

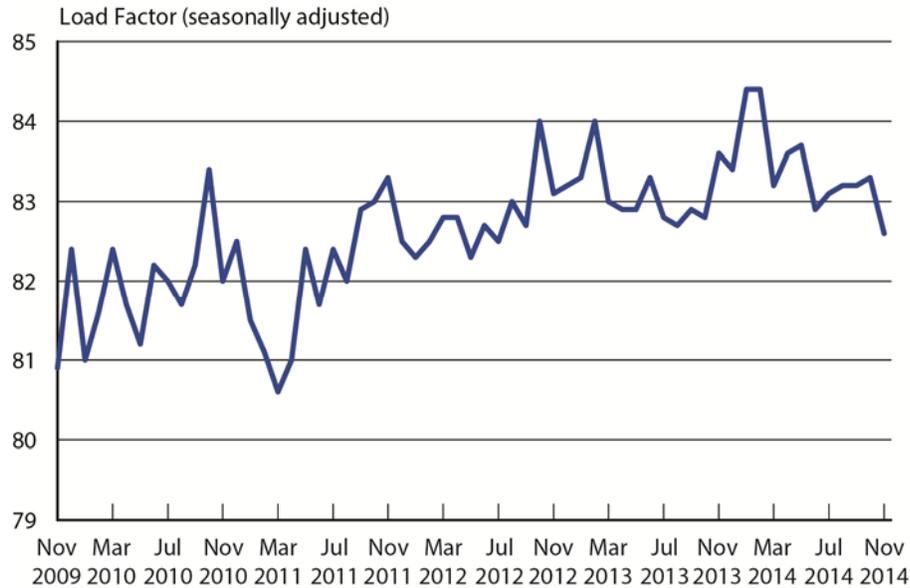
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BTS 08-15  
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## November 2014 U.S. Airline Traffic Data

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 – fell to 82.6 percent in November, seasonally adjusted, after remaining virtually unchanged for four consecutive months (Table 1). Seasonal adjustment allows the comparing of monthly load factors to all other months.

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



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

The November load factor of 82.6 was the lowest since the July 2012 load factor of 82.5. U.S. airlines' load factor reached a seasonally-adjusted all-time high of 84.4 in January 2014 and gradually declined throughout the year (Tables 1, 2). 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 to November as a result of a decline in RPMs and an increase in ASMs (Tables 3, 5).

See BTS' [Seasonally-Adjusted Transportation Data](#) page for additional data. BTS is replacing previous monthly [Air Traffic press releases](#) with this monthly load factor press release. Tables 2, 8 and 14 of the previous press release can be found at the end of 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 gradually declined throughout 2014 (Table 2). Load factors have generally increased because demand, measured in RPMs, has increased at a faster pace since the recession than capacity, measured in ASMs. In November, demand declined from the all-time high in October while capacity increased slightly to the highest level since the recession. 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 high RPMs shows strong demand for longer distance flights (Table 12).

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

### **Unadjusted**

Systemwide: Demand, measured in RPMs, reached an all-time high for the month of November. The number of passengers and capacity, measured in ASMs, although increased from November 2013, remained below the all-time highs for the month of November set in 2007.

Domestic: The number of passengers, demand and capacity all increased from November 2013 but remained below the all-time highs for the month of November set in 2007.

International: The number of passengers, demand and capacity all reached all-time highs for the month of November 2014 exceeding the highs set in November 2013.

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

## **Seasonally-Adjusted Air Travel**

### **Seasonally-Adjusted Revenue Passenger-Miles**

RPMs fell 0.7 percent from October to November following a single month of growth from September to October (Table 3).

RPMs of 71.8 billion in November were the sixth highest all-time seasonally-adjusted total, 0.5 billion, or 0.7 percent, less than the all-time seasonally-adjusted high in October 2014. All 10 of the top 10 all-time highest months for RPMs have been in 2014 (Table 4).

### **Seasonally-Adjusted Available Seat-Miles**

ASMs rose 0.1 percent from October to November, rising for the second consecutive month (Table 5).

