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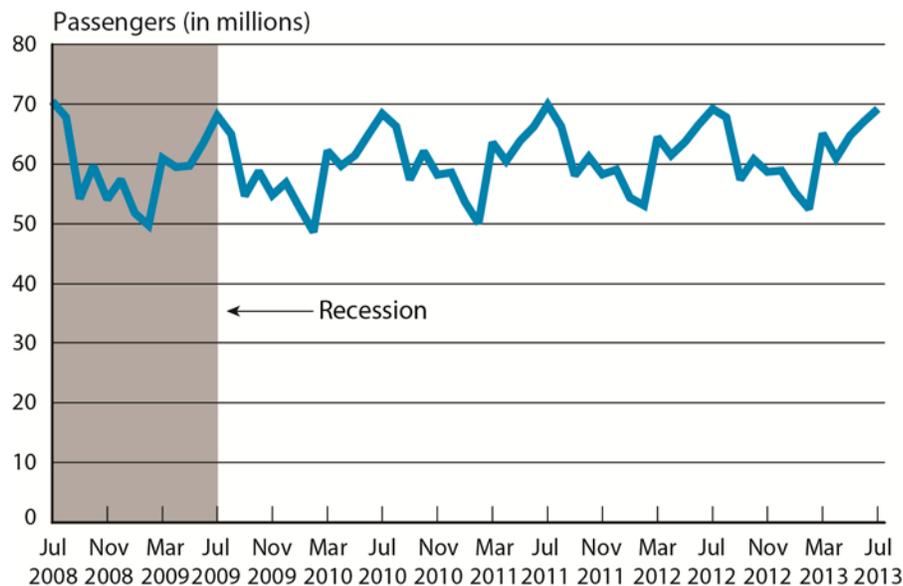
## BTS Data

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### July 2013 U.S. Airline Systemwide Passengers Unchanged from July 2012

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 69.2 million systemwide (domestic + international) scheduled service passengers in July 2013, the same as in July 2012. The systemwide total was the result of a 0.7 percent decrease in the number of domestic passengers (59.3 million) and a 4.3 percent increase in international passengers (9.9 million) (Tables 1, 7, 13).

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



SOURCE for recession dates: National Bureau of Economic Research, [US Business Cycle Expansions and Contractions](#)

BTS, a part of the Department's Research and Innovative Technology Administration, reported that U.S. airlines carried 0.4 percent more total systemwide passengers during the first seven months of 2013 (435.0 million) than during the same period in 2012 (Table 2). Domestically, U.S. airlines carried 377.2 million passengers, 0.1 percent more than 2012 (Table 8). Internationally, they carried 57.8 million passengers, up 2.7 percent from 2012 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

The July 2013 international load factor of 86.9 percent was a record high for the month of July as year-over-year growth in revenue passenger-miles exceeded international capacity expansion (Tables 1, 7, 13). Systemwide and domestic load factors remained below the all-time July highs reached in 2011. 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 July, Delta Air Lines carried more systemwide passengers than any other U.S. airline (Table 4). Southwest Airlines carried the most domestic passengers (Table 10) while United Airlines carried the most international passengers (Table 16). The top 10 U.S. airlines in terms of number of passengers carried 80.5 percent of systemwide passengers, up from 80.2 percent carried by the U.S. airlines that were in the top 10 in July 2012.

**Year-to-date:** During the first seven months of 2013, Delta carried more systemwide passengers than any other U.S. airline (Table 3). Southwest carried the most domestic passengers (Table 9) while United carried the most international passengers (Table 15). The top 10 U.S. airlines carried 80.6 percent of systemwide passengers, up from 79.9 percent carried by the U.S. airlines that were in the top 10 during the first seven months of 2012.

## Top Airports

**Monthly:** In July, more total systemwide 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 seven months of 2013, more total systemwide 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).

## 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 71 carriers as of Oct. 21 for U.S. carrier **scheduled** civilian operations.

