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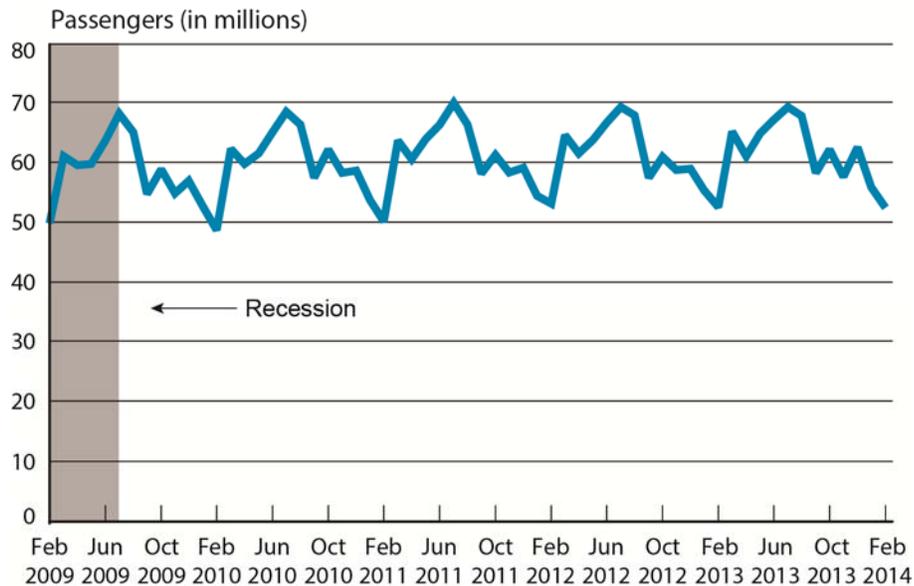
BTS Data

BTS 24-14
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February 2014 U.S. Airline Traffic Data;

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 52.4 million systemwide (domestic + international) scheduled service passengers in February 2014, 0.1 percent fewer than in February 2013. The systemwide total was the result of a 0.5 percent decrease in the number of domestic passengers (45.5 million) and a 2.6 percent increase in international passengers (6.9 million) (Tables 1, 7, 13).

Passengers on All U.S. Scheduled Airlines (Domestic & International), February 2009-February 2014



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

BTS reported that U.S. airlines carried 0.3 percent more total systemwide passengers during the first two months of 2014 (108.2 million) than during the same period in 2013 (Table 2). Domestically, U.S. airlines carried 93.4 million passengers, down 0.2 percent from 2013 (Table 8). Internationally, they carried 14.8 million passengers, up 3.5 percent from 2013 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

The February 2014 systemwide load factor (79.8 percent) and domestic load factor (82.1) were record highs for the month of February, topping the previous highs recorded in February 2013 while the international load factor (75.0) remained below the February 2013 level. Systemwide and domestic capacity measured by available seat-miles (ASMs) was reduced while revenue passenger-miles (RPMs) grew, resulting in higher load factors. International capacity rose faster than the growth in RPMs, reducing the load factor (Tables 1, 7, 13). Load factor is a measure of the use of aircraft capacity that compares RPMs as a proportion of ASMs.

The passenger total in February 2014 was the lowest since February 2011. RPMs reached the highest level since February 2008 while capacity measured in ASMs remained 10.1 percent below the 2008 peak for the month of February.

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 additional U.S. carrier passenger and freight data since 1996, see [Traffic](#) on the BTS website.

Top Airlines

Monthly: In February, Southwest Airlines carried more systemwide passengers and more domestic passengers than any other U.S. airline (Tables 4, 10). United Airlines carried the most international passengers (Table 16). The top 10 U.S. airlines carried 80.9 percent of systemwide passengers, up from 80.4 percent carried by the U.S. airlines that were in the top 10 in February 2013.

Year-to-date: During the first two months of 2014, Delta carried more systemwide passengers than any other U.S. airline (Table 3). Southwest carried the most domestic passengers (Table 9) while United carried the most international passengers (Table 15). The top 10 U.S. airlines carried 81.0 percent of systemwide passengers, up from 80.5 percent carried by the U.S. airlines that were in the top 10 during the first two months of 2013.

