	9	18.425	6.3
9	AirTran	16.838	8	18.733	-10.1
10	American Eagle	14.115	11	12.903	9.4

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 September 2012 System\* Scheduled Enplanements**  
**Passenger numbers in millions (000,000)**

Sept 2012 Rank	Carrier	Sept 2012 Enplaned Passengers	Sept 2011 Rank	Sept 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Delta	9.396	1	9.203	2.1
2	Southwest**	8.707	2	8.751	-0.5
3	United***	7.164	5	4.098	N/A
	Continental	N/A	6	3.362	N/A
	<b>UA/CO Combined***</b>	<b>7.164</b>	<b>-</b>	<b>7.460</b>	<b>-4.0</b>
4	American	6.561	3	6.851	-4.2
5	US Airways	4.153	4	4.100	1.3
6	ExpressJet****	2.671	12	1.254	N/A
	Atlantic Southeast	N/A	13	1.155	N/A
	<b>EV/XE Combined****</b>	<b>2.671</b>	<b>-</b>	<b>2.409</b>	<b>10.9</b>
7	JetBlue	2.159	8	2.013	7.2
8	SkyWest	2.153	7	2.028	6.2
9	AirTran	1.534	9	1.761	-12.9
10	American Eagle	1.528	10	1.477	3.4

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-September 2012 System\* Scheduled Enplanements on U.S. Airlines\*\***  
Passenger numbers in millions (000,000)

Jan-Sept 2012 Rank	Airport	Jan-Sept 2012 Enplaned Passengers	Jan-Sept 2011 Rank	Jan-Sept 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	34.091	1	32.912	3.6
2	Chicago O'Hare	22.615	2	22.386	1.0
3	Dallas/Fort Worth	20.635	3	20.372	1.3
4	Denver	19.258	4	19.246	0.1
5	Los Angeles	18.942	5	18.396	3.0
6	Charlotte	14.932	7	14.198	5.2
7	Phoenix	14.496	6	14.670	-1.2
8	San Francisco	13.990	10	12.958	8.0
9	Las Vegas	13.912	9	13.878	0.2
10	Houston Bush	13.749	8	13.894	-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 September 2012 System\* Scheduled Enplanements on U.S. Airlines\*\***  
Passenger numbers in millions (000,000)

Sept 2012 Rank	Airport	Sept 2012 Enplaned Passengers	Sept 2011 Rank	Sept 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	3.568	1	3.533	1.0
2	Chicago O'Hare	2.463	2	2.534	-2.8
3	Dallas/Fort Worth	2.156	3	2.230	-3.3
4	Denver	2.110	4	2.092	0.9
5	Los Angeles	1.951	5	1.954	-0.2
6	Charlotte	1.558	8	1.479	5.4
7	San Francisco	1.551	7	1.514	2.5
8	Las Vegas	1.501	6	1.552	-3.3
9	Phoenix	1.386	9	1.454	-4.6
10	New York JFK	1.351	11	1.335	1.2

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**

	Sept 2011	Monthly	Change %	Year-to-Date		
		Sept 2012		2011	2012	Change %
Passengers (in millions)	51.0	50.1	-1.7	480.9	486.5	1.2
Flights (in thousands)	706.4	677.6	-4.1	6,540.0	6,431.8	-1.7
Revenue Passenger Miles (in billions)	44.6	43.9	-1.6	426.2	431.6	1.3
Available Seat-Miles (in billions)	54.5	54.4	-0.2	514.0	516.6	0.5
Load Factor*	81.8	80.7	-1.1	82.9	83.5	0.6
Flight Stage Length**	626.1	641.5	2.5	635.3	645.1	1.5
Passenger Trip Length***	874.4	875.0	0.1	886.2	887.0	0.1

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	59.7	3.9
<b>September</b>	<b>50.3</b>	<b>51.0</b>	<b>1.3</b>	<b>50.1</b>	<b>-1.7</b>
October	54.8	54.1	-1.3		
November	51.4	51.7	0.5		
December	51.1	51.5	0.9		
<b>9 Mo. Total</b>	<b>472.2</b>	<b>480.9</b>	<b>1.8</b>	<b>486.5</b>	<b>1.2</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-September 2012 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Sept 2012 Rank	Carrier	Jan-Sept 2012 Enplaned Passengers	Jan-Sept 2011 Rank	Jan-Sept 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Southwest*	84.441	1	82.931	1.8
2	Delta	71.860	2	70.022	2.6
3	United**	51.571	5	30.259	N/A
	Continental	N/A	6	23.388	N/A
	<b>UA/CO Combined</b>	<b>51.571</b>	<b>-</b>	<b>53.647</b>	<b>-3.9</b>
4	American	49.107	3	49.181	-0.1
5	US Airways	35.547	4	34.502	3.0
6	ExpressJet****	22.235	12	11.097	N/A
	Atlantic Southeast	N/A	13	10.534	N/A
	<b>EV/XE Combined****</b>	<b>22.235</b>	<b>-</b>	<b>21.632</b>	<b>2.8</b>
7	JetBlue	18.796	9	17.084	10.0
8	SkyWest	18.603	8	17.165	8.4
9	AirTran	15.866	7	18.103	-12.4
10	American Eagle	13.154	11	11.941	10.2

