

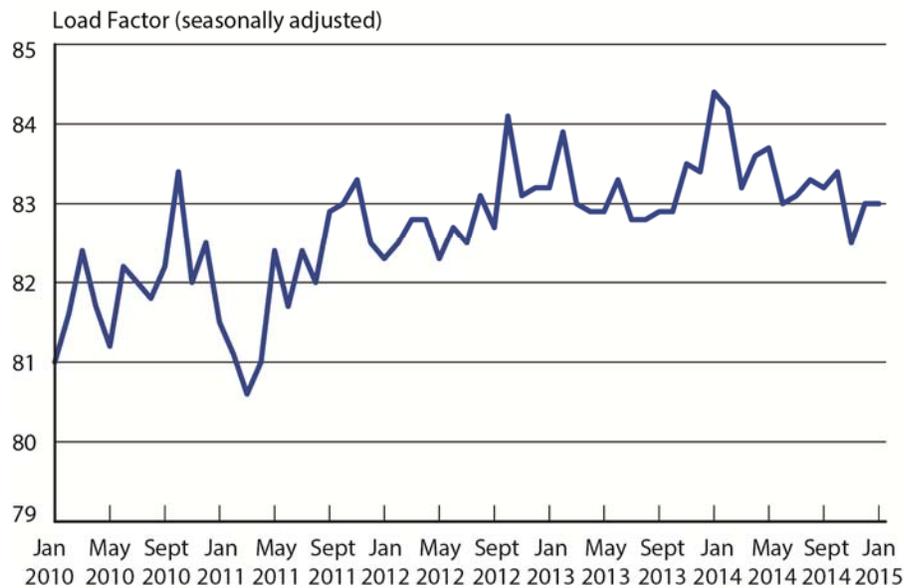
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BTS 18-15  
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## January 2015 U.S. Airline Traffic Data

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines' systemwide (domestic and international) scheduled service load factor – a measure of the use of airline capacity – was 83.0 percent in January, unchanged from December, seasonally adjusted (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),  
January 2010–January 2015



The January 2015 load factor was below the all-time seasonally-adjusted high of 84.4 reached in January 2014 (Table 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).

RPMs and ASMs fell from December to January but because both declined by 0.7 percent, the load factor remained at 83.0 (Tables 3, 5).

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 the Not-Seasonally Adjusted 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.

## **U.S. Airline Trends:**

### **Seasonally-adjusted**

Since peaking in January and February 2014, load factors have ranged from a high of 83.7 in May to a low of 82.5 in November (Table 2). Load factors have generally increased since the recession that ended in June 2009 because demand, measured in RPMs, has increased at a faster pace than capacity, measured in ASMs. In January, demand was at the second highest level, down from the all-time high set in December. The last 10 months, starting with April 2014 through January 2015 are the 10 all-time highest months for demand (Table 4).

Capacity declined in January from December, the month with the highest all-time level, revised from last month's release. The most recent three months are the only post-recession months among the overall top 10 for capacity, showing that after six years capacity has returned to pre-recession levels (Table 6). Systemwide enplanements in January were the highest since the recession, and fourth highest all-time, spurred by a monthly record high for international enplanements. Domestic enplanements have been rising slowly but remain below pre-recession levels (Tables 8, 10, 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 January. The number of passengers and capacity, measured in ASMs, while up from January 2014, remained below the all-time highs for the month of January set in 2008.

Domestic: Demand, measured in RPMs, reached an all-time high for the month of January. The number of passengers and capacity, while up from January 2014, remained below the all-time highs for the month of January set in 2008.

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

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 December to January following a single month of growth from November 2014 to December 2015 (Table 3).

RPMs of 72.8 billion in January were the second highest all-time seasonally-adjusted total, 0.5 billion or 0.7 percent less than the all-time seasonally adjusted high in December 2014. Of the top 10 all-time highest months for RPMs, one has been in 2015 and nine were in 2014 (Table 4).

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

ASMs fell 0.7 percent from December to January following four months of growth from August 2014 to December 2015 (Table 5).

ASMs of 87.7 billion in January were the fifth highest all-time seasonally-adjusted total, 0.6 billion or 0.7 percent less than the all-time seasonally adjusted high in December 2014. Of the top 10 all-time highest months for ASMs, one has been in 2015 and two were in 2014 (Table 6).

### **Seasonally-Adjusted Passenger Enplanements**

**Systemwide:** Systemwide passenger enplanements rose 0.3 percent from December to January, the third consecutive monthly increase (Table 7). The systemwide total rose from December to January as a result of a 0.1 percent increase in international enplanements combined with a 0.3 percent increase in domestic enplanements (Tables 9, 11).