ASMs of 86.9 billion in November were the eighth highest all-time seasonally-adjusted total, 1.4 billion, or 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 rose 0.2 percent from October to November following a single month of decline from September to October (Table 7). The systemwide total rose from October to November as a result of a 1.4 percent increase in international enplanements combined with growth of less than 1 percent in domestic enplanements (Tables 9, 11).

Enplanements of 64.1 million in November were 0.8 million, or 1.3 percent, less than 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 showed minimal change from June through November (Table 9). Domestic enplanements in November (55.7 million) were 2.7 percent less than the all-time seasonally-adjusted high in August 2007 (57.2 million). None of the top 10 all-time highest months for domestic enplanements have been in 2014 (Table 10).

**International:** U.S. airlines' international enplanements rose 1.4 percent from October to November following four months of decline from June to October. The November level (8.3 million) was the ninth highest all-time seasonally-adjusted total, 1.1 percent less than the all-time seasonally adjusted high in June 2014 (8.4 million). Nine of the top 10 all-time highest months for international enplanements have been in 2014 (Tables 11, 12).

## Unadjusted Tables

### Unadjusted Load Factor

U.S. airlines' systemwide (domestic + international) scheduled service load factor – a measure of the use of airline capacity – was 79.8 percent in November, down from October and up from November 2013 (Table 13).

The November load factor of 79.8 was down from the all-time unadjusted high for the month of November of 81.9 set in 2011. The November 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 3.2 percent increase in RPMs from November 2013 to November 2014 combined with a 2.5 percent increase in ASMs (Tables 15, 17).

### Unadjusted Revenue Passenger-Miles

RPMs in November declined 8.6 percent from October but increased 3.2 percent from November 2013 (Table 15).

RPMs of 65.0 billion in November were 22.3 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 November declined 5.1 percent from October but increased 2.5 percent from November 2013 (Table 17).

ASMs of 81.5 billion in November were 15.6 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).

## Unadjusted Passenger Enplanements

**Systemwide:** Unadjusted passenger enplanements in November 2014 (59.5 million) fell 7.5 percent from October and 3.3 percent from November 2013 (Table 19).

The November 2014 systemwide enplanement total (59.5 million) was 17.8 percent, less than the all-time unadjusted high in July 2007 (72.4 million). November 2014 level was down from the all-time unadjusted high for the month of November of 61.9 million set in 2007 (Table 20).

**Domestic:** Unadjusted passenger enplanements in November 2014 (52.3 million) were 17.5 percent, less than the all-time unadjusted high in July 2007 (63.5 million) (Table 21).

The November 2014 level was down from the all-time unadjusted high for the month of November of 55.0 million set in 2007 (Table 22).

**International:** Unadjusted passenger enplanements in November 2014 (7.1 million) were 29.5 percent, less than the all-time unadjusted high in July 2014 (10.1 million) (Table 23).

The November 2014 level was the all-time unadjusted high load factor for the month of November (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.

### **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 82 carriers as of Feb. 2 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](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 November, 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 110,203 foreign point-to-point passengers. For January through September, U.S. carriers reported 1,573,509 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled March 12 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

|           | 2011 | 2012 | 2013 | 2014 |
|-----------|------|------|------|------|
| January   | 81.5 | 82.3 | 83.3 | 84.4 |
| February  | 81.1 | 82.5 | 84.0 | 84.4 |
| March     | 80.6 | 82.8 | 83.0 | 83.2 |
| April     | 81.0 | 82.8 | 82.9 | 83.6 |
| May       | 82.4 | 82.3 | 82.9 | 83.7 |
| June      | 81.7 | 82.7 | 83.3 | 82.9 |
| July      | 82.4 | 82.5 | 82.8 | 83.1 |
| August    | 82.0 | 83.0 | 82.7 | 83.2 |
| September | 82.9 | 82.7 | 82.9 | 83.2 |
| October   | 83.0 | 84.0 | 82.8 | 83.3 |
| November  | 83.3 | 83.1 | 83.6 | 82.6 |
| December  | 82.5 | 83.2 | 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).

