



U.S. Department of Transportation
 Office of Public Affairs
 1200 New Jersey Avenue, SE
 Washington, DC 20590
<http://www.dot.gov/briefingroom>

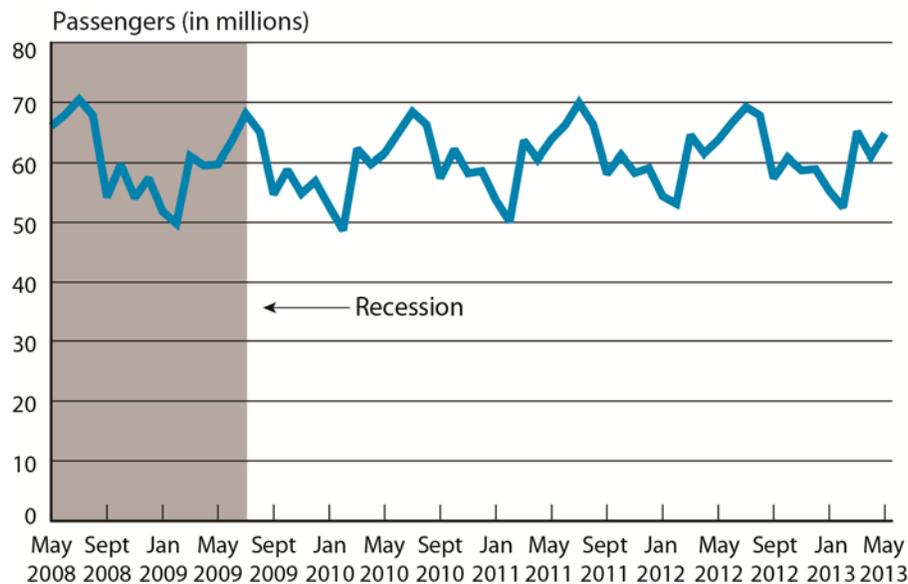
BTS Data

BTS 38-13
 Thursday, August 22, 2013
 Contact: Dave Smallen
 Tel: 202-366-5568

May 2013 U.S. Airline Traffic System Passengers Up 1.7% from May 2012

The U.S. Department of Transportation’s Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 64.8 million systemwide (domestic + international) scheduled service passengers in May 2013, 1.7 percent more than in May 2012. The systemwide increase was the result of a 1.4 percent increase in the number of domestic passengers (56.5 million) and a 3.7 percent increase in international passengers (8.2 million) (Tables 1, 7, 13).

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



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

- more -

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 five months of 2013 (298.7 million) than during the same period in 2012 (Table 2). Domestically, U.S. airlines carried 259.9 million passengers, 0.3 percent more than 2012 (Table 8). Internationally, they carried 38.8 million passengers, up 1.9 percent from 2012 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

The May 2013 system load factor of 84.2 percent, the domestic load factor of 84.8 percent and the international load factor of 83.0 percent were all record highs for the month of May as year-over-year growth in revenue passenger-miles exceeded both domestic and international capacity expansion (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.

Top Airlines

Monthly: In May, 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 80.4 percent of systemwide passengers, up from 79.9 percent carried by the U.S. airlines that were in the top 10 in May 2012.

Year-to-date: During the first five 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 five months of 2012.

Top Airports

Monthly: In May, 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 five 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).

- more -

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 Aug. 7 for U.S. carrier **scheduled** civilian operations.

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

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

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

Traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on "Aviation." For system 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, 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 May, U.S. carriers reported 198,249 foreign point-to-point passengers. For January through May, U.S. carriers reported 984,214 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Sept. 24 for the release of June traffic data.