Enplanements of 64.4 million in January were the fourth highest all-time seasonally-adjusted total, 0.4 million or 0.7 percent less than the all-time seasonally adjusted high in August 2007. One of the top 10 all-time highest months for enplanements has been in 2015 and two were in 2014 (Table 8).

**Domestic:** Enplanements on domestic flights rose 0.3 percent from December to January following a single month of decline from November 2014 to December 2014 (Table 9). Domestic enplanements in January (56 million) were 2.2 percent, less than the all-time seasonally adjusted high in August 2007 (57.2 million). No post-recession month is among the top 10 all-time highest months for domestic enplanements (Table 10).

**International:** U.S. airlines' international enplanements rose 0.1 percent from December to January for the third consecutive monthly increase. The January level (8.4 million) was the highest all-time seasonally-adjusted total. One of the top 10 all-time highest months for international enplanements has been in 2015 and nine were in 2014 (Tables 11, 12).

See [Seasonally-Adjusted Transportation Data](#) for additional airline data since 2000 and for data from other modes.

### **Unadjusted Tables**

#### **Unadjusted Load Factor**

U.S. airlines' systemwide (domestic and international) scheduled service load factor was 79.1 percent in January, down from December and down from January 2014 (Table 13).

The January load factor of 79.1 was down from the all-time seasonally-unadjusted high for the month of January of 80.3 set in 2014. The January load factor was below the all-time seasonally-unadjusted high of 87.0 in June 2013. (Table 14)

The load factor fell year-to-year because ASMs grew more quickly (4.4 percent) than RPMs (2.8 percent) (Tables 15, 17).

#### **Unadjusted Revenue Passenger-Miles**

RPMs in January declined 8.3 percent from December but increased 2.8 percent from January 2014 (Table 15).

RPMs of 65.8 billion in January were 21.3 percent less than the all-time high, seasonally-unadjusted, in July 2014. None of the top 10 all-time highest months for RPMs have been in 2015 and two were in 2014 (Table 16).

### **Unadjusted Available Seat-Miles**

ASMs in January declined 4.2 percent from December but increased 4.4 percent from January 2014 (Table 17).

ASMs of 83.3 billion in January were 13.8 percent less than the all-time high, seasonally-unadjusted, in July 2014. None of the top 10 all-time highest months for ASMs have been in 2015 and two were in 2014 (Table 18).

### **Unadjusted Passenger Enplanements**

**Systemwide:** Systemwide seasonally-unadjusted passenger enplanements in January 2015 (57.6 million) fell 9.7 percent from December and 3.2 percent from January 2014 (Table 19).

The January 2015 systemwide enplanement total (57.6 million) was 20.5 percent, less than the all-time seasonally-unadjusted high in July 2007 (72.4 million). January 2015 level was down from the all-time seasonally-unadjusted high for the month of January of 57.7 million set in 2007 (Table 20).

**Domestic:** Domestic, seasonally-unadjusted passenger enplanements in January 2015 (49.5 million) were 22.0 percent, less than the all-time seasonally-unadjusted high in July 2007 (63.5 million) (Table 21).

The January 2015 level was down from the all-time seasonally-unadjusted high for the month of January of 50.2 million set in 2007 (Table 22).

**International:** International, seasonally-unadjusted passenger enplanements in January 2015 (8.0 million) were 20.6 percent, less than the all-time seasonally-unadjusted high in July 2014 (10.1 million) (Table 23).

The January 2015 level was up from the all-time seasonally-unadjusted high for the month of January of 8.0 million set in 2014 (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 80 carriers as of April 7 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)

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 January, 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 January and international numbers through October 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 January, U.S. carriers reported 118,893 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled May 14 for the release of February traffic data. None of the data are from samples so measures of statistical significance do not apply.

## Seasonally-Adjusted Tables

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

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

	2012	2013	2014	2015
January	82.3	83.2	84.4	83.0
February	82.5	83.9	84.2	
March	82.8	83.0	83.2	
April	82.8	82.9	83.6	
May	82.3	82.9	83.7	
June	82.7	83.3	83.0	
July	82.5	82.8	83.1	
August	83.1	82.8	83.3	
September	82.7	82.9	83.2	
October	84.1	82.9	83.4	
November	83.1	83.5	82.5	
December	83.2	83.4	83.0	

