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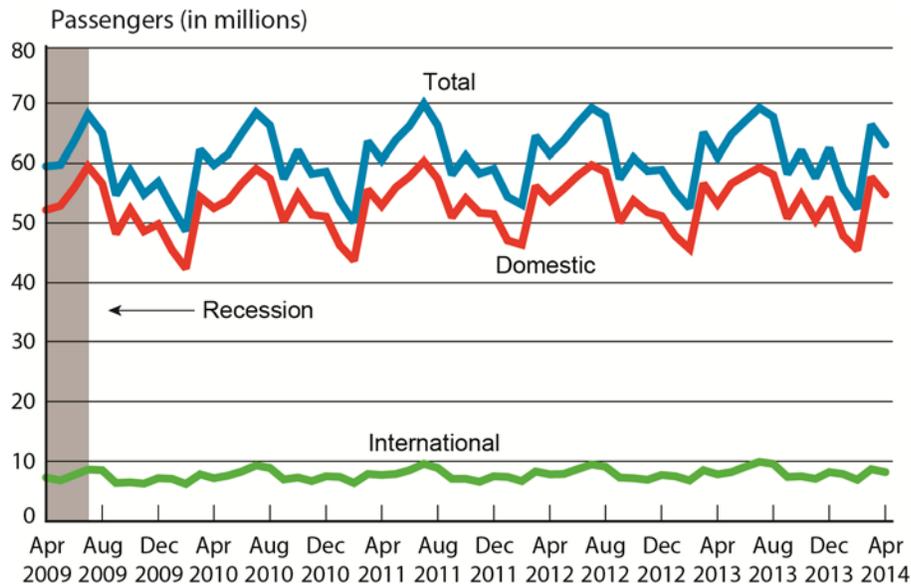
BTS Data

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Contact: Dave Smallen
Tel: 202-366-5568

April 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 63.1 million systemwide (domestic + international) scheduled service passengers in April 2014, 3.4 percent more than in April 2013. The systemwide total was the result of a 3.0 percent increase in the number of passengers on domestic flights (54.8 million) and a 6.2 percent increase in passengers on international flights (8.2 million) (Tables 1, 7, 13).

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



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

U.S. airlines carried 237.7 million systemwide (domestic + international) scheduled service passengers during the first four months of 2014, 1.6 percent more than during the same period in 2013 (Table 2). Domestically, U.S. airlines carried 206.0 million passengers, up 1.3 percent from 2013 (Table 8). Internationally, they carried 31.7 million passengers, up 3.7 percent from 2013 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

Load Factor

The April 2014 systemwide load factor (83.4 percent) was the all-time high for the month of April, exceeding the previous high of 82.5 set in 2012. 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). Systemwide travel, measured by RPMs grew faster from April 2013 to April 2014 (up 4.0 percent) than the growth in capacity measured by ASMs (up 1.8 percent) (Table 1). The domestic load factor (84.9) was a record high for the month of April, topping the previous high of 83.6 recorded in 2012. Domestic RPMs grew faster from April 2013 to April 2014 (3.7 percent) than capacity (1.2 percent), resulting in the higher load factor (Table 7).

The international load factor (80.1) rose from 78.8 percent in April 2013 but was down from the highest April international load factor of 80.3 in April 2012. International RPMs rose 4.7 percent from April 2013 to April 2014, outpacing the 3.0 percent growth in capacity, raising the load factor (Table 13).

Trends for the Month of April

Systemwide: For the month of April, the 2014 systemwide passenger total was the highest since 2008. RPMs were at the highest April level, exceeding the previous high in 2007. Capacity measured in ASMs was at the third highest April level, below the April 2008 and 2007 levels.

Domestic: The April 2014 domestic passenger total was the highest since 2008 but was below the levels reached in the month of April from 2005 through 2008. RPMs were at the second highest April level, below the April 2007 peak. Capacity measured in ASMs was the highest since 2008 but was below the levels reached in the month of April from 2004 through 2008.

International: The number of passengers on U.S. airlines' international flights was the highest on record for the month of April, exceeding the previous high in April 2012. RPMs were also at the highest April level, exceeding the previous high in April 2012. Capacity measured in ASMs was also at the highest April level, exceeding the previous high in April 2013.

