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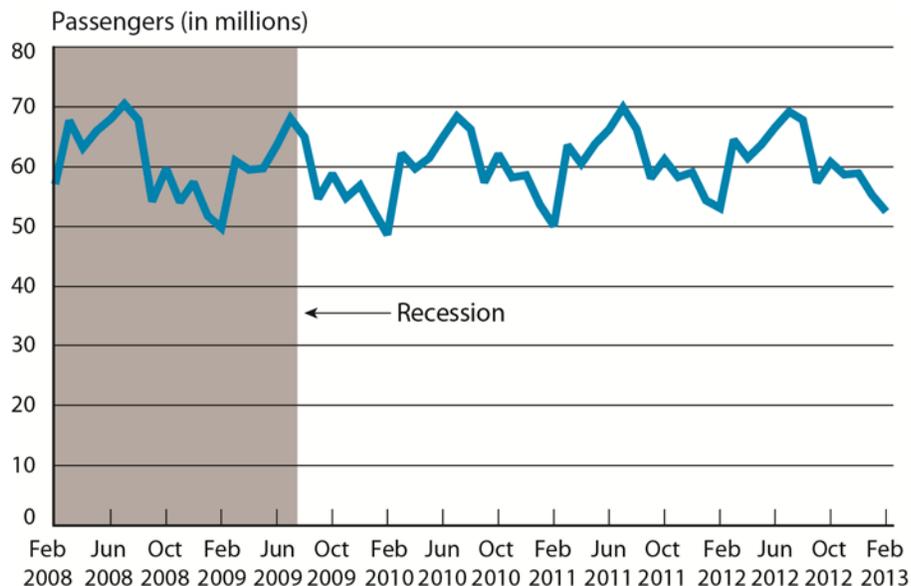
BTS Data

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February 2013 U.S. Airline System Passengers Down 1.2% from February 2012

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 52.5 million scheduled systemwide passengers in February 2013, 1.2 percent less than in February 2012. The systemwide decrease was the result of a 1.5 percent decrease in the number of domestic passengers (45.7 million) and a 0.7 percent increase in international passengers (6.8 million) (Tables 1, 7, 13).

Passengers on All U.S. Scheduled Airlines (Domestic & International), February 2008-February 2013



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

BTS, a part of the Department's Research and Innovative Technology Administration, reported that U.S. airlines carried 0.2 percent more total system (domestic + international) passengers during the first two months of 2013 (107.8 million) than during the same period in 2012 (Table 2). Domestically, U.S. airlines carried 93.5 million passengers, unchanged from 2012 (Table 8). Internationally, they carried 14.3 million passengers, up 1.6 percent from 2012 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

The system load factor of 79.2 percent, the domestic load factor of 81.0 percent and the international load factor of 75.8 percent were record highs for the month of February (Tables 1, 7, 13).

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

The February system and domestic load factor records topped the previous highs set in February 2012 following year-to-year capacity cuts for both system (-3.2 percent) and domestic (-2.6 percent) (Tables 1, 7). In February, for the third consecutive month, international capacity declined from the same month of the previous year. The capacity decline combined with an RPM increase from February 2012 resulted in a record international load factor for the month of February, surpassing the previous high set in February 2010 (Table 13). Load factor is a measure of the use of aircraft capacity that compares RPMs as a proportion of ASMs. See Tables 1, 7 and 13 of [Air Traffic Press Releases](#) for previous-year data.

Top Airlines

Monthly: In February, Delta Air Lines carried more system passengers than any other U.S. airline (Table 4). Southwest Airlines carried the most domestic passengers (Table 10). United Airlines carried the most international passengers (Table 16). The top 10 U.S. airlines in terms of number of passengers carried 80.4 percent of systemwide passengers, up from 79.7 percent carried by the U.S. airlines that were in the top 10 in February 2012.

Year-to-date: During the first two months of 2013, Delta carried more system passengers than any other U.S. airline (Table 3) and Southwest carried the most domestic passengers (Table 9). United carried the most international passengers (Table 15). The top 10 U.S. airlines carried 80.5 percent of systemwide passengers, up from 79.7 percent carried by the U.S. airlines that were in the top 10 during the first two months of 2012.

