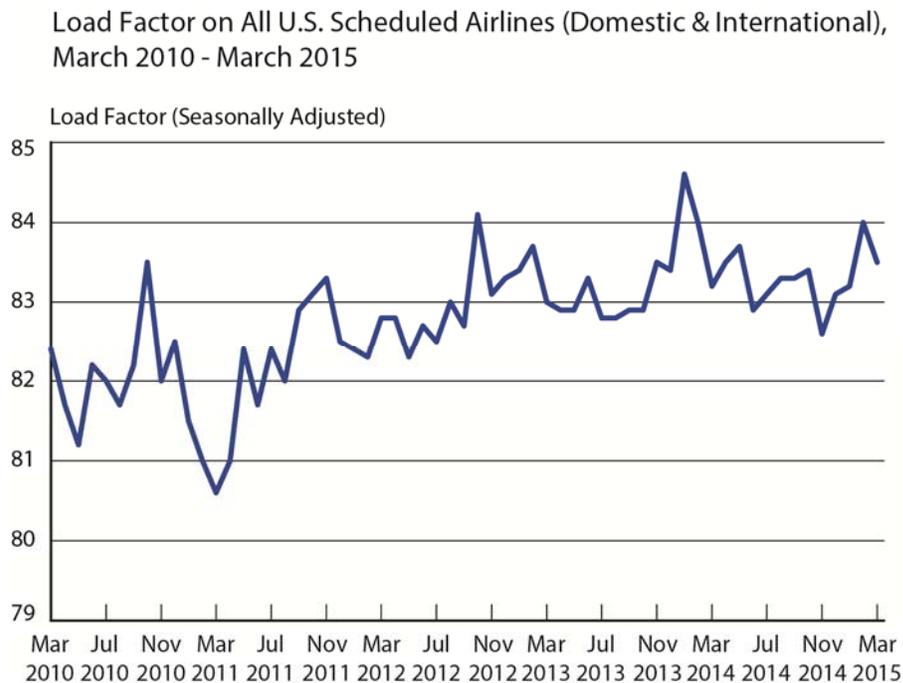


BTS 28-15
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March 2015 U.S. Airline Traffic Data

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 – fell to 83.5 percent in March, seasonally-adjusted, declining after rising for three consecutive months (Table 1). Seasonal adjustment allows the comparing of monthly load factors to all other months.



U.S. airlines reported a seasonally-adjusted all-time monthly high of systemwide passenger enplanements in March of 65.0 million, exceeding the previous record in August 2007 by 0.3 percent (Table 8). They also reported a seasonally-adjusted all-time monthly high of systemwide Revenue Passenger-Miles (RPMs) in March of 73.5 billion, exceeding the previous record in December 2014 by 0.2 percent (Table 4). These all-time highs did not result in a higher load factor in March because of the growth in airline capacity.

The March load factor of 83.5 was below the all-time seasonally-adjusted high of 84.6 reached in January 2014 and was the eighth highest all-time (Table 2). Load factor is a measure of the use of aircraft capacity that compares the system use, measured in RPMs as a proportion of system capacity, measured in Available Seat-Miles (ASMs).

The seasonally-adjusted load factor fell in March following a rise in February to 84.0, the highest point in 12 months (Table 1). The load factor declined from February to March despite a 0.7 percent increase in RPMs because system capacity grew faster (1.3 percent increase in ASMs) (Tables 3, 5).

BTS is replacing previous monthly [Air Traffic press releases](#) with this monthly press release using seasonally-adjusted data. Tables 2, 8 and 14 of the previous press release can be found at the end of the Unadjusted section of this press release. Additional traffic data can be found on the BTS [Airlines and Airports](#) page. Click on a link in the Quick Links box on the right. For more historical data, see [Traffic](#) on the BTS website.

Trends:

Seasonally-adjusted

The March load factor (83.5) continued the trend to higher load factors as all of the top 10 load factor months have been post-recession. February 2015 was the third highest month all-time and March was the eighth (Table 2). Load factors have generally increased since the recession because passenger travel has increased at a faster pace than capacity. In March, RPMs, the passenger measure used to calculate load factor, reached the highest all-time level. However, the RPM increase did not keep pace with the increase in ASMs, leading to a decrease in the load factor. The last nine months, starting with July 2014 through March 2015 are the nine all-time highest months for RPMs (Table 4).