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 April, Delta Air Lines carried more systemwide passengers than any other U.S. airline (Table 4). Southwest Airlines carried the most passengers on domestic flights (Table 10). United Airlines carried the most passengers on international flights (Table 16). The top 10 U.S. airlines carried 81.8 percent of systemwide passengers, up from 80.8 percent carried by the U.S. airlines that were in the [top 10 in April 2013](#).

Year-to-date: During the first four months of 2014, Delta carried more systemwide passengers than any other U.S. airline (Table 3). Southwest carried the most passengers on domestic flights (Table 9). United carried the most passengers on international flights (Table 15). The top 10 U.S. airlines carried 81.3 percent of systemwide passengers, up from 80.7 percent carried by the U.S. airlines that were in the top 10 during the [first four months of 2013](#).

Top Airports

Monthly: In April, 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 four 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 July 1 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 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 April, 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 April and international numbers through January 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 April, U.S. carriers reported 142,229 foreign point-to-point passengers. For January through April, U.S. carriers reported 660,789 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Aug. 14 for the release of May 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

	Monthly			Year-to-Date		
	Apr 2013	Apr 2014	Change %	2013	2014	Change %
Passengers (in millions)	61.0	63.1	3.4	233.9	237.7	1.6
Flights (in thousands)	763.1	738.2	-3.3	2,952.4	2,837.9	-3.9
Revenue Passenger Miles (in billions)	67.8	70.6	4.0	260.0	266.2	2.4
Available Seat-Miles (in billions)	83.1	84.6	1.8	320.6	325.1	1.4
Load Factor*	81.6	83.4	1.8	81.1	81.9	0.8
Flight Stage Length**	765.2	787.6	2.9	764.2	789.2	3.3
Passenger Trip Length***	1,112.3	1,119.0	0.6	1,111.3	1,119.8	0.8

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	66.4	2.0
April	61.5	61.0	-0.8	63.1	3.4
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		
4 Mo. Total	233.5	233.9	0.2	237.7	1.6
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-April 2014 Systemwide (Domestic and International) Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-Apr 2014 Rank	Carrier	Jan-Apr 2014 Enplaned Passengers	Jan-Apr 2013 Rank	Jan-Apr 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Delta	39.121	1	36.791	6.3
2	Southwest*	38.460	2	35.831	7.3
3	United	28.358	3	28.494	-0.5
4	American	28.298	4	27.919	1.4
5	US Airways	18.705	5	18.545	0.9
6	JetBlue	10.010	7	9.836	1.8
7	ExpressJet	9.903	6	10.282	-3.7
8	SkyWest	8.616	8	8.720	-1.2
9	Alaska	6.414	9	6.138	4.5
10	Envoy	5.278	11	5.617	-6.0

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 April 2014 Systemwide (Domestic and International) Scheduled Enplanements

Passenger numbers in millions (000,000)

Apr 2014 Rank	Carrier	Apr 2014 Enplaned Passengers	Apr 2013 Rank	Apr 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Delta	10.753	1	9.780	10.0
2	Southwest*	10.564	2	9.643	9.6
3	United	7.386	3	7.307	1.1
4	American	7.269	4	7.036	3.3
5	US Airways	4.935	5	4.738	4.2
6	JetBlue	2.687	7	2.548	5.4
7	ExpressJet	2.661	6	2.774	-4.1
8	SkyWest	2.278	8	2.250	1.2
9	Alaska	1.685	9	1.612	4.5
10	Envoy	1.407	11	1.448	-2.9

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 5. Top 10 U.S. Airports, ranked by January-April 2014 Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

Jan-Apr 2014 Rank	Airport	Jan-Apr 2014 Enplaned Passengers	Jan-Apr 2013 Rank	Jan-Apr 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	14.202	1	14.056	1.0
2	Dallas/Fort Worth	9.365	2	9.031	3.7
3	Chicago O'Hare	9.174	3	8.985	2.1
4	Los Angeles	8.429	4	7.812	7.9
5	Denver	7.959	5	7.781	2.3
6	Charlotte	6.672	6	6.721	-0.7
7	Phoenix	6.648	7	6.464	2.8
8	Las Vegas	6.026	8	5.874	2.6
9	San Francisco	5.916	10	5.591	5.8
10	Houston Bush	5.828	9	5.699	2.3

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 April 2014 Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines
 Passenger numbers in millions (000,000)