Top Airports

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

Year-to-date: During the first two months of 2014, more total systemwide passengers boarded planes at Atlanta Hartsfield-Jackson International than at any other U.S. airport. More domestic passengers boarded planes at Atlanta than any other U.S. airport while more international passengers boarded U.S. carriers at Miami (Tables 5, 11, 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 79 carriers as of May 6 for U.S. carrier **scheduled** civilian operations.

Southwest and AirTran Airways are reporting as separate carriers with the exception of their financial reports. They have one FAA SOC (single operating certificate), requiring that they utilize the same safety/operating procedures, but they have separate DOT 401 economic certificates, meaning they remain operating as separate economic entities.

Go to <http://www.transtats.bts.gov/releaseinfo.asp> for the complete list of reporting and non-reporting carriers. U.S. carriers' foreign point-to-point flights are included in system and international totals. To create a customized table for passengers, flights, RPMs, ASMs and other data, including non-scheduled service, go to http://apps.bts.gov/xml/air_traffic/src/index.xml#CustomizeTable

For additional scheduled service numbers for U.S. airlines, U.S. and foreign airlines, by airline and by airport, see [Passengers](#), [Flights](#), [Revenue Passenger-Miles](#), [Available Seat-Miles](#) and [Load Factor](#).

Traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on "Aviation." For systemwide passengers, RPMs and ASMs by carrier through 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, 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 February, U.S. carriers reported 158,032 foreign point-to-point passengers. For January through February, U.S. carriers reported 340,050 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled June 12 for the release of March traffic data. None of the data are from samples so measures of statistical significance do not apply.

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

	Feb 2013	Monthly Feb 2014	Change %	2013	Year-to-Date 2014	Change %
Passengers (in millions)	52.5	52.4	-0.1	107.8	108.2	0.3
Flights (in thousands)	671.7	637.9	-5.0	1,403.8	1,329.6	-5.3
Revenue Passenger Miles (in billions)	57.5	57.9	0.6	120.0	122.0	1.7
Available Seat-Miles (in billions)	72.6	72.5	-0.2	151.8	152.3	0.3
Load Factor*	79.2	79.8	0.7	79.0	80.1	1.1
Flight Stage Length**	760.6	784.6	3.2	761.0	788.5	3.6
Passenger Trip Length***	1,096.0	1,104.4	0.8	1,112.4	1,127.4	1.3

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 Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

	2012	2013	2012- 2013 Pct. Change	2014	2013- 2014 Pct. Change
January	54.4	55.3	1.7	55.8	0.8
February	53.1	52.5	-1.2	52.4	-0.1
March	64.5	65.1	1.0		
April	61.5	61.0	-0.8		
May	63.7	64.8	1.7		
June	66.6	67.1	0.7		
July	69.2	69.2	0.0		
August	67.8	67.7	0.0		
September	57.4	58.2	1.3		
October	60.9	62.1	2.0		
November	58.7	57.6	-2.0		
December	58.9	62.5	6.1		
2 Mo. Total	107.5	107.8	0.3	108.2	0.3
Yr. Total	736.7	743.1	0.9		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

Table 3. Top 10 U.S. Airlines, ranked by January-February 2014 Systemwide (Domestic and International) Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-Feb 2014 Rank	Carrier	Jan-Feb 2014 Enplaned Passengers	Jan-Feb 2013 Rank	Jan-Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Delta	17.184	1	16.571	3.7
2	Southwest*	16.951	2	15.939	6.3
3	American	13.480	3	13.337	1.1
4	United	13.048	4	13.280	-1.7
5	US Airways	8.630	5	8.774	-1.6
6	JetBlue	4.570	7	4.546	0.5
7	ExpressJet	4.410	6	4.651	-5.2
8	SkyWest	3.984	8	4.077	-2.3
9	Alaska	2.989	9	2.849	4.9
10	American Eagle	2.431	11	2.675	-9.1

Source: Bureau of Transportation Statistics, T-100 Market

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate.

Note: Percentage changes based on numbers prior to rounding.