**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

| <b>Rank</b> | <b>Date</b>   | <b>Seasonally-Adjusted Load Factor</b> |
|-------------|---------------|--|
| 1           | January 2014  | 84.4                                   |
| 2           | February 2014 | 84.4                                   |
| 3           | February 2013 | 84.0                                   |
| 4           | October 2012  | 84.0                                   |
| 5           | May 2014      | 83.7                                   |
| 6           | April 2014    | 83.6                                   |
| 7           | November 2013 | 83.6                                   |
| 8           | October 2010  | 83.4                                   |
| 9           | December 2013 | 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

|           | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> |
|-----------|-------------|-------------|-------------|-------------|
| January   | 67.5        | 68.0        | 69.4        | 71.1        |
| February  | 67.2        | 68.5        | 70.5        | 70.9        |
| March     | 67.3        | 68.9        | 69.3        | 71.6        |
| April     | 67.7        | 68.7        | 69.6        | 71.6        |
| May       | 68.1        | 68.3        | 69.9        | 72.0        |
| June      | 67.8        | 68.5        | 70.2        | 71.7        |
| July      | 68.6        | 68.1        | 69.7        | 72.1        |
| August    | 67.1        | 68.6        | 70.1        | 72.0        |
| September | 68.6        | 68.4        | 70.0        | 72.0        |
| October   | 68.5        | 68.2        | 70.3        | 72.3        |
| November  | 68.0        | 68.8        | 70.9        | 71.8        |
| December  | 68.3        | 68.9        | 71.0        |             |

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

| <b>Rank</b> | <b>Month</b>   | <b>Seasonally-Adjusted RPMs in billions</b> |
|-------------|----------------|---|
| 1           | October 2014   | 72.3  |
| 2           | July 2014      | 72.1  |
| 3           | August 2014    | 72.0  |
| 4           | September 2014 | 72.0  |
| 5           | May 2014       | 72.0  |
| 6           | November 2014  | 71.8  |
| 7           | June 2014      | 71.7  |
| 8           | March 2014     | 71.6  |
| 9           | April 2014     | 71.6  |
| 10          | January 2014   | 71.1  |

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 | 86.5 |
| September | 82.8 | 82.8 | 84.5 | 86.5 |
| October   | 82.5 | 81.2 | 84.9 | 86.8 |
| November  | 81.6 | 82.8 | 84.9 | 86.9 |
| December  | 82.8 | 82.7 | 85.2 |      |

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    | November 2014  | 86.9                                 |
| 9    | October 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

|           | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> |
|-----------|-------------|-------------|-------------|-------------|
| January   | 60.59       | 61.13       | 61.81       | 62.72       |
| February  | 60.24       | 61.39       | 62.73       | 62.64       |
| March     | 60.51       | 61.14       | 61.24       | 63.71       |
| April     | 60.16       | 61.44       | 61.62       | 63.34       |
| May       | 61.43       | 61.00       | 61.63       | 63.56       |
| June      | 60.82       | 61.14       | 61.97       | 63.38       |
| July      | 61.40       | 61.11       | 61.25       | 63.61       |
| August    | 60.64       | 61.50       | 61.75       | 63.64       |
| September | 61.30       | 61.31       | 62.02       | 63.93       |
| October   | 61.57       | 61.15       | 62.13       | 63.86       |
| November  | 61.36       | 61.19       | 63.05       | 63.99       |
| December  | 61.38       | 61.82       | 62.59       |             |