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 September 2012 Domestic Scheduled Enplanements**  
Passenger numbers in millions (000,000)

Sept 2012 Rank	Carrier	Sept 2012 Enplaned Passengers	Sept 2011 Rank	Sept 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Southwest**	8.707	1	8.751	-0.5
2	Delta	7.651	2	7.507	1.9
3	United***	5.253	5	3.172	N/A
	Continental	N/A	6	2.363	N/A
	<b>UA/CO Combined***</b>	<b>5.253</b>	-	<b>5.535</b>	<b>-5.1</b>
4	American	4.928	3	5.278	-6.6
5	US Airways	3.673	4	3.621	1.4
6	ExpressJet****	2.420	13	1.123	N/A
	Atlantic Southeast	N/A	12	1.129	N/A
	<b>EV/XE Combined****</b>	<b>2.420</b>	-	<b>2.252</b>	<b>7.5</b>
7	SkyWest	2.055	7	1.888	8.8
8	JetBlue	1.863	8	1.759	5.9
9	AirTran	1.439	9	1.708	-15.7
10	American Eagle	1.424	10	1.359	4.8

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-September 2012 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Sept 2012 Rank	Airport	Jan-Sept 2012 Enplaned Passengers	Jan-Sept 2011 Rank	Jan-Sept 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	30.890	1	29.710	4.0
2	Chicago O'Hare	20.423	2	20.028	2.0
3	Dallas/Fort Worth	18.819	4	18.653	0.9
4	Denver	18.804	3	18.770	0.2
5	Los Angeles	17.473	5	16.899	3.4
6	Phoenix	13.929	6	14.079	-1.1
7	Las Vegas	13.902	7	13.865	0.3
8	Charlotte	13.861	8	13.170	5.2
9	San Francisco	12.608	10	11.686	7.9
10	Orlando	11.645	9	11.806	-1.4

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 September 2012 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Sept 2012 Rank	Airport	Sept 2012 Enplaned Passengers	Sept 2011 Rank	Sept 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	3.252	1	3.233	0.6
2	Chicago O'Hare	2.222	2	2.275	-2.3
3	Denver	2.073	4	2.053	1.0
4	Dallas/Fort Worth	1.973	3	2.058	-4.1
5	Los Angeles	1.808	5	1.807	0.0
6	San Francisco	1.501	6	1.550	-3.2
7	Las Vegas	1.470	8	1.392	5.6
8	San Francisco	1.399	9	1.368	2.3
9	Phoenix	1.344	7	1.409	-4.6
10	Seattle	1.237	10	1.260	-1.8

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](#)

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**AIRLINE TRAFFIC PRESS RELEASE  
ADD THIRTEEN**

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

	Monthly			Year-to-Date		
	Sept 2011	Sept 2012	Change %	2011	2012	Change %
Passengers (in millions)	7.1	7.3	2.8	71.3	72.7	1.9
Flights (in thousands)	63.5	64.1	1.0	634.5	645.5	1.7
Revenue Passenger Miles (in billions)	20.9	21.4	2.2	192.8	195.9	1.6
Available Seat-Miles (in billions)	25.5	25.6	0.2	239.7	239.9	0.1
Load Factor*	82.0	83.6	1.6	80.4	81.7	1.3
Flight Stage Length**	1,952.6	1,946.5	-0.3	1,863.8	1,845.0	-1.0
Passenger Trip Length***	2,952.2	2,932.8	-0.7	2,703.2	2,695.5	-0.3

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
<b>September</b>	<b>7.0</b>	<b>7.1</b>	<b>0.6</b>	<b>7.3</b>	<b>2.8</b>
October	7.3	7.1	-3.0		
November	6.7	6.6	-1.9		
December	7.5	7.5	0.4		
<b>9 Mo. Total</b>	<b>69.4</b>	<b>71.3</b>	<b>2.7</b>	<b>72.7</b>	<b>1.9</b>
<b>Yr. Total</b>	<b>91.0</b>	<b>92.5</b>	<b>1.7</b>		

