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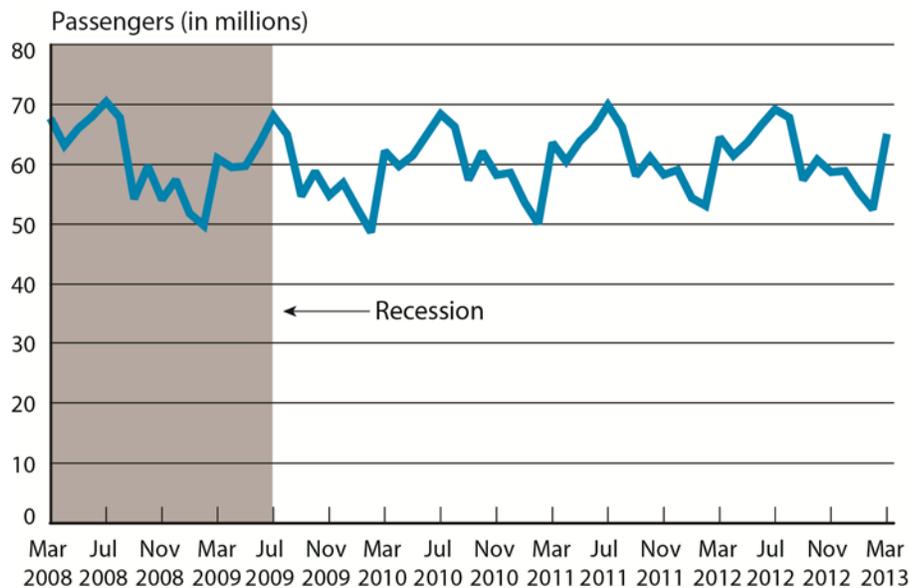
## BTS Data

BTS 28-13  
Thursday, June 20, 2013  
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### March 2013 U.S. Airline System Passengers Up 1.0% from March 2012

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 65.1 million scheduled systemwide passengers in March 2013, 1.0 percent more than in March 2012. The systemwide increase was the result of a 0.6 percent increase in the number of domestic passengers (56.6 million) and a 3.3 percent increase in international passengers (8.5 million) (Tables 1, 7, 13).

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



SOURCE for recession dates: National Bureau of Economic Research, [US Business Cycle Expansions and Contractions](http://www.nber.org/cycles)

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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 0.5 percent more total system (domestic + international) passengers during the first three months of 2013 (172.9 million) than during the same period in 2012 (Table 2). Domestically, U.S. airlines carried 150.1 million passengers, up 0.3 percent from 2012 (Table 8). Internationally, they carried 22.8 million passengers, up 2.2 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 84.3 percent, the domestic load factor of 85.0 percent and the international load factor of 82.8 percent were record highs for the month of March (Tables 1, 7, 13). 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).

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.

### **International Load Factor and Capacity**

In March, for the third consecutive month, international capacity measured by ASMs, declined from the same month of the previous year. The capacity decline, combined with an increase in RPMs from March 2012, resulted in a record international load factor for the month of March, surpassing the previous high set in March 2010 (Table 13). See Tables 1, 7 and 13 of [Air Traffic Press Releases](#) for previous-year data.

### **Top Airlines**

**Monthly:** In March, 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 80.8 percent of systemwide passengers, up from 79.8 percent carried by the U.S. airlines that were in the top 10 in March 2012.

**Year-to-date:** During the first three 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 80.6 percent of systemwide passengers, up from 79.8 percent carried by the U.S. airlines that were in the top 10 during the first three months of 2012.

### **Top Airports**

**Monthly:** In March, 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 three 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).

## AIRLINE TRAFFIC PRESS RELEASE ADD TWO

### 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 74 carriers as of June 5 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 system passengers, RPMs and ASMs by carrier through March, 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 March and international numbers through December 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 March, U.S. carriers reported 206,783 foreign point-to-point passengers. For January through March, U.S. carriers reported 593,848 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled July 23 for the release of April 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		
	Mar 2012	Mar 2013	Change %	2012	2013	Change %
Passengers (in millions)	64.5	65.1	<b>1.0</b>	172.0	172.9	<b>0.5</b>
Flights (in thousands)	803.7	784.9	<b>-2.3</b>	2,264.8	2,188.2	<b>-3.4</b>
Revenue Passenger Miles (in billions)	70.8	72.2	<b>1.9</b>	189.3	192.1	<b>1.5</b>
Available Seat-Miles (in billions)	85.3	85.6	<b>0.4</b>	239.0	237.5	<b>-0.6</b>
Load Factor*	83.0	84.3	<b>1.3</b>	79.2	80.9	<b>1.7</b>
Flight Stage Length**	753.8	769.5	<b>2.1</b>	749.3	764.2	<b>2.0</b>
Passenger Trip Length***	1,098.3	1,108.5	<b>0.9</b>	1,100.6	1,111.0	<b>0.9</b>