Apr 2014 Rank	Airport	Apr 2014 Enplaned Passengers	Apr 2013 Rank	Apr 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	3.887	1	3.731	4.2
2	Chicago O'Hare	2.542	2	2.334	8.9
3	Dallas/Fort Worth	2.439	3	2.319	5.2
4	Los Angeles	2.226	4	2.085	6.8
5	Denver	1.992	5	1.933	3.1
6	Phoenix	1.708	7	1.639	4.2
7	Charlotte	1.680	6	1.734	-3.2
8	San Francisco	1.624	9	1.507	7.8
9	Las Vegas	1.570	8	1.566	0.3
10	Houston Bush	1.468	10	1.441	1.9

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

	Apr 2013	Monthly Apr 2014	Change %	2013	Year-to-Date 2014	Change %
Passengers (in millions)	53.2	54.8	3.0	203.3	206.0	1.3
Flights (in thousands)	692.7	665.4	-3.9	2,672.1	2,552.9	-4.5
Revenue Passenger Miles (in billions)	47.3	49.1	3.7	181.0	185.1	2.2
Available Seat-Miles (in billions)	57.1	57.8	1.2	220.7	221.9	0.5
Load Factor*	82.8	84.9	2.1	82.0	83.4	1.4
Flight Stage Length**	656.1	674.1	2.7	656.4	675.3	2.9
Passenger Trip Length***	889.1	895.5	0.7	890.1	898.4	0.9

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	0.3
February	46.4	45.7	-1.4	45.5	-0.5
March	56.2	56.6	0.6	57.7	2.1
April	53.7	53.2	-0.9	54.8	3.0
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		
4 Mo. Total	203.4	203.3	0.0	206.0	1.3
Yr. Total	642.3	645.6	0.5		

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-April 2014 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Apr 2014 Rank	Carrier	Jan-Apr 2014 Enplaned Passengers	Jan-Apr 2013 Rank	Jan-Apr 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Southwest*	38.460	1	35.831	7.3
2	Delta	32.143	2	30.320	6.0
3	American	21.283	3	21.040	1.2
4	United	20.262	4	20.608	-1.7
5	US Airways	16.508	5	16.287	1.4
6	ExpressJet	8.908	6	9.361	-4.8
7	JetBlue	8.334	7	8.405	-0.8
8	SkyWest	8.127	8	8.255	-1.6
9	Alaska	5.741	10	5.494	4.5
10	Envoy	4.827	11	5.057	-4.5

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 April 2014 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Apr 2014 Rank	Carrier	Apr 2014 Enplaned Passengers	Apr 2013 Rank	Apr 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Southwest*	10.564	1	9.643	9.6
2	Delta	8.961	2	8.129	10.2
3	American	5.501	3	5.349	2.8
4	United	5.264	4	5.263	0.0
5	US Airways	4.304	5	4.141	3.9
6	ExpressJet	2.403	6	2.546	-5.6
7	JetBlue	2.245	7	2.163	3.8
8	SkyWest	2.145	8	2.126	0.9
9	Alaska	1.512	10	1.448	4.4
10	Envoy	1.292	11	1.310	-1.3

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-April 2014 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-Apr 2014 Rank	Airport	Jan-Apr 2014 Enplaned Passengers	Jan-Apr 2013 Rank	Jan-Apr 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	12.782	1	12.750	0.2
2	Dallas/Fort Worth	8.490	2	8.240	3.0
3	Chicago O'Hare	8.289	3	8.117	2.1
4	Los Angeles	7.716	5	7.203	7.1
5	Denver	7.662	4	7.560	1.4
6	Phoenix	6.390	7	6.194	3.2
7	Charlotte	6.224	6	6.278	-0.9
8	Las Vegas	6.021	8	5.869	2.6
9	San Francisco	5.343	10	5.065	5.5
10	Orlando	5.168	9	5.202	-0.6

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 April 2014 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Apr 2014 Rank	Airport	Apr 2014 Enplaned Passengers	Apr 2013 Rank	Apr 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	3.520	1	3.389	3.8
2	Chicago O'Hare	2.299	3	2.107	9.1
3	Dallas/Fort Worth	2.222	2	2.120	4.8
4	Los Angeles	2.048	4	1.929	6.2
5	Denver	1.923	5	1.879	2.3
6	Phoenix	1.645	7	1.576	4.4
7	Las Vegas	1.570	8	1.565	0.3
8	Charlotte	1.551	6	1.617	-4.1
9	San Francisco	1.475	9	1.371	7.6
10	Orlando	1.306	10	1.352	-3.4