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

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

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

Traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on "Aviation." For systemwide passengers, RPMs and ASMs by carrier through July, 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 July and international numbers through April 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 systemwide and international totals do not include U.S. carriers' foreign point-to-point flights. For July, U.S. carriers reported 198,666 foreign point-to-point passengers. For January through July, U.S. carriers reported 1,383,542 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Nov. 21 for the release of August 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		
	July 2012	July 2013	Change %	2012	2013	Change %
Passengers (in millions)	69.2	69.2	0.0	433.0	435.0	0.4
Flights (in thousands)	835.3	821.4	-1.7	5,483.8	5,360.3	-2.3
Revenue Passenger Miles (in billions)	79.6	81.3	2.0	484.0	492.1	1.7
Available Seat-Miles (in billions)	91.9	93.8	2.0	586.1	590.6	0.8
Load Factor*	86.6	86.6	0.0	82.6	83.3	0.7
Flight Stage Length**	770.3	789.2	2.5	754.9	770.5	2.1
Passenger Trip Length***	1,151.1	1,174.5	2.0	1,117.7	1,131.3	1.2

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)

	2011	2012	Pct. Change 2011-2012	2013	Pct. Change 2012-2013
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	-0.8
May	63.9	63.7	-0.3	64.8	1.7
June	66.2	66.6	0.6	67.1	0.7
<b>July</b>	<b>69.9</b>	<b>69.2</b>	<b>-1.0</b>	<b>69.2</b>	<b>0.0</b>
August	66.3	67.8	2.2		
September	58.1	57.4	-1.1		
October	61.2	60.9	-0.4		
November	58.3	58.7	0.8		
December	59.1	58.9	-0.3		
<b>7 Mo Total</b>	<b>427.9</b>	<b>433.0</b>	<b>1.2</b>	<b>435.0</b>	<b>0.4</b>
<b>Yr. Total</b>	<b>730.8</b>	<b>736.7</b>	<b>0.8</b>		

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-July 2013 Scheduled Systemwide (Domestic and International) Enplanements**

Passenger numbers in millions (000,000)

Jan-Jul 2013 Rank	Carrier	Jan-Jul 2013 Enplaned Passengers	Jan-Jul 2012 Rank	Jan-Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	69.885	1	67.583	3.4
2	Southwest*	67.203	2	65.626	2.4
3	United	52.904	3	55.056	-3.9
4	American	51.171	4	51.107	0.1
5	US Airways	33.690	5	31.984	5.3
6	ExpressJet	19.128	6	18.610	2.8
7	JetBlue	17.977	7	16.970	5.9
8	SkyWest	15.962	8	14.971	6.6
9	Alaska	11.512	11	10.778	6.8
10	AirTran*	11.252	9	13.388	-16.0

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 July 2013 Scheduled Systemwide (Domestic and International) Enplanements**

Passenger numbers in millions (000,000)

Jul 2013 Rank	Carrier	Jul 2013 Enplaned Passengers	Jul 2012 Rank	Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	11.618	1	11.261	3.2
2	Southwest*	10.517	2	10.440	0.7
3	United	8.426	3	8.840	-4.7
4	American	8.074	4	7.982	1.2
5	US Airways	5.164	5	4.806	7.5
6	JetBlue	2.946	7	2.789	5.6
7	ExpressJet	2.941	6	2.975	-1.2
8	SkyWest	2.447	8	2.420	1.1
9	Alaska	1.921	10	1.767	8.7
10	AirTran*	1.695	9	2.209	-23.3

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

Passenger numbers in millions (000,000)

Jan-Jul 2013 Rank	Airport	Jan-Jul 2013 Enplaned Passengers	Jan-Jul 2012 Rank	Jan-Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	26.108	1	26.415	-1.2
2	Chicago O'Hare	17.083	2	17.379	-1.7
3	Dallas/Fort Worth	16.738	3	16.050	4.3
4	Los Angeles	14.948	5	14.595	2.4
5	Denver	14.532	4	14.713	-1.2
6	Charlotte	12.269	6	11.592	5.8
7	Phoenix	11.454	7	11.499	-0.4
8	Las Vegas	10.761	9	10.814	-0.5
9	San Francisco	10.701	10	10.623	0.7
10	Houston Bush	10.571	8	10.815	-2.3

Source: Bureau of Transportation Statistics, T-100 Market

\* Numbers do not include international enplanements on foreign carriers

Note: Percentage changes based on numbers prior to rounding.

**Table 6. Top 10 U.S. Airports, ranked by July 2013 Scheduled Systemwide (Domestic and International) Enplanements on U.S. Airlines\***

Passenger numbers in millions (000,000)

Jul 2013 Rank	Airport	Jul 2013 Enplaned Passengers	Jul 2012 Rank	Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	4.065	1	4.192	-3.0
2	Chicago O'Hare	2.742	2	2.767	-0.9
3	Dallas/Fort Worth	2.645	3	2.536	4.3
4	Los Angeles	2.501	5	2.397	4.4
5	Denver	2.358	4	2.438	-3.3
6	Charlotte	1.853	7	1.741	6.5
7	San Francisco	1.704	6	1.753	-2.8
8	New York JFK	1.703	10	1.692	0.7
9	Houston Bush	1.665	8	1.711	-2.7
10	Seattle	1.637	13	1.561	4.9

