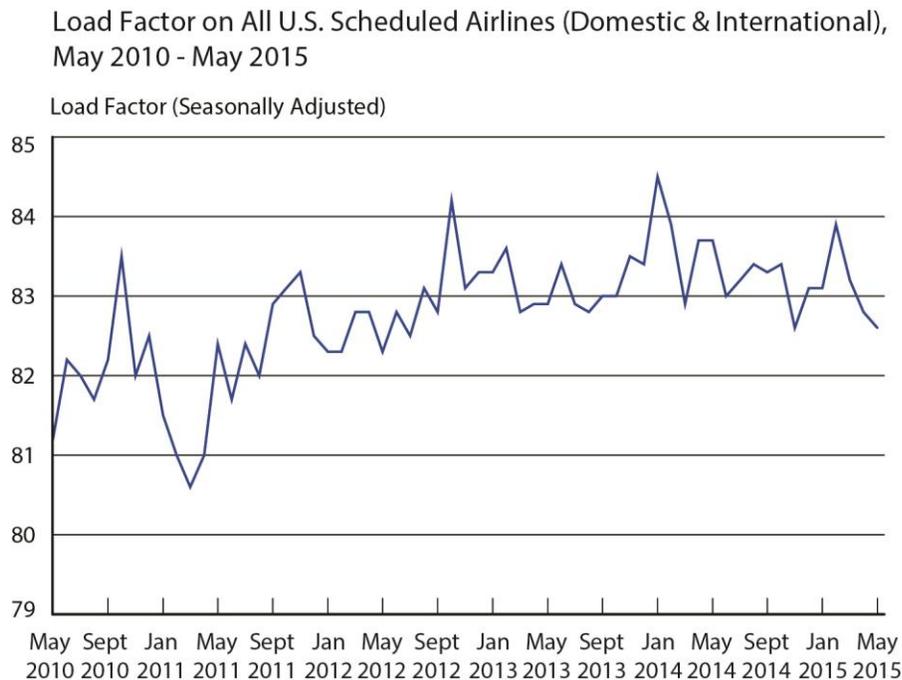


BTS 37-15
Thursday, August 13, 2015
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May 2015 U.S. Airline Traffic Data

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 82.6 percent in May, seasonally adjusted, declining for the third consecutive month (Table 1). Seasonal adjustment allows the comparing of monthly load factors to all other months.



For May, U.S. airlines reported seasonally-adjusted all-time monthly highs in passenger enplanements, Revenue Passenger-Miles (RPMs) and Available Seat-Miles (ASMs). Systemwide passenger enplanements in May (66.73 million) exceeded the previous record in April 2015 by 1.7 percent (Table 8). Systemwide RPMs in May (74.9 billion) exceeded the previous record in April 2015 by 1.2 percent (Table 4). Systemwide ASMs in May (90.7 billion) exceeded the previous record in April 2015 by 1.4 percent (Table 6). These all-time highs did not result in a higher load factor in May because the airline capacity growth exceeded the growth in passenger travel.

The May load factor of 82.6 was below the all-time seasonally-adjusted high of 84.5 in January 2014 (Table 2). Load factor is a measure of the use of aircraft capacity that compares the system use, measured in Revenue Passenger-Miles (RPMs) as a proportion of system capacity, measured in Available Seat-Miles (ASMs).

The seasonally-adjusted load factor fell in May for the third consecutive month (Table 1). The load factor declined from April to May despite a 1.2 percent increase in RPMs because system capacity grew faster (1.4 percent increase in ASMs) (Tables 3, 5).

Trends:

Seasonally-adjusted

The May load factor (82.6) dropped to the lowest level since November 2014 (Table 1). In May, RPMs, the passenger measure used to calculate load factor, reached an all-time high. However, the RPM increase did not keep pace with the increase in ASMs, leading to a decrease in the load factor. Ten of the last 11 months, starting with July 2014 through May 2015 are the 10 all-time highest months for RPMs with May 2015 the highest. November 2014 was not among the top 10 (Table 4).

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

Unadjusted

Systemwide: Load factor (83.9) was down from the all-time May high set in 2014 (85.0). The number of passengers, RPMs and ASMs all reached record highs for any May.

Domestic: Load factor (85.5) was down from the all-time high for the month of May set in 2014 (86.3). The number of passengers, RPMs and ASMs all reached record highs for any May.

International: Load factor (80.4) was down from May 2014 (82.3) and from the all-time May high set in 2013 (82.8). The number of passengers, RPMs and ASMs all reached record highs for any May.

Unadjusted trends are for the time period January 1996 to present. 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 1.2 percent from April to May, the fourth consecutive month of growth (Table 3).

RPMs of 74.9 billion in May were the highest all-time seasonally-adjusted total. Five of the top 10 all-time highest months for RPMs have been in 2015 and five were in 2014 (Table 4).

Seasonally-Adjusted Available Seat-Miles

ASMs rose 1.4 percent from April to May, the third consecutive month of growth (Table 5).