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.

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Top Airports

Monthly: In February, more total system and domestic passengers boarded planes at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 6, 12); and more international passengers boarded U.S. carriers at Miami than at any other U.S. airport (Table 18).

Year-to-date: During the first two months of 2013, 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).

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 77 carriers as of May 9 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

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 system passengers, RPMs and ASMs by carrier through February, 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 February and international numbers through November 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.

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 system and international totals do not include U.S. carriers' foreign point-to-point flights. For February, U.S. carriers reported 188,235 foreign point-to-point passengers. For January through February, U.S. carriers reported 387,065 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled June 20 for the release of March traffic data.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD THREE**

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

	Monthly			Year-to-Date		
	Feb 2012	Feb 2013	Change %	2012	2013	Change %
Passengers (in millions)	53.1	52.5	-1.2	107.6	107.8	0.2
Flights (in thousands)	713.7	671.3	-5.9	1,461.1	1,403.3	-4.0
Revenue Passenger Miles (in billions)	57.5	57.5	0.1	118.5	120.0	1.2
Available Seat-Miles (in billions)	75.0	72.6	-3.2	153.7	151.8	-1.2
Load Factor*	76.7	79.2	2.5	77.1	79.1	2.0
Flight Stage Length**	746.4	761.0	2.0	746.9	761.2	1.9
Passenger Trip Length***	1,081.6	1,096.0	1.3	1,102.0	1,112.5	1.0

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: Percentage 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)

	2011	2012	2011-2012	2013	2012-2013
			Pct. Change		Pct. Change
January	53.7	54.4	1.4	55.3	1.6
February	50.1	53.1	6.1	52.5	-1.2
March	63.6	64.5	1.4		
April	60.5	61.5	1.6		
May	63.9	63.7	-0.3		
June	66.2	66.6	0.6		
July	69.9	69.2	-1.0		
August	66.3	67.8	2.2		
September	58.1	57.4	-1.1		
October	61.2	60.8	-0.6		
November	58.3	58.7	0.8		
December	59.1	58.9	-0.3		
2 Mo Total	103.8	107.6	3.7	107.8	0.2

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD FOUR**

Table 3. Top 10 U.S. Airlines, ranked by January-February 2013 Scheduled System (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

Jan-Feb 2013 Rank	Carrier	Jan-Feb 2013 Enplaned Passengers	Jan-Feb 2012 Rank	Jan-Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	16.571	2	15.939	4.0
2	Southwest*	15.939	1	16.220	-1.7
3	American	13.337	4	13.186	1.1
4	United	13.280	3	13.619	-2.5
5	US Airways	8.774	5	8.439	4.0
6	ExpressJet	4.651	6	4.545	2.3
7	JetBlue	4.546	7	4.284	6.1
8	SkyWest	4.077	8	3.704	10.1
9	Alaska	2.849	10	2.689	5.9
10	AirTran	2.735	9	3.200	-14.5

Source: Bureau of Transportation Statistics, T-100 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.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

Table 4. Top 10 U.S. Airlines, ranked by February 2013 Scheduled System (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

Feb 2013 Rank	Carrier	Feb 2013 Enplaned Passengers	Feb 2012 Rank	Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	8.063	2	7.855	2.7
2	Southwest*	7.892	1	8.050	-2.0
3	United	6.363	3	6.659	-4.4
4	American	6.360	4	6.415	-0.9
5	US Airways	4.398	5	4.147	6.1
6	ExpressJet	2.261	6	2.315	-2.3
7	JetBlue	2.162	7	2.121	2.0
8	SkyWest	1.991	8	1.839	8.3
9	Alaska	1.374	11	1.338	2.6
10	AirTran	1.354	9	1.597	-15.2

Source: Bureau of Transportation Statistics, T-100 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.