Table 4. Top 10 U.S. Airlines, ranked by February 2014 Systemwide (Domestic and International) Scheduled Enplanements
 Passenger numbers in millions (000,000)

Feb 2014 Rank	Carrier	Feb 2014 Enplaned Passengers	Feb 2013 Rank	Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Southwest*	8.382	2	7.892	6.2
2	Delta	8.335	1	8.063	3.4
3	American	6.375	4	6.360	0.2
4	United	6.293	3	6.363	-1.1
5	US Airways	4.018	5	4.398	-8.7
6	JetBlue	2.230	7	2.162	3.1
7	ExpressJet	2.184	6	2.261	-3.4
8	SkyWest	1.940	8	1.991	-2.6
9	Alaska	1.454	9	1.374	5.9
10	American Eagle	1.204	11	1.276	-5.6

Source: Bureau of Transportation Statistics, T-100 Market

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate.

Table 5. Top 10 U.S. Airports, ranked by January-February 2014 Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines
 Passenger numbers in millions (000,000)

Jan-Feb 2014 Rank	Airport	Jan-Feb 2014 Enplaned Passengers	Jan-Feb 2013 Rank	Jan-Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Atlanta	6.281	1	6.435	-2.4
2	Dallas/Fort Worth	4.407	2	4.285	2.9
3	Chicago O'Hare	4.009	3	4.143	-3.2
4	Los Angeles	3.907	5	3.582	9.1
5	Denver	3.757	4	3.705	1.4
6	Charlotte	3.130	6	3.186	-1.8
7	Phoenix	3.037	7	3.029	0.3
8	Las Vegas	2.793	8	2.694	3.7
9	Houston Bush	2.747	9	2.690	2.1
10	San Francisco	2.690	10	2.554	5.4

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

Table 6. Top 10 U.S. Airports, ranked by February 2014 Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines
 Passenger numbers in millions (000,000)

Feb 2014 Rank	Airport	Feb 2014 Enplaned Passengers	Feb 2013 Rank	Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Atlanta	3.053	1	3.140	-2.8
2	Dallas/Fort Worth	2.094	2	2.093	0.1
3	Chicago O'Hare	2.061	3	2.006	2.7
4	Los Angeles	1.846	5	1.719	7.4
5	Denver	1.811	4	1.774	2.1
6	Phoenix	1.474	7	1.521	-3.0
7	Charlotte	1.441	6	1.595	-9.6
8	Las Vegas	1.343	8	1.305	2.9
9	Houston Bush	1.339	9	1.296	3.4
10	San Francisco	1.289	10	1.251	3.0

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

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

	Monthly			Year-to-Date		
	Feb 2013	Feb 2014	Change %	2013	2014	Change %
Passengers (in millions)	45.7	45.5	-0.5	93.6	93.4	-0.2
Flights (in thousands)	607.4	573.2	-5.6	1,269.3	1,194.9	-5.9
Revenue Passenger Miles (in billions)	40.4	40.5	0.5	83.1	84.1	1.2
Available Seat-Miles (in billions)	50.0	49.4	-1.2	104.1	103.4	-0.7
Load Factor*	80.8	82.1	1.3	79.8	81.4	1.5
Flight Stage Length**	652.8	670.5	2.7	652.4	672.7	3.1
Passenger Trip Length***	882.4	891.3	1.0	888.0	900.5	1.4

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)

	2012	2013	2012- 2013 Pct. Change	2014	2013- 2014 Pct. Change
January	47.1	47.8	1.6	47.9	0.2
February	46.4	45.7	-1.4	45.5	-0.5
March	56.2	56.6	0.6		
April	53.7	53.2	-0.9		
May	55.7	56.6	1.5		
June	57.9	58.0	0.1		
July	59.7	59.3	-0.6		
August	58.6	58.1	-0.9		
September	50.1	50.8	1.3		
October	53.8	54.7	1.7		
November	51.8	50.5	-2.5		
December	51.2	54.3	6.2		
2 Mo. Total	93.5	93.6	0.1	93.4	-0.2

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

Note: Percentage changes based on numbers prior to rounding.