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

	Monthly			Year-to-Date		
	July 2012	July 2013	Change %	2012	2013	Change %
Passengers (in millions)	59.7	59.3	-0.7	376.7	377.2	0.1
Flights (in thousands)	757.5	742.4	-2.0	4,978.9	4,854.3	-2.5
Revenue Passenger Miles (in billions)	54.2	54.8	0.9	334.3	338.7	1.3
Available Seat-Miles (in billions)	62.5	63.3	1.4	400.6	403.8	0.8
Load Factor*	86.7	86.5	-0.2	83.4	83.9	0.5
Flight Stage Length**	656.7	670.6	2.1	645.9	659.2	2.1
Passenger Trip Length***	908.7	923.5	1.6	887.5	898.0	1.2

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	Pct. Change 2011-2012	2013	Pct. Change 2012-2013
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	56.6	1.4
June	57.8	57.9	0.2	58.0	0.1
<b>July</b>	<b>60.3</b>	<b>59.7</b>	<b>-1.0</b>	<b>59.3</b>	<b>-0.7</b>
August	57.4	58.6	2.2		
September	51.0	50.1	-1.7		
October	54.1	53.8	-0.6		
November	51.7	51.8	0.4		
December	51.5	51.2	-0.7		
<b>7 Mo. Total</b>	<b>372.5</b>	<b>376.7</b>	<b>1.1</b>	<b>377.2</b>	<b>0.1</b>
<b>Yr. Total</b>	<b>638.2</b>	<b>642.3</b>	<b>0.6</b>		

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

Jan-Jul 2013 Rank	Carrier	Jan-Jul 2013 Enplaned Passengers	Jan-Jul 2012 Rank	Jan-Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	67.203	1	65.626	2.4
2	Delta	57.084	2	55.190	3.4
3	American	38.373	4	38.509	-0.4
4	United	37.961	3	40.033	-5.2
5	US Airways	29.318	5	27.782	5.5
6	ExpressJet	17.404	6	17.098	1.8
7	JetBlue	15.299	7	14.583	4.9
8	SkyWest	15.055	8	14.218	5.9
9	Alaska	10.412	11	9.700	7.3
10	AirTran	10.222	9	12.644	-19.2

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

Jul 2013 Rank	Carrier	Jul 2013 Enplaned Passengers	Jul 2012 Rank	Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	10.517	1	10.440	0.7
2	Delta	9.286	2	9.071	2.4
3	American	5.905	4	5.863	0.7
4	United	5.900	3	6.326	-6.7
5	US Airways	4.414	5	4.087	8.0
6	ExpressJet	2.647	6	2.723	-2.8
7	JetBlue	2.442	7	2.348	4.0
8	SkyWest	2.281	8	2.296	-0.6
9	Alaska	1.762	10	1.630	8.1
10	AirTran*	1.519	9	2.071	-26.7

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

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

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

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

Jan-Jul 2013 Rank	Airport	Jan-Jul 2013 Enplaned Passengers	Jan-Jul 2012 Rank	Jan-Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	23.538	1	23.914	-1.6
2	Chicago O'Hare	15.377	2	15.698	-2.0
3	Dallas/Fort Worth	15.178	3	14.636	3.7
4	Denver	14.139	4	14.342	-1.4
5	Los Angeles	13.784	5	13.443	2.5
6	Charlotte	11.379	8	10.739	6.0
7	Phoenix	10.999	6	11.032	-0.3
8	Las Vegas	10.754	7	10.805	-0.5
9	San Francisco	9.627	9	9.575	0.5
10	Orlando	9.139	10	9.373	-2.5

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

Note: Percentage changes based on numbers prior to rounding.

**Table 12. Top 10 U.S. Airports, ranked by July 2013 Domestic Scheduled Enplanements**  
 Passenger numbers in millions (000,000)

Jul 2013 Rank	Airport	Jul 2013 Enplaned Passengers	Jul 2012 Rank	Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	3.626	1	3.769	-3.8
2	Chicago O'Hare	2.462	2	2.498	-1.5
3	Dallas/Fort Worth	2.368	4	2.286	3.6
4	Los Angeles	2.296	5	2.216	3.6
5	Denver	2.295	3	2.388	-3.9
6	Charlotte	1.699	8	1.598	6.3
7	Las Vegas	1.615	7	1.628	-0.8
8	Phoenix	1.578	6	1.629	-3.2
9	Seattle	1.550	10	1.487	4.2
10	San Francisco	1.527	9	1.580	-3.3