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

Unadjusted

Systemwide: Load factor (83.9) was up from March 2014 but down from the all-time March high set in 2013 (84.3). The number of passengers, RPMs and ASMs reached all-time highs for the month of March.

For the first quarter, January through March, load factor (81.2) was down from the all-time March high set in 2014 (81.3). RPMs reached an all-time high for the first quarter, exceeding the previous high set in 2008. The number of passengers and ASMs were below the 2008 levels.

Domestic: Load factor (85.8) was at an all-time high for the month of March, exceeding the previous high set in 2014 (85.5). The number of passengers and RPMs reached all-time highs for the month of March. ASMs remained below the pre-recession levels.

International: Load factor (79.5), while up from March 2014, was below the all-time March high set in 2013 (82.5). The number of passengers was down 0.4 percent from the all-time highs for the month of March, set in 2014. RPMs and ASMs were virtually unchanged from all-time highs set in March 2014.

Unadjusted trends are for the time period January 1996 to present. Unadjusted data are available at [Customize Table](#) and can be downloaded from the [seasonally-adjusted data](#) page.

Seasonally-Adjusted Air Travel

Seasonally-Adjusted Revenue Passenger-Miles

RPMs rose 0.7 percent from February to March, the second consecutive month of growth (Table 3).

RPMs of 73.5 billion in March were the highest all-time seasonally-adjusted total. Three of the top 10 all-time highest months for RPMs have been in 2015 and seven were in 2014 (Table 4).

Seasonally-Adjusted Available Seat-Miles

ASMs rose 1.3 percent from February to March following two consecutive months of decline (Table 5).

ASMs of 88.0 billion in March were the fifth highest all-time seasonally-adjusted total, 0.3 billion or 0.4 percent less than the all-time seasonally-adjusted high reached in November 2007. Two of the top 10 all-time highest months for ASMs have been in 2015 and two were in 2014 (Table 6).

Seasonally-Adjusted Passenger Enplanements

Systemwide: Systemwide passenger enplanements rose 0.8 percent from February to March, increasing after a decline from January to February that followed seven consecutive months of growth (Table 7). The systemwide total rose from February to March because of growth in domestic enplanements (0.9 percent). The systemwide increase took place despite a 0.8 percent decline in international enplanements (Tables 9, 11).

Enplanements of 65.0 million in March were the highest all-time seasonally-adjusted total. Three of the top 10 all-time highest months for enplanements have been in 2015 and one in 2014 (Table 8).

Domestic: Enplanements on domestic flights rose 0.9 percent from February to March, reaching the highest level since the recession (Table 9). Domestic enplanements in March (56.7 million) were the eighth highest all-time seasonally-adjusted total, 1.0 percent less than the all-time seasonally-adjusted high in August 2007 (57.2 million). March is the first post-recession month among the top 10 all-time highest months for domestic enplanements (Table 10).

International: U.S. airlines' international enplanements fell 0.1 percent from February to March for the third consecutive monthly decline. The March level (8.35 million) was the ninth highest all-time seasonally-adjusted total, 0.5 percent less than the all-time seasonally-adjusted high in December 2014 (8.40 million). Three of the top 10 all-time highest months for international enplanements have been in 2015 and seven were in 2014 (Tables 11, 12).

Unadjusted Tables

Unadjusted Load Factor

U.S. airlines' systemwide (domestic and international) scheduled service load factor was 83.9 percent in March, up from February (80.2) and up from March 2014 (83.5) (Table 13).

The March load factor of 83.9 was down from the all-time unadjusted high for the month of March of 84.3 reached in 2013. The March load factor was below the all-time unadjusted high of 87.0 in June 2013 (Table 14).

The load factor rose year-over-year as a result of a 2.9 percent increase in RPMs from March 2014 to March 2015 combined with a 2.4 percent increase in ASMs (Tables 15, 17).

Unadjusted Revenue Passenger-Miles

RPMs in March increased 26.7 percent from February and increased 2.9 percent from March 2014 (Table 15).

RPMs of 75.7 billion in March were 9.5 percent less than the all-time unadjusted high reached in July 2014. All of the top 10 all-time highest months for RPMs have been summer months, including the three summer months in 2014 (Table 16).

Unadjusted Available Seat-Miles

ASMs in March increased 21.1 percent from February and increased 2.4 percent from March 2014 (Table 17).