Table 9. Top 10 U.S. Airlines, ranked by January-February 2014 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Feb 2014 Rank	Carrier	Jan-Feb 2014 Enplaned Passengers	Jan-Feb 2013 Rank	Jan-Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Southwest*	16.951	1	15.939	6.3
2	Delta	13.943	2	13.596	2.6
3	American	10.040	3	10.018	0.2
4	United	9.353	4	9.640	-3.0
5	US Airways	7.681	5	7.746	-0.8
6	ExpressJet	3.955	6	4.208	-6.0
7	JetBlue	3.781	7	3.893	-2.9
8	SkyWest	3.752	8	3.864	-2.9
9	Alaska	2.666	9	2.545	4.8
10	American Eagle	2.217	11	2.406	-7.9

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate.

Note: Percentage changes based on numbers prior to rounding.

Table 10. Top 10 U.S. Airlines, ranked by February 2014 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Feb 2014 Rank	Carrier	Feb 2014 Enplaned Passengers	Feb 2013 Rank	Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Southwest*	8.382	1	7.892	6.2
2	Delta	6.829	2	6.651	2.7
3	American	4.817	3	4.822	-0.1
4	United	4.566	4	4.686	-2.6
5	US Airways	3.571	5	3.887	-8.1
6	ExpressJet	1.962	6	2.050	-4.3
7	JetBlue	1.856	8	1.852	0.2
8	SkyWest	1.828	7	1.886	-3.0
9	Alaska	1.300	10	1.228	5.9
10	American Eagle	1.102	11	1.149	-4.1

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate.

Note: Percentage changes based on numbers prior to rounding.

Table 11. Top 10 U.S. Airports, ranked by January-February 2014 Domestic Scheduled Enplanements
 Passenger numbers in thousands (000)

Jan-Feb 2014 Rank	Airport	Jan-Feb 2014 Enplaned Passengers	Jan-Feb 2013 Rank	Jan-Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Atlanta	5.624	1	5.837	-3.6
2	Dallas/Fort Worth	3.984	2	3.906	2.0
3	Chicago O'Hare	3.625	3	3.753	-3.4
4	Denver	3.617	4	3.603	0.4
5	Los Angeles	3.570	5	3.298	8.3
6	Charlotte	2.938	6	2.988	-1.7
7	Phoenix	2.915	7	2.894	0.7
8	Las Vegas	2.790	8	2.691	3.7
9	San Francisco	2.423	10	2.307	5.0
10	Orlando	2.393	9	2.390	0.2

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 2014 Domestic Scheduled Enplanements
 Passenger numbers in thousands (000)

Feb 2014 Rank	Airport	Feb 2014 Enplaned Passengers	Feb 2013 Rank	Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Atlanta	2.741	1	2.850	-3.8
2	Dallas/Fort Worth	1.899	2	1.912	-0.7
3	Chicago O'Hare	1.870	3	1.825	2.5
4	Denver	1.739	4	1.723	0.9
5	Los Angeles	1.687	5	1.583	6.5
6	Phoenix	1.415	7	1.450	-2.4
7	Charlotte	1.348	6	1.492	-9.7
8	Las Vegas	1.341	8	1.303	2.9
9	Orlando	1.170	9	1.158	1.1
10	San Francisco	1.158	10	1.132	2.2

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

Note: Percentage changes based on numbers prior to rounding.

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

	Monthly			Year-to-Date		
	Feb 2013	Feb 2014	Change %	2013	2014	Change %
Passengers (in millions)	6.8	6.9	2.6	14.3	14.8	3.5
Flights (in thousands)	64.3	64.7	0.6	134.5	134.7	0.1
Revenue Passenger Miles (in billions)	17.2	17.3	1.0	36.9	37.9	2.6
Available Seat-Miles (in billions)	22.7	23.1	1.9	47.7	48.9	2.4
Load Factor*	75.6	75.0	-0.7	77.3	77.4	0.1
Flight Stage Length**	1,778.3	1,794.8	0.9	1,786.0	1,815.1	1.6
Passenger Trip Length***	2,542.3	2,503.5	-1.5	2,582.4	2,561.1	-0.8

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)

	2012	2013	2012- 2013 Pct. Change	2014	2013- 2014 Pct. Change
January	7.4	7.5	2.3	7.9	4.3
February	6.7	6.8	0.8	6.9	2.6
March	8.3	8.5	3.3		
April	7.8	7.8	-0.6		
May	7.9	8.2	3.7		
June	8.7	9.1	4.3		
July	9.5	9.9	4.3		
August	9.1	9.6	5.5		
September	7.3	7.4	1.9		
October	7.2	7.5	4.2		
November	6.9	7.1	2.3		
December	7.7	8.2	5.9		
2 Mo. Total	14.1	14.3	1.6	14.8	3.5

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

Note: Percentage changes based on numbers prior to rounding.