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 Pct. Change	2013	2012- 2013 Pct. Change
January	53.7	54.4	1.4	55.3	1.6
February	50.1	53.1	6.1	52.5	-1.2
<b>March</b>	<b>63.6</b>	<b>64.5</b>	<b>1.4</b>	<b>65.1</b>	<b>1.0</b>
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		
<b>3 Mo Total</b>	<b>167.3</b>	<b>172.0</b>	<b>2.8</b>	<b>172.9</b>	<b>0.5</b>
<b>Yr. Total</b>	<b>730.8</b>	<b>736.6</b>	<b>0.8</b>		

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-March 2013 Scheduled System (Domestic and International) Enplanements**

Passenger numbers in millions (000,000)

Jan-Mar 2013 Rank	Carrier	Jan-Mar 2013 Enplaned Passengers	Jan-Mar 2012 Rank	Jan-Mar 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	27.012	1	25.977	4.0
2	Southwest*	26.188	2	25.966	0.9
3	United	21.187	3	21.762	-2.6
4	American	20.883	4	20.791	0.4
5	US Airways	13.807	5	13.285	3.9
6	ExpressJet	7.507	6	7.296	2.9
7	JetBlue	7.287	7	6.848	6.4
8	SkyWest	6.470	8	5.921	9.3
9	Alaska	4.527	10	4.265	6.1
10	AirTran	4.525	9	5.189	-12.8

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 March 2013 Scheduled System (Domestic and International) Enplanements**

Passenger numbers in millions (000,000)

Mar 2013 Rank	Carrier	Mar 2013 Enplaned Passengers	Mar 2012 Rank	Mar 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	10.441	1	10.038	4.0
2	Southwest*	10.248	2	9.746	5.2
3	United	7.908	3	8.143	-2.9
4	American	7.546	4	7.606	-0.8
5	US Airways	5.034	5	4.846	3.9
6	ExpressJet	2.856	6	2.751	3.8
7	JetBlue	2.742	7	2.564	6.9
8	SkyWest	2.393	8	2.218	7.9
9	AirTran	1.791	9	1.989	-10.0
10	Alaska	1.678	10	1.576	6.5

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

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**AIRLINE TRAFFIC PRESS RELEASE**  
**ADD FIVE**

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

Passenger numbers in millions (000,000)

<b>Jan-Mar 2013 Rank</b>	<b>Airport</b>	<b>Jan-Mar 2013 Enplaned Passengers</b>	<b>Jan-Mar 2012 Rank</b>	<b>Jan-Mar 2012 Enplaned Passengers</b>	<b>Pct. Change 2012-2013</b>
1	Atlanta	10.323	1	10.284	0.4
2	Dallas/Fort Worth	6.712	3	6.384	5.1
3	Chicago O'Hare	6.652	2	6.775	-1.8
4	Denver	5.848	4	5.838	0.2
5	Los Angeles	5.727	5	5.756	-0.5
6	Charlotte	4.986	7	4.721	5.6
7	Phoenix	4.825	6	4.811	0.3
8	Las Vegas	4.308	8	4.396	-2.0
9	Houston Bush	4.257	9	4.301	-1.0
10	San Francisco	4.084	10	4.056	0.7

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 March 2013 Scheduled System (Domestic and International) Enplanements on U.S. Airlines\***

Passenger numbers in millions (000,000)

<b>Mar 2013 Rank</b>	<b>Airport</b>	<b>Mar 2013 Enplaned Passengers</b>	<b>Mar 2012 Rank</b>	<b>Mar 2012 Enplaned Passengers</b>	<b>Pct. Change 2012-2013</b>
1	Atlanta	3.890	1	3.911	-0.6
2	Chicago O'Hare	2.508	2	2.596	-3.4
3	Dallas/Fort Worth	2.428	3	2.355	3.1
4	Los Angeles	2.146	5	2.122	1.1
5	Denver	2.143	4	2.167	-1.1
6	Charlotte	1.800	7	1.716	4.9
7	Phoenix	1.796	6	1.802	-0.3
8	Las Vegas	1.614	8	1.605	0.5
9	Houston Bush	1.568	9	1.572	-0.3
10	San Francisco	1.530	11	1.481	3.3