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 FIVE

Table 5. Top 10 U.S. Airports, ranked by January-February 2013 Scheduled System (Domestic and International) Enplanements on U.S. Airlines*

Passenger numbers in millions (000,000)

Jan-Feb 2013 Rank	Airport	Jan-Feb 2013 Enplaned Passengers	Jan-Feb 2012 Rank	Jan-Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	6.433	1	6.373	0.9
2	Dallas/Fort Worth	4.285	3	4.029	6.4
3	Chicago O'Hare	4.143	2	4.179	-0.9
4	Denver	3.705	4	3.671	0.9
5	Los Angeles	3.582	5	3.635	-1.5
6	Charlotte	3.186	7	3.005	6.0
7	Phoenix	3.029	6	3.009	0.7
8	Las Vegas	2.694	8	2.791	-3.5
9	Houston Bush	2.690	9	2.729	-1.4
10	San Francisco	2.554	10	2.575	-0.8

Source: Bureau of Transportation Statistics, T-100 Market

* Numbers do not include international enplanements on foreign carriers

Note: Percentage changes based on numbers prior to rounding.

Table 6. Top 10 U.S. Airports, ranked by February 2013 Scheduled System (Domestic and International) Enplanements on U.S. Airlines*

Passenger numbers in millions (000,000)

Feb 2013 Rank	Airport	Feb 2013 Enplaned Passengers	Feb 2012 Rank	Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	3.140	1	3.179	-1.2
2	Dallas/Fort Worth	2.093	3	1.995	4.9
3	Chicago O'Hare	2.006	2	2.100	-4.4
4	Denver	1.774	4	1.798	-1.3
5	Los Angeles	1.719	5	1.767	-2.7
6	Charlotte	1.595	7	1.484	7.5
7	Phoenix	1.521	6	1.485	2.4
8	Las Vegas	1.305	8	1.362	-4.2
9	Houston Bush	1.296	9	1.328	-2.4
10	San Francisco	1.251	10	1.266	-1.2

Source: Bureau of Transportation Statistics, T-100 Market

* Numbers do not include international enplanements on foreign carriers

Note: Percentage changes based on numbers prior to rounding.

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AIRLINE TRAFFIC PRESS RELEASE
ADD SIX

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

	Monthly			Year-to-Date		
	Feb 2012	Feb 2013	Change %	2012	2013	Change %
Passengers (in millions)	46.4	45.7	-1.5	93.5	93.5	0.0
Flights (in thousands)	647.3	607.0	-6.2	1,325.0	1,268.8	-4.2
Revenue Passenger Miles (in billions)	40.5	40.4	-0.3	82.1	83.1	1.1
Available Seat-Miles (in billions)	51.3	49.9	-2.6	104.7	104.1	-0.6
Load Factor*	78.9	81.0	2.1	78.4	79.8	1.4
Flight Stage Length**	638.4	653.2	2.3	638.1	652.6	2.3
Passenger Trip Length***	871.4	882.5	1.3	878.3	888.1	1.1

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: Percentage changes based on numbers prior to rounding.

Table 8. Domestic Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

	2011	2012	2011-2012 Pct. Change	2013	2012-2013 Pct. Change
January	46.3	47.1	1.7	47.8	1.5
February	43.7	46.4	6.4	45.7	-1.5
March	55.6	56.2	1.0		
April	52.9	53.7	1.6		
May	56.0	55.7	-0.4		
June	57.8	57.9	0.2		
July	60.3	59.7	-1.0		
August	57.4	58.6	2.2		
September	51.0	50.1	-1.7		
October	54.1	53.7	-0.8		
November	51.7	51.8	0.4		
December	51.5	51.2	-0.7		
2 Mo. Total	90.0	93.5	3.9	93.5	0.0

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

Note: Percentage changes based on numbers prior to rounding.