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

Note: Percent changes based on numbers prior to rounding

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**AIRLINE TRAFFIC PRESS RELEASE  
ADD FOURTEEN**

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

Passenger numbers in thousands (000)

Jan-Sept 2012 Rank	Carrier	Jan-Sept 2012 Enplaned Passengers	Jan-Sept 2011 Rank	Jan-Sept 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	United*	19,292.2	4	8,375.5	N/A
	Continental	N/A	3	10,841.9	N/A
	<b>UA/CO Combined</b>	<b>19,292.2</b>	-	<b>19,217.4</b>	<b>0.4</b>
2	Delta	16,286.1	1	16,271.2	0.1
3	American	16,193.9	2	15,808.8	2.4
4	US Airways	5,358.0	5	5,299.6	1.1
5	JetBlue	3,125.1	6	2,579.5	21.1
6	ExpressJet**	2,018.1	9	1,112.4	N/A
	Atlantic Southeast	N/A	26	199.7	N/A
	<b>EV/XE Combined**</b>	<b>2,018.1</b>	-	<b>1,312.1</b>	<b>53.8</b>
7	Alaska	1,317.7	7	1,344.2	-2.0
8	SkyWest	978.6	8	1,259.4	-22.3
9	AirTran***	972.4	14	630.0	54.3
10	American Eagle	961.3	10	961.3	0.0

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 September 2012 International Scheduled Enplanements**

Passenger numbers in thousands (000)

Sept 2012 Rank	Carrier	Sept 2012 Enplaned Passengers	Sept 2011 Rank	Sept 2011 Enplaned Passengers	Pct. Change 2011-2012
1	United*	1,911.2	4	926.2	N/A
	Continental	N/A	3	998.4	N/A
	<b>UA/CO Combined</b>	<b>1,911.2</b>	-	<b>1,924.6</b>	<b>-0.7</b>
2	Delta	1,744.9	1	1,695.3	2.9
3	American	1,632.8	2	1,573.6	3.8
4	US Airways	480.4	5	478.7	0.3
5	JetBlue	295.7	6	253.8	16.5
6	ExpressJet**	251.3	8	130.6	N/A
	Atlantic Southeast	N/A	21	26.5	N/A
	<b>EV/XE Combined</b>	<b>251.3</b>	-	<b>157.2</b>	<b>59.9</b>
7	Alaska	108.9	9	119.5	-8.9
8	American Eagle	104.1	10	118.0	-11.8
9	SkyWest	98.6	7	139.9	-29.5
10	AirTran***	94.5	15	52.9	78.5

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 SIXTEEN**

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

Passenger numbers in thousands (000)

Jan-Sept 2012 Rank	Airport	Jan-Sept 2012 Enplaned Passengers	Jan-Sept 2011 Rank	Jan-Sept 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Miami	4,264.8	1	4,033.8	5.7
2	New York JFK	3,806.1	2	3,726.4	2.1
3	Atlanta	3,193.5	3	3,201.6	-0.3
4	Newark	3,035.2	4	3,046.9	-0.4
5	Houston Bush	2,562.3	5	2,533.5	1.1
6	Chicago O'Hare	2,192.0	6	2,357.6	-7.0
7	Dallas/Fort Worth	1,815.5	7	1,719.2	5.6
8	Los Angeles	1,468.8	8	1,496.5	-1.8
9	San Francisco	1,381.4	10	1,272.0	8.6
10	Philadelphia	1,290.8	9	1,292.8	-0.1

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 September 2012 International Scheduled Enplanements on U.S. Airlines\***

Passenger numbers in thousands (000)

Sept 2012 Rank	Airport	Sept 2012 Enplaned Passengers	Sept 2011 Rank	Sept 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	New York JFK	404.7	1	399.0	1.4
2	Miami	397.2	2	379.6	4.6
3	Atlanta	316.3	4	300.2	5.4
4	Newark	291.0	3	300.2	-3.1
5	Chicago O'Hare	240.7	5	259.1	-7.1
6	Houston Bush	221.5	6	205.3	7.9
7	Dallas/Fort Worth	182.9	7	172.5	6.1
8	San Francisco	152.5	9	145.8	4.5
9	Los Angeles	143.6	8	147.7	-2.8
10	Philadelphia	137.4	11	139.3	-1.4

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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