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		
	Mar 2012	Mar 2013	Change %	2012	2013	Change %
Passengers (in millions)	56.2	56.6	<b>0.6</b>	149.7	150.1	<b>0.3</b>
Flights (in thousands)	728.6	709.5	<b>-2.6</b>	2,053.6	1,978.3	<b>-3.7</b>
Revenue Passenger Miles (in billions)	49.7	50.6	<b>1.8</b>	131.8	133.7	<b>1.4</b>
Available Seat-Miles (in billions)	58.8	59.5	<b>1.1</b>	163.5	163.6	<b>0.0</b>
Load Factor*	84.5	85.0	<b>0.5</b>	80.6	81.7	<b>1.1</b>
Flight Stage Length**	648.0	664.4	<b>2.5</b>	641.6	656.8	<b>2.4</b>
Passenger Trip Length***	884.2	894.4	<b>1.2</b>	880.5	890.5	<b>1.1</b>

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
<b>March</b>	<b>55.6</b>	<b>56.2</b>	<b>1.0</b>	<b>56.6</b>	<b>0.6</b>
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		
<b>3 Mo. Total</b>	<b>145.6</b>	<b>149.7</b>	<b>2.8</b>	<b>150.1</b>	<b>0.3</b>
<b>Yr. Total</b>	<b>638.2</b>	<b>642.2</b>	<b>0.6</b>		

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-March 2013 Domestic Scheduled Enplanements**  
 Passenger numbers in millions (000,000)

Jan-Mar 2013 Rank	Carrier	Jan-Mar 2013 Enplaned Passengers	Jan-Mar 2012 Rank	Jan-Mar 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	26.188	1	25.966	0.9
2	Delta	22.191	2	21.234	4.5
3	American	15.691	4	15.665	0.2
4	United	15.345	3	15.855	-3.2
5	US Airways	12.146	5	11.708	3.7
6	ExpressJet	6.815	6	6.677	2.1
7	JetBlue	6.242	7	5.914	5.5
8	SkyWest	6.130	8	5.629	8.9
9	AirTran	4.128	9	4.907	-15.9
10	Alaska	4.046	11	3.762	7.5

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 March 2013 Domestic Scheduled Enplanements**  
 Passenger numbers in millions (000,000)

March 2013 Rank	Carrier	March 2013 Enplaned Passengers	March 2012 Rank	March 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	10.248	1	9.746	5.2
2	Delta	8.595	2	8.228	4.5
3	United	5.704	3	5.952	-4.2
4	American	5.673	4	5.800	-2.2
5	US Airways	4.399	5	4.235	3.9
6	ExpressJet	2.607	6	2.516	3.6
7	JetBlue	2.349	7	2.219	5.8
8	SkyWest	2.265	8	2.112	7.3
9	AirTran	1.626	9	1.883	-13.7
10	Alaska	1.501	11	1.393	7.7

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

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**AIRLINE TRAFFIC PRESS RELEASE**  
**ADD EIGHT**

Table 11. Top 10 U.S. Airports, ranked by January-March 2013 Domestic Scheduled Enplanements  
 Passenger numbers in millions (000,000)

<b>Jan-Mar 2013 Rank</b>	<b>Airport</b>	<b>Jan-Mar 2013 Enplaned Passengers</b>	<b>Jan-Mar 2012 Rank</b>	<b>Jan-Mar 2012 Enplaned Passengers</b>	<b>Pct. Change 2012- 2013</b>
1	Atlanta	9.359	1	9.326	0.4
2	Dallas/Fort Worth	6.120	3	5.842	4.7
3	Chicago O'Hare	6.011	2	6.132	-2.0
4	Denver	5.681	4	5.672	0.2
5	Los Angeles	5.274	5	5.282	-0.2
6	Charlotte	4.661	7	4.406	5.8
7	Phoenix	4.618	6	4.602	0.4
8	Las Vegas	4.304	8	4.392	-2.0
9	Orlando	3.849	9	3.940	-2.3
10	San Francisco	3.695	10	3.675	0.5

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 March 2013 Domestic Scheduled Enplanements  
 Passenger numbers in millions (000,000)

<b>Mar 2013 Rank</b>	<b>Airport</b>	<b>Mar 2013 Enplaned Passengers</b>	<b>Mar 2012 Rank</b>	<b>Mar 2012 Enplaned Passengers</b>	<b>Pct. Change 2012- 2013</b>
1	Atlanta	3.524	1	3.550	-0.7
2	Chicago O'Hare	2.258	2	2.349	-3.9
3	Dallas/Fort Worth	2.213	3	2.157	2.6
4	Denver	2.078	4	2.102	-1.1
5	Los Angeles	1.977	5	1.950	1.4
6	Phoenix	1.724	6	1.727	-0.2
7	Charlotte	1.672	8	1.589	5.2
8	Las Vegas	1.613	7	1.604	0.5
9	Orlando	1.460	9	1.471	-0.7
10	San Francisco	1.388	10	1.343	3.3