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AIRLINE TRAFFIC PRESS RELEASE
ADD SEVEN

Table 9. Top 10 U.S. Airlines, ranked by January-February 2013 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Feb 2013 Rank	Carrier	Jan-Feb 2013 Enplaned Passengers	Jan-Feb 2012 Rank	Jan-Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	15.939	1	16.220	-1.7
2	Delta	13.596	2	13.007	4.5
3	American	10.018	4	9.865	1.6
4	United	9.640	3	9.903	-2.7
5	US Airways	7.746	5	7.473	3.7
6	ExpressJet	4.208	6	4.161	1.1
7	JetBlue	3.893	7	3.695	5.4
8	SkyWest	3.864	8	3.517	9.9
9	Alaska	2.545	11	2.369	7.4
10	AirTran	2.502	9	3.024	-17.3

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.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

Table 10. Top 10 U.S. Airlines, ranked by February 2013 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

February 2013 Rank	Carrier	February 2013 Enplaned Passengers	February 2012 Rank	February 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	7.892	1	8.050	-2.0
2	Delta	6.651	2	6.462	2.9
3	American	4.822	4	4.868	-0.9
4	United	4.686	3	4.919	-4.7
5	US Airways	3.887	5	3.682	5.6
6	ExpressJet	2.050	6	2.122	-3.4
7	SkyWest	1.886	8	1.746	8.0
8	JetBlue	1.852	7	1.831	1.1
9	AirTran	1.237	9	1.507	-18.0
10	Alaska	1.228	11	1.182	3.9

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.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

AIRLINE TRAFFIC PRESS RELEASE
ADD EIGHT

Table 11. Top 10 U.S. Airports, ranked by January-February 2013 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Feb 2013 Rank	Airport	Jan-Feb 2013 Enplaned Passengers	Jan-Feb 2012 Rank	Jan-Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	5.835	1	5.775	1.0
2	Dallas/Fort Worth	3.906	3	3.685	6.0
3	Chicago O'Hare	3.753	2	3.783	-0.8
4	Denver	3.603	4	3.570	0.9
5	Los Angeles	3.298	5	3.333	-1.1
6	Charlotte	2.988	7	2.817	6.1
7	Phoenix	2.894	6	2.874	0.7
8	Las Vegas	2.691	8	2.788	-3.5
9	Orlando	2.390	9	2.469	-3.2
10	San Francisco	2.307	10	2.332	-1.1

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

Note: Percentage changes based on numbers prior to rounding.

Table 12. Top 10 U.S. Airports, ranked by February 2013 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Feb 2013 Rank	Airport	Feb 2013 Enplaned Passengers	Feb 2012 Rank	Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	2.850	1	2.889	-1.4
2	Dallas/Fort Worth	1.912	3	1.830	4.5
3	Chicago O'Hare	1.825	2	1.913	-4.6
4	Denver	1.723	4	1.746	-1.3
5	Los Angeles	1.583	5	1.621	-2.3
6	Charlotte	1.492	7	1.390	7.3
7	Phoenix	1.450	6	1.419	2.2
8	Las Vegas	1.303	8	1.361	-4.2
9	Orlando	1.158	9	1.221	-5.2
10	San Francisco	1.132	10	1.148	-1.4

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

Note: Percentage changes based on numbers prior to rounding.

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AIRLINE TRAFFIC PRESS RELEASE
ADD NINE

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

	Monthly			Year-to-Date		
	Feb 2012	Feb 2013	Change %	2012	2013	Change %
Passengers (in millions)	6.7	6.8	0.7	14.1	14.3	1.6
Flights (in thousands)	66.4	64.3	-3.2	136.1	134.5	-1.1
Revenue Passenger Miles (in billions)	17.0	17.2	0.9	36.4	36.9	1.3
Available Seat-Miles (in billions)	23.8	22.7	-4.4	49.0	47.7	-2.6
Load Factor*	71.4	75.8	4.4	74.3	77.4	3.1
Flight Stage Length**	1,799.0	1,778.3	-1.1	1,805.8	1,786.0	-1.1
Passenger Trip Length***	2,537.5	2,542.3	0.2	2,589.0	2,582.4	-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: Percentage changes based on numbers prior to rounding.