ASMs of 90.3 billion in March were 6.4 percent less than the all-time unadjusted high reached in July 2014. All of the top 10 all-time highest months for ASMs have been summer months, including the three summer months in 2014 (Table 18).

Unadjusted Passenger Enplanements

Systemwide: Systemwide unadjusted passenger enplanements in March 2015 (68.1 million) rose 25.8 percent from February and 2.6 percent from March 2014 (Table 19).

The March 2015 systemwide enplanement total (68.1 million) was 5.9 percent less than the all-time unadjusted high reached in July 2007 (72.4 million). The March 2015 level was the all-time unadjusted high for the month of March although it was below the all-time unadjusted highs (Table 20).

Domestic: Domestic unadjusted passenger enplanements in March 2015 (59.5 million) rose 26.2 percent from February and rose 3.0 percent from March 2014 (Table 21).

The March 2015 domestic enplanement total (59.5 million) was 6.2 percent less than the all-time unadjusted high reached in July 2007 (63.5 million). The March 2015 level was the all-time unadjusted high for the month of March although it was below the all-time unadjusted highs (Table 22).

International: International unadjusted passenger enplanements in March 2015 (8.6 million) rose 23.6 percent from February but fell 0.4 percent from March 2014 (Table 23).

The March 2015 international enplanement total (8.6 million) was 14.7 percent less than the all-time unadjusted high reached in July 2014 (10.1 million). The March 2015 level was down 0.4 percent from the all-time unadjusted high for the month of March (8.7 million) reached 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 78 carriers as of June 2 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 systemwide 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, 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 March, U.S. carriers reported 118,569 foreign point-to-point passengers. For January through March, U.S. carriers reported 346,341 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled July 16 for the release of April 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	82.4	83.4	84.6	83.2
February	82.3	83.7	84.0	84.0
March	82.8	83.0	83.2	83.5
April	82.8	82.9	83.5	
May	82.3	82.9	83.7	
June	82.7	83.3	82.9	
July	82.5	82.8	83.1	
August	83.0	82.8	83.3	
September	82.7	82.9	83.3	
October	84.1	82.9	83.4	
November	83.1	83.5	82.6	
December	83.3	83.4	83.1	

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	84.6
2	October 2012	84.1
3	February 2015	84.0
4	February 2014	84.0
5	February 2013	83.7
6	May 2014	83.7
7	November 2013	83.5
8	March 2015	83.5
9	April 2014	83.5
10	October 2010	83.5

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

	2012	2013	2014	2015
January	68.0	69.4	71.0	72.9
February	68.5	70.6	71.1	73.0
March	68.8	69.2	71.4	73.5
April	68.7	69.5	71.5	
May	68.3	69.8	71.9	
June	68.5	70.2	71.7	
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	72.6	
November	68.8	70.9	72.0	
December	68.8	70.9	73.4	

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

Rank	Month	Seasonally-Adjusted RPMs in billions
1	March 2015	73.5
2	December 2014	73.4
3	February 2015	73.0
4	January 2015	72.9
5	October 2014	72.6
6	July 2014	72.2
7	September 2014	72.1
8	August 2014	72.1
9	November 2014	72.0
10	May 2014	71.9

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	83.2	84.0	87.7
February	83.2	84.4	84.6	86.9
March	83.1	83.5	85.9	88.0
April	82.9	83.9	85.6	
May	83.0	84.3	86.0	
June	82.7	84.3	86.5	
July	82.5	84.2	86.8	
August	82.6	84.8	86.6	
September	82.8	84.5	86.6	
October	81.2	84.9	87.0	
November	82.8	84.9	87.1	
December	82.6	84.9	88.2	

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

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

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

Rank	Month	Seasonally-Adjusted ASMs in billions
1	November 2007	88.3
2	December 2014	88.2
3	December 2007	88.1
4	January 2008	88.0
5	March 2015	88.0
6	February 2008	87.7
7	October 2007	87.7
8	January 2015	87.7
9	March 2008	87.5
10	November 2014	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

	2012	2013	2014	2015
January	61.12	61.80	62.67	64.61
February	61.46	62.86	62.82	64.52
March	61.08	61.13	63.56	65.03
April	61.43	61.59	63.31	
May	60.98	61.61	63.54	
June	61.15	61.96	63.38	
July	61.09	61.23	63.65	
August	61.51	61.76	63.71	
September	61.34	62.06	64.01	
October	61.15	62.14	64.06	
November	61.19	63.07	64.27	
December	61.83	62.60	64.34	