ASMs of 90.7 billion in May were the highest all-time seasonally-adjusted total. Four of the top 10 all-time highest months for ASMs have been in 2015 and one was in 2014 (Table 6).

Seasonally-Adjusted Passenger Enplanements

Systemwide: Systemwide passenger rose 1.7 percent from April to May, rising for the third consecutive month (Table 7). The systemwide total rose from April to May because of growth in domestic (1.9 percent) and international enplanements (0.5 percent) (Tables 9, 11).

Enplanements of 66.7 million in May were the highest all-time seasonally-adjusted total. Five of the top 10 all-time highest months for enplanements have been in 2015 and one was in 2014 (Table 8).

Domestic: Enplanements on domestic flights rose 1.9 percent from April to May, rising for the 11th consecutive month (Table 9). Domestic enplanements in May (58.3 million) were the highest all-time seasonally-adjusted total. Three of the top 10 all-time highest months for domestic enplanements have been in 2015. No other post-recession months are among the top 10 all-time highest months for domestic enplanements (Table 10).

International: U.S. airlines' international enplanements rose 0.5 percent from April to May, rising after one month of decline (Table 11). The May level (8.4 million) was the second highest all-time seasonally-adjusted total, almost equal to the all-time seasonally adjusted high in December 2014 (8.4 million). Five of the top 10 all-time highest months for international enplanements have been in 2015 and five were in 2014 (Tables 11, 12).

Unadjusted Tables

Unadjusted Load Factor

U.S. airlines' systemwide (domestic and international) scheduled service load factor – a measure of the use of airline capacity – was 83.9 percent in May, up from April but down from May 2014 (Table 13).

The May load factor of 83.9 was down from the all-time unadjusted high for the month of May of 85.0 reached in 2014. The May load factor was below the all-time unadjusted high of 87.0 in June 2013 (Table 14).

The load factor fell year-to-year despite a 4.4 percent increase in RPMs from May 2014 to May 2015 because ASMs grew faster (5.7 percent) (Tables 15, 17).

Unadjusted Revenue Passenger-Miles

RPMs in May increased 7.4 percent from April and increased 4.4 percent from May 2014 (Table 15).

RPMs of 78.5 billion in May were the 10th all-time unadjusted high, 6.2 percent less than the all-time unadjusted high reached in July 2014. One of the top 10 all-time highest months for RPMs has been in 2015 and three were in 2014 (Table 16).

Unadjusted Available Seat-Miles

ASMs in May increased 5.6 percent from April and increased 5.7 percent from May 2014 (Table 17).

ASMs of 93.6 billion in May were the fifth all-time unadjusted high, 3.1 percent less than the all-time unadjusted high reached in July 2014. One of the top 10 all-time highest months for ASMs has been in 2015 and three were in 2014 (Table 18).

Unadjusted Passenger Enplanements

Systemwide: Systemwide unadjusted passenger enplanements in May 2015 (69.9 million) rose 6.0 percent from April and 5.1 percent from May 2014 (Table 19).

The May 2015 systemwide enplanement total (69.9 million) was the seventh all-time unadjusted high, 3.5 percent less than the all-time unadjusted high in July 2007 (72.4 million). The May 2015 level was the all-time unadjusted high for the month of May.

Domestic: Domestic unadjusted passenger enplanements in May 2015 (61.2 million) rose 6.1 percent from April (57.7 million) and rose 5.7 percent from May 2014 (57.9 million) (Table 21).

Domestic unadjusted passenger enplanements in May 2015 (61.2 million) were the seventh all-time unadjusted high, 3.6 percent less than the all-time unadjusted high in July 2007 (63.5 million) (Table 21 and 22). The May 2015 level was the all-time unadjusted high load factor for the month of May.

International: International unadjusted passenger enplanements in May 2015 (8.7 million) rose 5.5 percent from April (8.2 million) and rose 0.6 percent from May 2014 (8.6 million) (Table 23).

International unadjusted passenger enplanements in May 2015 (8.7 million) were 14.4 percent less than the all-time unadjusted high in July 2014 (10.1 million) (Table 23). The May 2015 level was the all-time unadjusted high load factor for the month of May.

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

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 and 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 81 carriers as of Aug. 4 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 May, 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 May and international numbers through February 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 May, U.S. carriers reported 105,224 foreign point-to-point passengers. For January through May, U.S. carriers reported 553,423 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Sept. 11 for the release of June 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	82.3	83.3	84.5	83.1
February	82.3	83.6	83.9	83.9
March	82.8	82.8	82.9	83.2
April	82.8	82.9	83.7	82.8
May	82.3	82.9	83.7	82.6
June	82.8	83.4	83.0	
July	82.5	82.9	83.2	
August	83.1	82.8	83.4	
September	82.8	83.0	83.3	
October	84.2	83.0	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	84.5
2	October 2012	84.2
3	February 2014	83.9
4	February 2015	83.9
5	May 2014	83.7
6	April 2014	83.7
7	February 2013	83.6
8	October 2010	83.5
9	November 2013	83.5
10	October 2014	83.4