-more-

**AIRLINE TRAFFIC PRESS RELEASE
ADD THREE**

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

	Monthly			Year-to-Date		
	May 2012	May 2013	Change %	2012	2013	Change %
Passengers (in millions)	63.7	64.8	1.7	297.2	298.7	0.5
Flights (in thousands)	797.2	788.2	-1.1	3,839.5	3,734.6	-2.7
Revenue Passenger Miles (in billions)	71.2	73.0	2.6	328.3	332.9	1.4
Available Seat-Miles (in billions)	85.2	86.7	1.7	406.3	407.3	0.2
Load Factor*	83.6	84.2	0.6	80.8	81.7	0.9
Flight Stage Length**	751.8	767.8	2.1	749.9	766.1	2.2
Passenger Trip Length***	1,117.4	1,126.8	0.8	1,104.6	1,114.7	0.9

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	1.7
February	50.1	53.1	6.1	52.5	-1.2
March	63.6	64.5	1.4	65.1	1.0
April	60.5	61.5	1.6	61.0	-0.9
May	63.9	63.7	-0.3	64.8	1.7
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		
5 Mo Total	291.7	297.2	1.9	298.7	0.5
Yr. Total	730.8	736.6	0.8		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD FOUR

Table 3. Top 10 U.S. Airlines, ranked by January-May 2013 Scheduled System (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

Jan-May 2013 Rank	Carrier	Jan-May 2013 Enplaned Passengers	Jan-May 2012 Rank	Jan-May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	47.156	1	45.532	3.6
2	Southwest*	46.185	2	45.088	2.4
3	United	36.273	3	37.698	-3.8
4	American	35.377	4	35.484	-0.3
5	US Airways	23.503	5	22.504	4.4
6	ExpressJet	13.201	6	12.683	4.1
7	JetBlue	12.396	7	11.694	6.0
8	SkyWest	11.103	8	10.233	8.5
9	AirTran	7.819	9	9.033	-13.4
10	Alaska	7.802	11	7.341	6.3

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 May 2013 Scheduled System (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

May 2013 Rank	Carrier	May 2013 Enplaned Passengers	May 2012 Rank	May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	10.365	1	9.945	4.2
2	Southwest*	10.355	2	9.751	6.2
3	United	7.779	3	8.073	-3.6
4	American	7.458	4	7.564	-1.4
5	US Airways	4.958	5	4.681	5.9
6	ExpressJet	2.920	6	2.762	5.7
7	JetBlue	2.560	7	2.372	7.9
8	SkyWest	2.353	8	2.187	9.0
9	AirTran	1.688	9	1.969	-14.3
10	Alaska	1.664	11	1.564	6.3

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

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD FIVE

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

Passenger numbers in millions (000,000)

Jan-May 2013 Rank	Airport	Jan-May 2013 Enplaned Passengers	Jan-May 2012 Rank	Jan-May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	18.037	1	18.078	-0.2
2	Chicago O'Hare	11.623	2	11.853	-1.9
3	Dallas/Fort Worth	11.506	3	11.005	4.6
4	Los Angeles	10.032	5	9.927	1.1
5	Denver	9.931	4	9.990	-0.6
6	Charlotte	8.589	7	8.122	5.8
7	Phoenix	8.145	6	8.127	0.2
8	Las Vegas	7.515	8	7.588	-1.0
9	Houston Bush	7.250	9	7.415	-2.2
10	San Francisco	7.242	10	7.144	1.4

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

Passenger numbers in millions (000,000)

May 2013 Rank	Airport	May 2013 Enplaned Passengers	May 2012 Rank	May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	3.982	1	4.019	-0.9
2	Chicago O'Hare	2.638	2	2.619	0.7
3	Dallas/Fort Worth	2.475	3	2.436	1.6
4	Los Angeles	2.220	5	2.117	4.8
5	Denver	2.150	4	2.179	-1.3
6	Charlotte	1.869	6	1.752	6.6
7	Phoenix	1.681	7	1.672	0.5
8	San Francisco	1.652	10	1.589	4.0
9	Las Vegas	1.641	8	1.618	1.4
10	Houston Bush	1.552	9	1.595	-2.7

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.