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

| <b>Rank</b> | <b>Month</b>   | <b>Seasonally-Adjusted<br/>enplanements in<br/>millions</b> |
|-------------|----------------|---|
| 1           | August 2007    | 64.86   |
| 2           | October 2007   | 64.69   |
| 3           | September 2007 | 64.44   |
| 4           | November 2007  | 64.40   |
| 5           | June 2007      | 64.38   |
| 6           | July 2007      | 64.34   |
| 7           | May 2007       | 64.30   |
| 8           | April 2007     | 64.21   |
| 9           | February 2008  | 64.18   |
| 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

|           | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> |
|-----------|-------------|-------------|-------------|-------------|
| January   | 52.87       | 53.38       | 53.85       | 54.38       |
| February  | 52.57       | 53.59       | 54.68       | 54.39       |
| March     | 52.87       | 53.27       | 53.22       | 55.38       |
| April     | 52.49       | 53.59       | 53.66       | 54.99       |
| May       | 53.72       | 53.19       | 53.58       | 55.19       |
| June      | 53.15       | 53.35       | 53.83       | 55.00       |
| July      | 53.53       | 53.32       | 53.04       | 55.23       |
| August    | 52.93       | 53.67       | 53.52       | 55.29       |
| September | 53.55       | 53.34       | 53.83       | 55.64       |
| October   | 53.86       | 53.23       | 53.89       | 55.67       |
| November  | 53.65       | 53.25       | 54.81       | 55.69       |
| December  | 53.65       | 53.89       | 54.29       |             |

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

| <b>Rank</b> | <b>Month</b>   | <b>Seasonally-Adjusted<br/>enplanements in<br/>millions</b> |
|-------------|----------------|---|
| 1           | August 2007    | 57.23   |
| 2           | October 2007   | 57.02   |
| 3           | June 2007      | 56.90   |
| 4           | September 2007 | 56.90   |
| 5           | May 2007       | 56.88   |
| 6           | July 2007      | 56.79   |
| 7           | April 2007     | 56.74   |
| 8           | November 2007  | 56.67   |
| 9           | February 2008  | 56.36   |
| 10          | January 2008   | 56.24   |

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)

|           | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> |
|-----------|-------------|-------------|-------------|-------------|
| January   | 7.72        | 7.75        | 7.97        | 8.34        |
| February  | 7.67        | 7.80        | 8.05        | 8.25        |
| March     | 7.64        | 7.87        | 8.02        | 8.33        |
| April     | 7.67        | 7.85        | 7.96        | 8.35        |
| May       | 7.71        | 7.82        | 8.05        | 8.37        |
| June      | 7.68        | 7.79        | 8.14        | 8.39        |
| July      | 7.87        | 7.79        | 8.20        | 8.38        |
| August    | 7.72        | 7.83        | 8.23        | 8.35        |
| September | 7.75        | 7.97        | 8.18        | 8.29        |
| October   | 7.71        | 7.91        | 8.24        | 8.18        |
| November  | 7.71        | 7.94        | 8.25        | 8.30        |
| December  | 7.73        | 7.94        | 8.30        |             |

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

| <b>Rank</b> | <b>Month</b>   | <b>Seasonally-Adjusted<br/>enplanements in<br/>millions</b> |
|-------------|----------------|---|
| 1           | June 2014      | 8.39  |
| 2           | July 2014      | 8.38  |
| 3           | May 2014       | 8.37  |
| 4           | April 2014     | 8.35  |
| 5           | August 2014    | 8.35  |
| 6           | January 2014   | 8.34  |
| 7           | March 2014     | 8.33  |
| 8           | December 2013  | 8.30  |
| 9           | November 2014  | 8.30  |
| 10          | September 2014 | 8.29  |

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

**Not Seasonally-Adjusted Tables**

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

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

|                     | <b>2011</b>   | <b>2012</b>   | <b>2013</b>   | <b>2014</b>   |
|---------------------|---------------|---------------|---------------|---------------|
| 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          | 79.8          |
| December            | 80.7          | 81.5          | 84.4          |               |
| <b>11 Mo. Total</b> | <b>901.59</b> | <b>909.83</b> | <b>910.94</b> | <b>916.07</b> |
| <b>Yr. Total</b>    | <b>982.31</b> | <b>991.28</b> | <b>995.34</b> | <b>916.07</b> |