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

	Apr 2013	Monthly Apr 2014	Change %	2013	Year-to-Date 2014	Change %
Passengers (in millions)	7.8	8.2	6.2	30.6	31.7	3.7
Flights (in thousands)	70.4	72.8	3.4	280.3	285.0	1.7
Revenue Passenger Miles (in billions)	20.5	21.5	4.7	79.0	81.1	2.7
Available Seat-Miles (in billions)	26.0	26.8	3.0	99.9	103.2	3.3
Load Factor*	78.8	80.1	1.3	79.0	78.6	-0.5
Flight Stage Length**	1,838.2	1,825.0	-0.7	1,791.9	1,809.6	1.0
Passenger Trip Length***	2,644.2	2,607.3	-1.4	2,582.8	2,558.6	-0.9

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	8.7	1.7
April	7.8	7.8	-0.6	8.2	6.2
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		
4 Mo. Total	30.1	30.6	1.5	31.7	3.7
Yr. Total	94.4	97.5	3.3		

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

Passenger numbers in thousands (000)

Jan-Apr 2014 Rank	Carrier	Jan-Apr 2014 Enplaned Passengers	Jan-Apr 2013 Rank	Jan-Apr 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	United	8,095.8	1	7,886.1	2.7
2	American	7,015.0	2	6,878.4	2.0
3	Delta	6,977.7	3	6,470.9	7.8
4	US Airways	2,197.1	4	2,257.8	-2.7
5	JetBlue	1,675.2	5	1,431.1	17.1
6	ExpressJet	995.9	6	920.7	8.2
7	Alaska	672.4	7	644.1	4.4
8	AirTran*	628.6	9	538.5	16.7
9	SkyWest	489.4	10	464.3	5.4
10	Spirit	462.5	11	405.3	14.1

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 16. Top 10 U.S. Airlines, ranked by April 2014 International Scheduled Enplanements
Passenger numbers in thousands (000)

Apr 2014 Rank	Carrier	Apr 2014 Enplaned Passengers	Apr 2013 Rank	Apr 2013 Enplaned Passengers	Pct. Change 2013-2014
1	United	2,122.0	1	2,043.4	3.8
2	Delta	1,791.8	3	1,650.4	8.6
3	American	1,767.8	2	1,686.7	4.8
4	US Airways	631.1	4	596.4	5.8
5	JetBlue	442.6	5	385.3	14.9
6	ExpressJet	258.8	6	228.1	13.5
7	Alaska	172.5	7	163.4	5.6
8	AirTran*	165.3	8	141.4	16.9
9	SkyWest	132.8	10	123.7	7.3
10	Spirit	119.2	11	100.5	18.6

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-April 2014 International Scheduled Enplanements on U.S. Airlines

Passenger numbers in thousands (000)

Jan-Apr 2014 Rank	Airport	Jan-Apr 2014 Enplaned Passengers	Jan-Apr 2013 Rank	Jan-Apr 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Miami	1,938.7	1	1,897.7	2.2
2	New York JFK	1,467.0	2	1,438.1	2.0
3	Atlanta	1,420.5	3	1,305.2	8.8
4	Newark	1,216.4	4	1,241.2	-2.0
5	Houston Bush	1,152.4	5	1,076.5	7.0
6	Chicago O'Hare	885.2	6	868.2	2.0
7	Dallas/Fort Worth	874.8	7	791.8	10.5
8	Los Angeles	712.4	8	608.8	17.0
9	San Francisco	572.7	9	525.6	9.0
10	Philadelphia	478.6	10	512.8	-6.7

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 April 2014 International Scheduled Enplanements on U.S. Airlines

Passenger numbers in thousands (000)

Apr 2014 Rank	Airport	Apr 2014 Enplaned Passengers	Apr 2013 Rank	Apr 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Miami	459.6	1	453.1	1.4
2	New York JFK	411.2	2	376.2	9.3
3	Atlanta	366.6	3	341.1	7.5
4	Newark	338.0	4	335.9	0.6
5	Houston Bush	290.0	5	265.4	9.3
6	Chicago O'Hare	243.3	6	227.2	7.0
7	Dallas/Fort Worth	217.2	7	199.2	9.0
8	Los Angeles	178.3	8	155.7	14.5
9	San Francisco	148.9	10	136.5	9.1
10	Philadelphia	145.2	9	137.8	5.3

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

Note: Percentage changes based on numbers prior to rounding.