Table 14. International Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

	2011	2012	2011-2012 Pct. Change	2013	2012-2013 Pct. Change
January	7.4	7.4	-0.3	7.5	2.3
February	6.4	6.7	4.4	6.8	0.7
March	7.9	8.3	4.2		
April	7.7	7.8	1.7		
May	7.9	7.9	0.7		
June	8.5	8.7	2.8		
July	9.6	9.5	-1.0		
August	8.9	9.1	2.4		
September	7.1	7.3	2.8		
October	7.1	7.2	1.0		
November	6.6	6.9	4.3		
December	7.5	7.7	2.3		
2 Mo. Total	13.8	14.1	1.9	14.3	1.6

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

Note: Percentage changes based on numbers prior to rounding.

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AIRLINE TRAFFIC PRESS RELEASE
ADD TEN

Table 15. Top 10 U.S. Airlines, ranked by January-February 2013 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Feb 2013 Rank	Carrier	Jan-Feb 2013 Enplaned Passengers	Jan-Feb 2012 Rank	Jan-Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	3,639.3	1	3,715.3	-2.0
2	American	3,319.3	2	3,320.6	0.0
3	Delta	2,974.9	3	2,932.7	1.4
4	US Airways	1,027.1	4	965.9	6.3
5	JetBlue	652.8	5	589.4	10.8
6	ExpressJet	443.5	6	384.3	15.4
7	Alaska	304.0	7	319.9	-5.0
8	American Eagle	268.7	10	182.9	46.9
9	AirTran*	232.3	11	175.7	32.2
10	SkyWest	212.8	9	186.7	14.0

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

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

Table 16. Top 10 U.S. Airlines, ranked by February 2013 International Scheduled Enplanements

Passenger numbers in thousands (000)

Feb 2013 Rank	Carrier	Feb 2013 Enplaned Passengers	Feb 2012 Rank	Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	1,677.1	1	1,739.7	-3.6
2	American	1,537.3	2	1,547.6	-0.7
3	Delta	1,412.8	3	1,393.2	1.4
4	US Airways	511.8	4	465.8	9.9
5	JetBlue	310.6	5	289.8	7.2
6	ExpressJet	210.8	6	192.8	9.3
7	Alaska	145.6	7	156.5	-7.0
8	American Eagle	126.4	10	90.7	39.3
9	AirTran*	116.9	11	89.4	30.8
10	SkyWest	105.8	9	92.4	14.4

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

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 17. Top 10 U.S. Airports, ranked by January-February 2013 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Jan-Feb 2013 Rank	Airport	Jan-Feb 2013 Enplaned Passengers	Jan-Feb 2012 Rank	Jan-Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	947.8	1	955.7	-0.8
2	New York JFK	652.1	2	638.1	2.2
3	Atlanta	598.4	3	597.6	0.1
4	Newark	558.9	4	572.0	-2.3
5	Houston Bush	505.1	5	514.6	-1.9
6	Chicago O'Hare	390.2	6	396.5	-1.6
7	Dallas/Fort Worth	378.5	7	343.3	10.3
8	Los Angeles	283.9	8	302.0	-6.0
9	San Francisco	246.8	9	243.1	1.5
10	Philadelphia	229.2	11	210.5	8.9

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

* Numbers do not include international enplanements on foreign carriers

Note: Percentage changes based on numbers prior to rounding.

Table 18. Top 10 U.S. Airports, ranked by February 2013 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Feb 2013 Rank	Airport	Feb 2013 Enplaned Passengers	Feb 2012 Rank	Feb 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	450.6	1	451.2	-0.1
2	New York JFK	306.6	2	310.3	-1.2
3	Atlanta	290.7	3	290.6	0.0
4	Newark	259.5	4	275.8	-5.9
5	Houston Bush	236.8	5	243.5	-2.7
6	Chicago O'Hare	181.9	6	186.9	-2.7
7	Dallas/Fort Worth	180.5	7	164.9	9.5
8	Los Angeles	135.7	8	145.3	-6.6
9	San Francisco	118.6	9	117.5	0.9
10	Philadelphia	117.2	10	101.0	16.0

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

* Numbers do not include international enplanements on foreign carriers

Note: Percentage changes based on numbers prior to rounding.

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