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD SIX

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

	Monthly			Year-to-Date		
	May 2012	May 2013	Change %	2012	2013	Change %
Passengers (in millions)	55.7	56.5	1.4	259.2	259.9	0.3
Flights (in thousands)	725.7	715.9	-1.4	3,486.3	3,381.9	-3.0
Revenue Passenger Miles (in billions)	49.1	50.1	2.1	228.1	231.1	1.3
Available Seat-Miles (in billions)	58.1	59.1	1.7	278.1	279.8	0.6
Load Factor*	84.5	84.8	0.3	82.0	82.6	0.6
Flight Stage Length**	642.3	655.5	2.1	642.3	657.3	2.3
Passenger Trip Length***	880.3	886.4	0.7	880.3	889.3	1.0

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	1.6
February	43.7	46.4	6.4	45.7	-1.5
March	55.6	56.2	1.0	56.6	0.6
April	52.9	53.7	1.6	53.2	-0.9
May	56.0	55.7	-0.4	56.5	1.4
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		
5 Mo. Total	254.5	259.2	1.8	259.9	0.3
Yr. Total	638.2	642.2	0.6		

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

Note: Percentage changes based on numbers prior to rounding.

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD SEVEN

Table 9. Top 10 U.S. Airlines, ranked by January-May 2013 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-May 2013 Rank	Carrier	Jan-May 2013 Enplaned Passengers	Jan-May 2012 Rank	Jan-May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	46.185	1	45.088	2.4
2	Delta	38.842	2	37.387	3.9
3	American	26.702	4	26.883	-0.7
4	United	26.227	3	27.522	-4.7
5	US Airways	20.601	5	19.701	4.6
6	ExpressJet	12.025	6	11.647	3.3
7	JetBlue	10.610	7	10.097	5.1
8	SkyWest	10.508	8	9.730	8.0
9	AirTran	7.137	9	8.554	-16.6
10	Alaska	7.010	11	6.528	7.4

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

May 2013 Rank	Carrier	May 2013 Enplaned Passengers	May 2012 Rank	May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	10.355	1	9.751	6.2
2	Delta	8.522	2	8.185	4.1
3	American	5.662	4	5.810	-2.6
4	United	5.619	3	5.909	-4.9
5	US Airways	4.314	5	4.066	6.1
6	ExpressJet	2.664	6	2.549	4.5
7	SkyWest	2.253	7	2.080	8.3
8	JetBlue	2.205	8	2.061	7.0
9	AirTran	1.545	9	1.870	-17.4
10	Alaska	1.516	11	1.423	6.5

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

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD EIGHT

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

Jan-May 2013 Rank	Airport	Jan-May 2013 Enplaned Passengers	Jan-May 2012 Rank	Jan-May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	16.342	1	16.415	-0.4
2	Dallas/Fort Worth	10.487	3	10.073	4.1
3	Chicago O'Hare	10.484	2	10.719	-2.2
4	Denver	9.659	4	9.718	-0.6
5	Los Angeles	9.254	5	9.124	1.4
6	Charlotte	8.010	8	7.560	5.9
7	Phoenix	7.812	6	7.786	0.3
8	Las Vegas	7.509	7	7.581	-0.9
9	San Francisco	6.535	10	6.446	1.4
10	Orlando	6.512	9	6.684	-2.6

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

May 2013 Rank	Airport	May 2013 Enplaned Passengers	May 2012 Rank	May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	3.592	1	3.643	-1.4
2	Chicago O'Hare	2.367	2	2.356	0.5
3	Dallas/Fort Worth	2.248	3	2.230	0.8
4	Denver	2.098	4	2.127	-1.4
5	Los Angeles	2.051	5	1.949	5.2
6	Charlotte	1.732	6	1.621	6.8
7	Las Vegas	1.640	7	1.617	1.5
8	Phoenix	1.618	8	1.607	0.7
9	San Francisco	1.470	9	1.417	3.7
10	Orlando	1.310	10	1.331	-1.6

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

Note: Percentage changes based on numbers prior to rounding.