Source: Bureau of Transportation Statistics, T-100 Segment

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

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

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

Rank	Date	Seasonally-Adjusted Load Factor
1	January 2014	84.4
2	February 2014	84.2
3	October 2012	84.1
4	February 2013	83.9
5	May 2014	83.7
6	April 2014	83.6
7	November 2013	83.5
8	October 2010	83.4
9	October 2014	83.4
10	December 2013	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 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>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
January	68.0	69.4	71.0	72.8
February	68.5	70.4	70.7	
March	68.8	69.3	71.5	
April	68.7	69.6	71.5	
May	68.3	69.9	72.0	
June	68.5	70.2	71.8	
July	68.1	69.8	72.2	
August	68.6	70.2	72.1	
September	68.5	70.1	72.1	
October	68.3	70.4	72.5	
November	68.8	70.9	71.9	
December	68.8	70.8	73.3	

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

<b>Rank</b>	<b>Month</b>	<b>Seasonally-Adjusted RPMs in billions</b>
1	December 2014	73.3
2	January 2015	72.8
3	October 2014	72.5
4	July 2014	72.2
5	August 2014	72.1
6	September 2014	72.1
7	May 2014	72.0
8	November 2014	71.9
9	June 2014	71.8
10	April 2014	71.5

Source: Bureau of Transportation Statistics, T-100 Segment

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

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

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

	2012	2013	2014	2015
January	82.6	83.4	84.2	87.7
February	83.0	83.9	83.9	
March	83.1	83.5	86.0	
April	83.0	83.9	85.6	
May	83.0	84.3	86.0	
June	82.8	84.3	86.5	
July	82.5	84.3	86.8	
August	82.6	84.8	86.6	
September	82.8	84.6	86.7	
October	81.2	85.0	87.0	
November	82.8	84.9	87.2	
December	82.7	85.0	88.4	

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

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

Rank	Month	Seasonally-Adjusted ASMs in billions
1	December 2014	88.4
2	November 2007	88.3
3	December 2007	88.1
4	January 2008	88.0
5	January 2015	87.7
6	February 2008	87.7
7	October 2007	87.7
8	March 2008	87.5
9	November 2014	87.2
10	September 2007	87.1

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

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

	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
January	61.12	61.79	62.69	64.42
February	61.38	62.71	62.61	
March	61.14	61.23	63.70	
April	61.44	61.62	63.35	
May	61.00	61.64	63.57	
June	61.15	61.97	63.41	
July	61.11	61.24	63.67	
August	61.51	61.76	63.71	
September	61.34	62.06	64.01	
October	61.17	62.17	63.95	
November	61.18	63.04	64.23	
December	61.81	62.57	64.26	

Source: Bureau of Transportation Statistics, T-100 Market

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

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

<b>Rank</b>	<b>Month</b>	<b>Seasonally-Adjusted enplanements in millions</b>
1	August 2007	64.86
2	October 2007	64.69
3	September 2007	64.43
4	January 2015	64.42
5	November 2007	64.41
6	June 2007	64.38
7	July 2007	64.34
8	May 2007	64.30
9	December 2014	64.26
10	November 2014	64.23

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>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
January	53.37	53.83	54.36	56.00
February	53.57	54.66	54.36	
March	53.26	53.21	55.38	
April	53.59	53.66	54.99	
May	53.19	53.59	55.20	
June	53.36	53.84	55.02	
July	53.31	53.04	55.28	
August	53.68	53.53	55.35	
September	53.36	53.86	55.71	
October	53.25	53.92	55.76	
November	53.24	54.79	55.90	
December	53.88	54.29	55.85	

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

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

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

Scheduled service only

<b>Rank</b>	<b>Month</b>	<b>Seasonally-Adjusted enplanements in millions</b>
1	August 2007	57.24
2	October 2007	57.03
3	June 2007	56.90
4	September 2007	56.89
5	May 2007	56.88
6	July 2007	56.79
7	April 2007	56.74
8	November 2007	56.68
9	February 2008	56.37
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>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
January	7.74	7.96	8.33	8.41
February	7.80	8.05	8.25	
March	7.87	8.01	8.32	
April	7.85	7.96	8.35	
May	7.81	8.05	8.37	
June	7.79	8.14	8.39	
July	7.79	8.21	8.38	
August	7.83	8.23	8.36	
September	7.98	8.20	8.31	
October	7.92	8.25	8.19	
November	7.94	8.25	8.33	
December	7.93	8.28	8.41	

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

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

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

<b>Rank</b>	<b>Month</b>	<b>Seasonally-Adjusted enplanements in millions</b>
1	January 2015	8.41
2	December 2014	8.41
3	June 2014	8.39
4	July 2014	8.38
5	May 2014	8.37
6	August 2014	8.36
7	April 2014	8.35
8	January 2014	8.33
9	November 2014	8.33
10	March 2014	8.32