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**

	Monthly			Year-to-Date		
	July 2012	July 2013	Change %	2012	2013	Change %
Passengers (in millions)	9.5	9.9	4.3	56.3	57.8	2.7
Flights (in thousands)	77.8	79.0	1.5	504.9	506.0	0.2
Revenue Passenger Miles (in billions)	25.4	26.5	4.4	149.6	153.4	2.5
Available Seat-Miles (in billions)	29.5	30.5	3.4	185.5	186.8	0.7
Load Factor*	86.1	86.9	0.8	80.6	82.1	1.5
Flight Stage Length**	1,875.9	1,903.6	1.5	1,829.7	1,838.8	0.5
Passenger Trip Length***	2,674.0	2,676.2	0.1	2,659.2	2,654.2	-0.2

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	Pct. Change 2011-2012	2013	Pct. Change 2012-2013
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	9.1	4.3
<b>July</b>	<b>9.6</b>	<b>9.5</b>	<b>-1.0</b>	<b>9.9</b>	<b>4.3</b>
August	8.9	9.1	2.4		
September	7.1	7.3	2.8		
October	7.1	7.2	1.0		
November	6.6	6.9	4.3		
December	7.5	7.7	2.3		
<b>7 Mo. Total</b>	<b>55.3</b>	<b>56.3</b>	<b>1.7</b>	<b>57.8</b>	<b>2.7</b>
<b>Yr. Total</b>	<b>92.5</b>	<b>94.4</b>	<b>2.0</b>		

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

Note: Percentage changes based on numbers prior to rounding.

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

Jan-Jul 2013 Rank	Carrier	Jan-Jul 2013 Enplaned Passengers	Jan-Jul 2012 Rank	Jan-Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	14,942.4	1	15,023.0	-0.5
2	Delta	12,801.4	3	12,393.1	3.3
3	American	12,797.7	2	12,597.9	1.6
4	US Airways	4,372.6	4	4,201.8	4.1
5	JetBlue	2,677.2	5	2,386.8	12.2
6	ExpressJet	1,723.4	6	1,512.1	14.0
7	Alaska	1,100.3	7	1,077.7	2.1
8	AirTran*	1,030.4	9	744.8	38.4
9	American Eagle	1,022.0	11	737.2	38.6
10	SkyWest	906.9	8	752.9	20.5

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

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

Jul 2013 Rank	Carrier	Jul 2013 Enplaned Passengers	Jul 2012 Rank	Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	2,526.5	1	2,513.9	0.5
2	Delta	2,331.8	2	2,189.5	6.5
3	American	2,169.1	3	2,118.9	2.4
4	US Airways	750.9	4	718.4	4.5
5	JetBlue	504.3	5	440.6	14.5
6	ExpressJet	293.1	6	251.9	16.4
7	AirTran*	176.0	7	137.4	28.0
8	SkyWest	166.1	10	123.9	34.1
9	American Eagle	164.4	11	119.1	38.0
10	Alaska	159.4	8	137.0	16.4

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

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

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

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

Passenger numbers in thousands (000)

Jan-Jul 2013 Rank	Airport	Jan-Jul 2013 Enplaned Passengers	Jan-Jul 2012 Rank	Jan-Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	3,468.9	1	3,396.5	2.1
2	New York JFK	2,908.9	2	2,880.0	1.0
3	Atlanta	2,570.1	3	2,501.3	2.8
4	Newark	2,363.7	4	2,373.2	-0.4
5	Houston Bush	2,035.4	5	2,057.2	-1.1
6	Chicago O'Hare	1,706.0	6	1,680.7	1.5
7	Dallas/Fort Worth	1,559.9	7	1,414.8	10.3
8	Los Angeles	1,163.9	8	1,152.2	1.0
9	San Francisco	1,073.8	9	1,047.8	2.5
10	Philadelphia	1,042.2	10	994.7	4.8

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

Passenger numbers in thousands (000)

Jul 2013 Rank	Airport	Jul 2013 Enplaned Passengers	Jul 2012 Rank	Jul 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	569.2	1	547.0	4.1
2	New York JFK	551.7	2	524.1	5.3
3	Atlanta	438.6	3	422.4	3.8
4	Newark	389.5	4	387.5	0.5
5	Houston Bush	349.0	5	351.6	-0.7
6	Chicago O'Hare	280.4	6	268.5	4.4
7	Dallas/Fort Worth	276.8	7	249.6	10.9
8	Los Angeles	205.6	8	180.5	13.9
9	San Francisco	176.9	9	172.5	2.6
10	Philadelphia	175.1	10	156.3	12.0

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.