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD NINE

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

	Monthly			Year-to-Date		
	May 2012	May 2013	Change %	2012	2013	Change %
Passengers (in millions)	7.9	8.2	3.7	38.1	38.8	1.9
Flights (in thousands)	71.5	72.3	1.1	353.2	352.6	-0.2
Revenue Passenger Miles (in billions)	22.1	22.9	3.5	100.2	101.8	1.6
Available Seat-Miles (in billions)	27.1	27.6	1.9	128.2	127.5	-0.6
Load Factor*	81.5	83.0	1.5	78.2	79.8	1.6
Flight Stage Length**	1,863.2	1,879.9	0.9	1,812.7	1,809.9	-0.2
Passenger Trip Length***	2,784.5	2,780.1	-0.2	2,631.8	2,624.6	-0.3

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
March	7.9	8.3	4.2	8.5	3.3
April	7.7	7.8	1.7	7.8	-0.6
May	7.9	7.9	0.7	8.2	3.7
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		
5 Mo. Total	37.3	38.1	2.1	38.8	1.9
Yr. Total	92.5	94.4	2.0		

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

Note: Percentage changes based on numbers prior to rounding.

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD TEN

Table 15. Top 10 U.S. Airlines, ranked by January-May 2013 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Jan-May 2013 Rank	Carrier	Jan-May 2013 Enplaned Passengers	Jan-May 2012 Rank	Jan-May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	10,046.3	1	10,175.5	-1.3
2	American	8,674.9	2	8,601.2	0.9
3	Delta	8,314.2	3	8,144.9	2.1
4	US Airways	2,901.9	4	2,802.9	3.5
5	JetBlue	1,786.2	5	1,597.4	11.8
6	ExpressJet	1,176.3	6	1,036.1	13.5
7	Alaska	791.4	7	813.1	-2.7
8	American Eagle	707.5	8	509.3	38.9
9	AirTran*	681.8	11	479.1	42.3
10	SkyWest	594.4	9	502.7	18.3

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 May 2013 International Scheduled Enplanements
 Passenger numbers in thousands (000)

May 2013 Rank	Carrier	May 2013 Enplaned Passengers	May 2012 Rank	May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	2,160.2	1	2,164.2	-0.2
2	Delta	1,843.3	2	1,760.2	4.7
3	American Eagle	1,796.5	3	1,753.7	2.4
4	US Airways	644.2	4	615.0	4.7
5	JetBlue	355.1	5	311.0	14.2
6	ExpressJet	255.5	6	213.6	19.6
7	American Eagle	147.6	9	106.8	38.3
8	Alaska	147.3	7	141.0	4.5
9	AirTran*	143.3	11	98.3	45.7
10	SkyWest	130.2	8	107.2	21.5

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
ADD ELEVEN

Table 17. Top 10 U.S. Airports, ranked by January-May 2012 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Jan-May 2013 Rank	Airport	Jan-May 2013 Enplaned Passengers	Jan-May 2012 Rank	Jan-May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	2,379.4	1	2,355.8	1.0
2	New York JFK	1,862.0	2	1,865.3	-0.2
3	Atlanta	1,695.1	3	1,663.0	1.9
4	Newark	1,598.9	4	1,615.9	-1.1
5	Houston Bush	1,358.1	5	1,367.0	-0.6
6	Chicago O'Hare	1,139.3	6	1,133.2	0.5
7	Dallas/Fort Worth	1,019.0	7	931.8	9.4
8	Los Angeles	777.4	8	803.3	-3.2
9	San Francisco	707.6	9	698.0	1.4
10	Philadelphia	683.6	10	666.8	2.5

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.

Table 18. Top 10 U.S. Airports, ranked by May 2013 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

May 2013 Rank	Airport	May 2013 Enplaned Passengers	May 2012 Rank	May 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	481.8	1	460.1	4.7
2	New York JFK	423.9	2	418.2	1.4
3	Atlanta	389.9	3	375.8	3.7
4	Newark	357.7	4	351.8	1.7
5	Houston Bush	281.6	5	285.3	-1.3
6	Chicago O'Hare	271.1	6	263.0	3.1
7	Dallas/Fort Worth	227.1	7	206.3	10.1
8	San Francisco	182.0	8	171.5	6.2
9	Philadelphia	170.7	10	163.2	4.6
10	Los Angeles	168.7	9	168.2	0.3

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.

-End-