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	71.1	73.0
February	68.6	70.7	71.2	73.2
March	68.8	69.3	71.6	73.7
April	68.7	69.6	71.6	74.0
May	68.3	69.8	71.8	74.9
June	68.4	70.1	71.6	
July	68.0	69.7	72.0	
August	68.6	70.1	72.0	
September	68.4	70.1	72.0	
October	68.2	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	May 2015	74.9
2	April 2015	74.0
3	March 2015	73.7
4	December 2014	73.4
5	February 2015	73.2
6	January 2015	73.0
7	October 2014	72.6
8	July 2014	72.0
9	September 2014	72.0
10	August 2014	72.0

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	83.3	84.2	88.0
February	83.3	84.5	84.8	87.2
March	83.2	83.7	86.4	88.6
April	83.0	83.9	85.6	89.4
May	82.9	84.2	85.8	90.7
June	82.7	84.1	86.2	
July	82.5	84.1	86.6	
August	82.6	84.7	86.4	
September	82.7	84.4	86.5	
October	81.1	84.8	87.0	
November	82.8	84.9	87.2	
December	82.6	85.0	88.4	

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	May 2015	90.7
2	April 2015	89.4
3	March 2015	88.6
4	December 2014	88.4
5	November 2007	88.3
6	December 2007	88.1
7	January 2008	88.0
8	January 2015	88.0
9	February 2008	87.7
10	October 2007	87.7

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	61.14	61.85	62.75	64.73
February	61.50	62.94	62.95	64.71
March	61.23	61.33	63.86	65.38
April	61.42	61.62	63.38	65.62
May	60.94	61.52	63.38	66.73
June	61.08	61.85	63.21	
July	61.07	61.17	63.55	
August	61.47	61.69	63.58	
September	61.29	62.00	63.93	
October	61.12	62.11	64.02	
November	61.18	63.04	64.26	
December	61.85	62.62	64.39	

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	May 2015	66.73
2	April 2015	65.62
3	March 2015	65.38
4	August 2007	64.87
5	January 2015	64.73
6	February 2015	64.71
7	October 2007	64.69
8	September 2007	64.43
9	November 2007	64.41
10	December 2014	64.39

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	53.40	53.90	54.44	56.33
February	53.68	54.87	54.67	56.35
March	53.36	53.31	55.52	57.02
April	53.57	53.64	55.00	57.26
May	53.12	53.47	55.01	58.34
June	53.29	53.71	54.83	
July	53.28	52.96	55.17	
August	53.64	53.46	55.23	
September	53.31	53.81	55.64	
October	53.21	53.87	55.83	
November	53.25	54.81	55.95	
December	53.92	54.35	55.99	

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	May 2015	58.34
2	April 2015	57.26
3	August 2007	57.24
4	October 2007	57.02
5	March 2015	57.02
6	September 2007	56.89
7	June 2007	56.89
8	May 2007	56.88
9	July 2007	56.79
10	April 2007	56.75

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	7.95	8.31	8.39
February	7.82	8.08	8.28	8.36
March	7.87	8.02	8.34	8.36
April	7.86	7.98	8.38	8.35
May	7.82	8.05	8.37	8.40
June	7.79	8.13	8.39	
July	7.79	8.20	8.38	
August	7.83	8.23	8.35	
September	7.98	8.19	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	May 2015	8.40
3	January 2015	8.39
4	June 2014	8.39
5	April 2014	8.38
6	July 2014	8.38
7	May 2014	8.37
8	February 2015	8.36
9	March 2015	8.36
10	April 2015	8.35

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	82.5
May	83.5	84.2	85.0	83.9
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	

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	73.1
May	71.2	73.0	75.2	78.5
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	

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	May 2015	78.5

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	88.6
May	85.2	86.7	88.5	93.6
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	

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	May 2015	93.6
6	July 2007	92.9
7	August 2007	92.8
8	July 2011	92.5
9	August 2013	92.2
10	June 2014	92.0

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	54.16
March	64.46	65.10	66.44	68.15
April	61.50	60.98	63.49	65.89
May	63.68	64.79	66.51	69.87
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	
5 Mo. Total	297.19	298.71	304.69	315.85
Yr. Total	736.71	743.18	762.71	315.85

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	May 2015	69.87
8	June 2007	69.69
9	August 2014	69.53
10	July 2006	69.51

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	49.73
February	46.41	45.74	45.51	47.16
March	56.20	56.57	57.76	59.51
April	53.69	53.23	55.25	57.66
May	55.75	56.56	57.89	61.20
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	
5 Mo. Total	259.13	259.92	264.37	275.26
Yr. Total	642.31	645.69	662.83	275.26

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	May 2015	61.20
8	July 2006	60.84
9	July 2011	60.31
10	August 2014	59.76

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	8.22
May	7.93	8.22	8.62	8.67
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	
5 Mo. Total	38.05	38.78	40.32	40.59
Yr. Total	94.41	97.48	99.88	40.59

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