Table 15. Top 10 U.S. Airlines, ranked by January-February 2014 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Feb 2014 Rank	Carrier	Jan-Feb 2014 Enplaned Passengers	Jan-Feb 2013 Rank	Jan-Feb 2013 Enplaned Passengers	Pct. Change 2013-2014
1	United	3,695.1	1	3,639.3	1.5
2	American	3,440.0	2	3,319.3	3.6
3	Delta	3,240.8	3	2,974.9	8.9
4	US Airways	948.1	4	1,027.1	-7.7
5	JetBlue	789.4	5	652.8	20.9
6	ExpressJet	454.4	6	443.5	2.4
7	Alaska	323.0	7	304.0	6.3
8	AirTran	279.0	9	232.3	20.1
9	SkyWest	231.9	10	212.8	8.9
10	Spirit	223.0	11	199.0	12.1

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

Note: Percentage changes based on numbers prior to rounding.

Table 16. Top 10 U.S. Airlines, ranked by February 2014 International Scheduled Enplanements

Passenger numbers in thousands (000)

Feb 2014 Rank	Carrier	Feb 2014 Enplaned Passengers	Feb 2013 Rank	Feb 2013 Enplaned Passengers	Pct. Change 2013-2014
1	United	1,727.4	1	1,677.1	3.0
2	American	1,558.4	2	1,537.3	1.4
3	Delta	1,505.8	3	1,412.8	6.6
4	US Airways	447.1	4	511.8	-12.7
5	JetBlue	373.5	5	310.6	20.3
6	ExpressJet	222.0	6	210.8	5.3
7	Alaska	153.9	7	145.6	5.7
8	AirTran	136.3	9	116.9	16.6
9	SkyWest	112.0	10	105.8	5.9
10	Spirit	102.1	11	92.7	10.1

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate.

Note: Percentage changes based on numbers prior to rounding.

Table 17. Top 10 U.S. Airports, ranked by January-February 2014 International Scheduled Enplanements on U.S. Airlines

Passenger numbers in thousands (000)

Jan-Feb 2014 Rank	Airport	Jan-Feb 2014 Enplaned Passengers	Jan-Feb 2013 Rank	Jan-Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Miami	987.6	1	947.8	4.2
2	New York JFK	670.2	2	652.1	2.8
3	Atlanta	656.8	3	598.4	9.8
4	Houston Bush	542.2	5	505.1	7.4
5	Newark	531.5	4	558.9	-4.9
6	Dallas/Fort Worth	423.6	7	378.5	11.9
7	Chicago O'Hare	383.5	6	390.2	-1.7
8	Los Angeles	336.6	8	283.9	18.5
9	San Francisco	267.2	9	246.8	8.3
10	Detroit Metro	207.8	12	204.6	1.5

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

Note: Percentage changes based on numbers prior to rounding.

Table 18. Top 10 U.S. Airports, ranked by February 2014 International Scheduled Enplanements on U.S. Airlines

Passenger numbers in thousands (000)

Feb 2014 Rank	Airport	Feb 2014 Enplaned Passengers	Feb 2013 Rank	Feb 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Miami	458.9	1	450.6	1.8
2	New York JFK	320.4	2	306.6	4.5
3	Atlanta	311.5	3	290.7	7.2
4	Houston Bush	257.4	5	236.8	8.7
5	Newark	251.5	4	259.5	-3.1
6	Dallas/Fort Worth	194.5	7	180.5	7.7
7	Chicago O'Hare	190.8	6	181.9	4.9
8	Los Angeles	159.4	8	135.7	17.4
9	San Francisco	131.3	9	118.6	10.7
10	Minneapolis	107.8	12	98.7	9.2

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

Note: Percentage changes based on numbers prior to rounding.