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

## Unadjusted Tables

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

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

	2012	2013	2014	2015
January	77.6	78.9	80.3	79.1
February	76.6	79.2	79.8	
March	83.0	84.3	83.5	
April	82.5	81.6	83.4	
May	83.5	84.2	85.0	
June	86.5	87.0	86.4	
July	86.6	86.6	86.7	
August	86.5	86.1	86.4	
September	81.6	81.6	81.9	
October	83.4	82.2	82.8	
November	81.9	79.3	79.8	
December	81.5	84.4	82.6	

Source: Bureau of Transportation Statistics, T-100 Segment

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

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

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

Rank	Month	Unadjusted Load Factor
1	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

	2012	2013	2014	2015
January	61.1	62.4	64.1	65.9
February	57.5	57.5	57.9	
March	70.8	72.2	73.6	
April	67.8	67.8	70.7	
May	71.2	73.0	75.2	
June	76.0	77.9	79.5	
July	79.6	81.3	83.7	
August	77.7	79.3	81.2	
September	65.2	66.6	68.4	
October	67.0	69.1	71.1	
November	63.4	63.0	65.2	
December	65.9	70.4	71.8	

Source: Bureau of Transportation Statistics, T-100 Segment

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

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

Rank	Month	Unadjusted RPMs in billions
1	July 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 Available Seat-Miles (ASMs)**

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

	2012	2013	2014	2015
January	78.7	79.2	79.8	83.3
February	75.0	72.6	72.5	
March	85.3	85.6	88.2	
April	82.1	83.1	84.8	
May	85.2	86.7	88.5	
June	87.8	89.5	92.0	
July	91.9	93.8	96.5	
August	89.9	92.2	94.0	
September	80.0	81.5	83.5	
October	80.3	84.0	85.9	
November	77.4	79.5	81.7	
December	80.9	83.4	86.9	

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

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

Rank	Month	Unadjusted ASMs in billions
1	July 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>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
January	54.44	55.35	55.81	57.57
February	53.11	52.49	52.44	
March	64.46	65.10	66.44	
April	61.50	60.98	63.49	
May	63.68	64.79	66.51	
June	66.61	67.08	68.60	
July	69.19	69.22	71.89	
August	67.76	67.73	69.53	
September	57.42	58.19	59.99	
October	60.93	62.16	64.34	
November	58.74	57.60	59.74	
December	58.87	62.49	63.78	
<b>1 Mo. Total</b>	<b>54.44</b>	<b>55.35</b>	<b>55.81</b>	<b>57.57</b>
<b>Yr. Total</b>	<b>736.71</b>	<b>743.18</b>	<b>762.56</b>	<b>57.57</b>

Source: Bureau of Transportation Statistics, T-100 Market

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

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

Scheduled service only

<b>Rank</b>	<b>Month</b>	<b>Unadjusted enplanements in millions</b>
1	July 2007	72.40
2	July 2014	71.89
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	August 2014	69.53
9	July 2006	69.51
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>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
January	47.08	47.82	47.96	49.53
February	46.41	45.74	45.51	
March	56.20	56.57	57.76	
April	53.69	53.23	55.25	
May	55.75	56.56	57.89	
June	57.90	57.99	59.26	
July	59.69	59.31	61.76	
August	58.65	58.12	59.76	
September	50.14	50.77	52.53	
October	53.78	54.71	56.94	
November	51.85	50.54	52.58	
December	51.17	54.33	55.49	
<b>1 Mo. Total</b>	<b>47.08</b>	<b>47.82</b>	<b>47.96</b>	<b>49.53</b>
<b>Yr. Total</b>	<b>642.31</b>	<b>645.69</b>	<b>662.69</b>	<b>49.53</b>

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

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

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

Scheduled service only

<b>Rank</b>	<b>Month</b>	<b>Unadjusted enplanements in millions</b>
1	July 2007	63.46
2	August 2007	62.66
3	July 2005	62.40
4	July 2014	61.76
5	June 2007	61.49
6	July 2008	61.40
7	July 2006	60.84
8	July 2011	60.31
9	August 2014	59.76
10	June 2005	59.72

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>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
January	7.36	7.53	7.85	8.05
February	6.70	6.75	6.93	
March	8.26	8.53	8.68	
April	7.80	7.75	8.24	
May	7.93	8.22	8.62	
June	8.71	9.08	9.34	
July	9.50	9.91	10.13	
August	9.11	9.61	9.77	
September	7.29	7.43	7.46	
October	7.15	7.45	7.40	
November	6.89	7.06	7.16	
December	7.71	8.16	8.29	
<b>1 Mo. Total</b>	<b>7.36</b>	<b>7.53</b>	<b>7.85</b>	<b>8.05</b>
<b>Yr. Total</b>	<b>94.41</b>	<b>97.48</b>	<b>99.87</b>	<b>8.05</b>

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

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

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

Scheduled service only

<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