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		
	Mar 2012	Mar 2013	Change %	2012	2013	Change %
Passengers (in millions)	8.3	8.5	3.3	22.3	22.8	2.2
Flights (in thousands)	75.1	75.4	0.4	211.2	209.9	-0.6
Revenue Passenger Miles (in billions)	21.1	21.6	2.2	57.5	58.5	1.6
Available Seat-Miles (in billions)	26.4	26.1	-1.1	75.5	73.9	-2.1
Load Factor*	79.9	82.8	2.9	76.2	79.2	3.0
Flight Stage Length**	1,780.9	1,759.1	-1.2	1,797.0	1,776.4	-1.1
Passenger Trip Length***	2,554.7	2,527.7	-1.1	2,576.3	2,561.9	-0.6

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
<b>March</b>	<b>7.9</b>	<b>8.3</b>	<b>4.2</b>	<b>8.5</b>	<b>3.3</b>
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		
<b>3 Mo. Total</b>	<b>21.7</b>	<b>22.3</b>	<b>2.7</b>	<b>22.8</b>	<b>2.2</b>
<b>Yr. Total</b>	<b>92.5</b>	<b>94.4</b>	<b>2.0</b>		

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-March 2013 International Scheduled Enplanements**  
 Passenger numbers in thousands (000)

Jan-Mar 2013 Rank	Carrier	Jan-Mar 2013 Enplaned Passengers	Jan-Mar 2012 Rank	Jan-Mar 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	5,842.7	1	5,906.2	-1.1
2	American	5,191.7	2	5,126.3	1.3
3	Delta	4,820.5	3	4,742.7	1.6
4	US Airways	1,661.4	4	1,577.4	5.3
5	JetBlue	1,045.8	5	933.7	12.0
6	ExpressJet	692.7	6	619.2	11.9
7	Alaska	480.7	7	502.8	-4.4
8	American Eagle	421.1	9	297.3	41.6
9	AirTran*	397.1	11	281.6	41.0
10	SkyWest	340.6	10	292.5	16.4

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

**Table 16. Top 10 U.S. Airlines, ranked by March 2013 International Scheduled Enplanements**  
 Passenger numbers in thousands (000)

Mar 2013 Rank	Carrier	Mar 2013 Enplaned Passengers	Mar 2012 Rank	Mar 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	2,203.4	1	2,190.9	0.6
2	American	1,872.5	3	1,805.7	3.7
3	Delta	1,845.6	2	1,810.0	2.0
4	US Airways	634.3	4	611.5	3.7
5	JetBlue	393.0	5	344.3	14.2
6	ExpressJet	249.2	6	234.9	6.1
7	Alaska	176.7	7	182.8	-3.3
8	AirTran*	164.8	9	105.9	55.6
9	American Eagle	152.4	8	114.4	33.2
10	SkyWest	127.7	10	105.8	20.7

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

-more-

**AIRLINE TRAFFIC PRESS RELEASE**  
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**Table 17. Top 10 U.S. Airports, ranked by January-March 2012 International Scheduled Enplanements on U.S. Airlines\***

Passenger numbers in thousands (000)

Jan-Mar 2013 Rank	Airport	Jan-Mar 2013 Enplaned Passengers	Jan-Mar 2012 Rank	Jan-Mar 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	1,444.6	1	1,441.8	0.2
2	New York JFK	1,061.9	2	1,034.7	2.6
3	Atlanta	964.1	3	958.5	0.6
4	Newark	905.3	4	920.5	-1.7
5	Houston Bush	811.1	5	811.1	0.0
6	Chicago O'Hare	641.0	6	643.6	-0.4
7	Dallas/Fort Worth	592.6	7	541.4	9.5
8	Los Angeles	453.1	8	474.0	-4.4
9	San Francisco	389.1	9	380.6	2.2
10	Philadelphia	375.0	10	355.6	5.4

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 March 2013 International Scheduled Enplanements on U.S. Airlines\***

Passenger numbers in thousands (000)

Mar 2013 Rank	Airport	Mar 2013 Enplaned Passengers	Mar 2012 Rank	Mar 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	496.8	1	486.1	2.2
2	New York JFK	409.8	2	396.7	3.3
3	Atlanta	365.7	3	360.9	1.3
4	Newark	346.4	4	348.5	-0.6
5	Houston Bush	306.0	5	296.4	3.2
6	Chicago O'Hare	250.8	6	247.1	1.5
7	Dallas/Fort Worth	214.1	7	198.2	8.1
8	Los Angeles	169.1	8	172.0	-1.7
9	Philadelphia	145.8	9	145.2	0.4
10	San Francisco	142.3	10	137.5	3.5

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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