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

| <b>Rank</b> | <b>Month</b> | <b>Unadjusted Load Factor</b> |
|-------------|--------------|-------------------------------|
| 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           | August 2014  | 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          | 65.0          |
| December            | 65.5          | 65.9          | 70.4          |               |
| <b>11 Mo. Total</b> | <b>748.84</b> | <b>757.26</b> | <b>770.06</b> | <b>790.40</b> |
| <b>Yr. Total</b>    | <b>814.34</b> | <b>823.18</b> | <b>840.43</b> | <b>790.40</b> |

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            | 81.5          |
| December            | 81.1          | 80.9          | 83.4            |               |
| <b>11 Mo. Total</b> | <b>911.50</b> | <b>913.60</b> | <b>927.70</b>   | <b>947.20</b> |
| <b>Yr. Total</b>    | <b>992.60</b> | <b>994.50</b> | <b>1,011.10</b> | <b>947.20</b> |

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

|                     | <b>2011</b>   | <b>2012</b>   | <b>2013</b>   | <b>2014</b>   |
|---------------------|---------------|---------------|---------------|---------------|
| 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         | 71.83         |
| August              | 66.30         | 67.76         | 67.73         | 69.48         |
| September           | 58.07         | 57.42         | 58.19         | 59.96         |
| October             | 61.20         | 60.93         | 62.16         | 64.30         |
| November            | 58.27         | 58.74         | 57.60         | 59.49         |
| December            | 59.07         | 58.87         | 62.49         |               |
| <b>11 Mo. Total</b> | <b>671.72</b> | <b>677.84</b> | <b>680.69</b> | <b>698.32</b> |
| <b>Yr. Total</b>    | <b>730.79</b> | <b>736.71</b> | <b>743.18</b> | <b>698.32</b> |

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

| <b>Rank</b> | <b>Month</b> | <b>Unadjusted enplanements in millions</b> |
|-------------|--------------|--|
| 1           | July 2007    | 72.40                                      |
| 2           | July 2014    | 71.83                                      |
| 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  | 69.48                                      |
| 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

|                     | <b>2011</b>   | <b>2012</b>   | <b>2013</b>   | <b>2014</b>   |
|---------------------|---------------|---------------|---------------|---------------|
| 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         | 59.26         |
| July                | 60.31         | 59.69         | 59.31         | 61.70         |
| August              | 57.40         | 58.65         | 58.12         | 59.71         |
| 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         | 52.35         |
| December            | 51.54         | 51.17         | 54.33         |               |
| <b>11 Mo. Total</b> | <b>586.71</b> | <b>591.14</b> | <b>591.36</b> | <b>606.75</b> |
| <b>Yr. Total</b>    | <b>638.25</b> | <b>642.31</b> | <b>645.69</b> | <b>606.75</b> |

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

| <b>Rank</b> | <b>Month</b> | <b>Unadjusted<br/>enplanements in<br/>millions</b> |
|-------------|--------------|--|
| 1           | July 2007    | 63.46  |
| 2           | August 2007  | 62.66  |
| 3           | July 2005    | 62.40  |
| 4           | July 2014    | 61.70  |
| 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          | August 2014  | 59.71  |

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

|                     | <b>2011</b>  | <b>2012</b>  | <b>2013</b>  | <b>2014</b>  |
|---------------------|--------------|--------------|--------------|--------------|
| 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         | 9.77         |
| 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         | 7.14         |
| December            | 7.54         | 7.71         | 8.16         |              |
| <b>11 Mo. Total</b> | <b>85.03</b> | <b>86.70</b> | <b>89.32</b> | <b>91.56</b> |
| <b>Yr. Total</b>    | <b>92.57</b> | <b>94.41</b> | <b>97.48</b> | <b>91.56</b> |

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

| <b>Rank</b> | <b>Month</b> | <b>Unadjusted enplanements in millions</b> |
|-------------|--------------|--|
| 1           | July 2014    | 10.13                                      |
| 2           | July 2013    | 9.91                                       |
| 3           | August 2014  | 9.77                                       |
| 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