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

Rank	Month	Seasonally-Adjusted enplanements in millions
1	March 2015	65.03
2	August 2007	64.86
3	October 2007	64.70
4	January 2015	64.61
5	February 2015	64.52
6	September 2007	64.44
7	November 2007	64.40
8	June 2007	64.39
9	December 2014	64.34
10	July 2007	64.33

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

	2012	2013	2014	2015
January	53.38	53.85	54.36	56.22
February	53.64	54.79	54.54	56.16
March	53.21	53.12	55.23	56.68
April	53.58	53.63	54.95	
May	53.16	53.55	55.16	
June	53.36	53.82	54.98	
July	53.30	53.03	55.27	
August	53.68	53.53	55.35	
September	53.36	53.86	55.71	
October	53.24	53.90	55.87	
November	53.26	54.83	55.96	
December	53.90	54.32	55.94	

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

Rank	Month	Seasonally-Adjusted enplanements in millions
1	August 2007	57.24
2	October 2007	57.03
3	June 2007	56.91
4	September 2007	56.90
5	May 2007	56.87
6	July 2007	56.79
7	April 2007	56.74
8	March 2015	56.68
9	November 2007	56.67
10	February 2008	56.36

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)

	2012	2013	2014	2015
January	7.74	7.94	8.31	8.39
February	7.82	8.08	8.28	8.36
March	7.87	8.02	8.33	8.35
April	7.85	7.96	8.36	
May	7.82	8.06	8.38	
June	7.79	8.14	8.39	
July	7.79	8.21	8.39	
August	7.83	8.23	8.36	
September	7.98	8.20	8.30	
October	7.91	8.24	8.19	
November	7.93	8.24	8.31	
December	7.92	8.27	8.40	

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

Rank	Month	Seasonally-Adjusted enplanements in millions
1	December 2014	8.40
2	June 2014	8.39
3	January 2015	8.39
4	July 2014	8.39
5	May 2014	8.38
6	April 2014	8.36
7	February 2015	8.36
8	August 2014	8.36
9	March 2015	8.35
10	March 2014	8.33

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	80.2
March	83.0	84.3	83.5	83.9
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	86.5	
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	
3 Mo. Total	237.2	242.3	243.7	243.2
Yr. Total	991.3	995.3	998.8	

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	86.5

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	66.0
February	57.5	57.5	57.9	59.8
March	70.8	72.2	73.6	75.8
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	71.3	
November	63.4	63.0	65.2	
December	65.9	70.4	71.8	
3 Mo. Total	189.33	192.12	195.61	201.51
Yr. Total	823.18	840.43	862.53	

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 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	83.4
February	75.0	72.6	72.5	74.5
March	85.3	85.6	88.2	90.3
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	86.1	
November	77.4	79.5	81.7	
December	80.9	83.4	86.8	
3 Mo. Total	239.00	237.40	240.50	248.20
Yr. Total	994.50	1,011.10	1,034.40	

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

	2012	2013	2014	2015
January	54.44	55.35	55.81	57.78
February	53.11	52.49	52.44	54.15
March	64.46	65.10	66.44	68.14
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	64.49	
November	58.74	57.60	59.74	
December	58.87	62.49	63.78	
3 Mo. Total	172.01	172.94	174.69	180.07
Yr. Total	736.71	743.18	762.71	

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

Rank	Month	Unadjusted enplanements in millions
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

	2012	2013	2014	2015
January	47.08	47.82	47.96	49.72
February	46.41	45.74	45.51	47.16
March	56.20	56.57	57.76	59.50
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	57.08	
November	51.85	50.54	52.58	
December	51.17	54.33	55.49	
3 Mo. Total	149.69	150.13	151.23	156.38
Yr. Total	642.31	645.69	662.83	

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

Rank	Month	Unadjusted enplanements in millions
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

	2012	2013	2014	2015
January	7.36	7.53	7.85	8.06
February	6.70	6.75	6.93	7.00
March	8.26	8.53	8.68	8.64
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	7.41	
November	6.89	7.06	7.16	
December	7.71	8.16	8.29	
3 Mo. Total	22.32	22.81	23.46	23.70
Yr. Total	94.41	97.48	99.88	

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

Rank	Month	Unadjusted enplanements in millions
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