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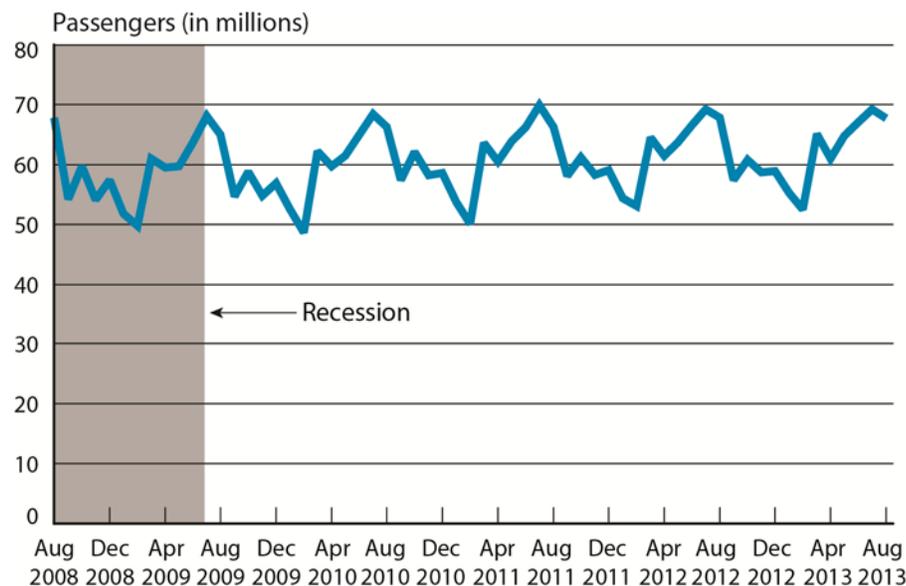
BTS Data

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August 2013 U.S. Airline Systemwide Passengers Down 0.1 Percent from August 2012

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 67.7 million systemwide (domestic + international) scheduled service passengers in August 2013, 0.1 percent fewer than in August 2012. The systemwide total was the result of a 0.9 percent decrease in the number of domestic passengers (58.1 million) and a 5.5 percent increase in international passengers (9.6 million) (Tables 1, 7, 13).

Passengers on All U.S. Scheduled Airlines (Domestic & International), August 2008-August 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 eight months of 2013 (502.7 million) than during the same period in 2012 (Table 2). Domestically, U.S. airlines carried 435.3 million passengers, virtually unchanged from 2012 (Table 8). Internationally, they carried 67.4 million passengers, up 3.1 percent from 2012 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

The August 2013 international load factor of 87.0 percent was a record high for the month of August as year-over-year growth in revenue passenger-miles exceeded expansion of international capacity (Tables 1, 7, 13). Systemwide and domestic load factors remained below the all-time August 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 August, 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 79.6 percent carried by the U.S. airlines that were in the top 10 in August 2012.

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

Top Airports

Monthly: In August, 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 New York JFK than at any other U.S. airport (Table 18).

Year-to-date: During the first eight 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 75 carriers as of Nov. 5 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 systemwide passengers, RPMs and ASMs by carrier through August, 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 August and international numbers through May 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 August, U.S. carriers reported 207,407 foreign point-to-point passengers. For January through August, U.S. carriers reported 1,590,949 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Dec. 19 for the release of September 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		
	August 2012	August 2013	Change %	2012	2013	Change %
Passengers (in millions)	67.8	67.7	-0.1	500.7	502.7	0.4
Flights (in thousands)	830.0	818.4	-1.4	6,313.5	6,181.9	-2.1
Revenue Passenger Miles (in billions)	77.7	79.3	2.0	561.7	571.4	1.7
Available Seat-Miles (in billions)	89.9	92.2	2.6	675.9	682.8	1.0
Load Factor*	86.5	86.1	-0.4	83.1	83.7	0.6
Flight Stage Length**	760.1	779.4	2.5	755.6	771.3	2.1
Passenger Trip Length***	1,147.3	1,171.6	2.1	1,121.7	1,136.7	1.3

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	6.0	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
July	69.9	69.2	-1.0	69.2	0.0
August	66.3	67.8	2.2	67.7	-0.1
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		
8 Mo Total	494.2	500.7	1.3	502.7	0.4
Yr. Total	730.8	736.7	0.8		

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-August 2013 Scheduled Systemwide (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

Jan-Aug 2013 Rank	Carrier	Jan-Aug 2013 Enplaned Passengers	Jan-Aug 2012 Rank	Jan-Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	81.401	1	78.749	3.4
2	Southwest*	77.132	2	75.734	1.8
3	United	61.217	3	63.699	-3.9
4	American	58.958	4	58.740	0.4
5	US Airways	38.778	5	36.752	5.5
6	ExpressJet	22.057	6	21.582	2.2
7	JetBlue	20.901	7	19.763	5.8
8	SkyWest	18.428	8	17.429	5.7
9	Alaska	13.404	11	12.532	7.0
10	AirTran*	12.780	9	15.304	-16.5

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 August 2013 Scheduled Systemwide (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

Aug 2013 Rank	Carrier	Aug 2013 Enplaned Passengers	Aug 2012 Rank	Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	11.515	1	11.167	3.1
2	Southwest*	9.929	2	10.108	-1.8
3	United	8.313	3	8.643	-3.8
4	American	7.787	4	7.634	2.0
5	US Airways	5.088	5	4.768	6.7
6	ExpressJet	2.929	6	2.972	-1.4
7	JetBlue	2.925	7	2.793	4.7
8	SkyWest	2.466	8	2.458	0.4
9	Alaska	1.892	10	1.754	7.9
10	American Eagle	1.608	11	1.687	-4.7

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-August 2013 Scheduled Systemwide (Domestic and International) Enplanements on U.S. Airlines*

Passenger numbers in millions (000,000)

Jan-Aug 2013 Rank	Airport	Jan-Aug 2013 Enplaned Passengers	Jan-Aug 2012 Rank	Jan-Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	30.053	1	30.436	-1.3
2	Chicago O'Hare	19.826	2	20.139	-1.6
3	Dallas/Fort Worth	19.246	3	18.469	4.2
4	Los Angeles	17.406	5	16.991	2.4
5	Denver	16.822	4	17.146	-1.9
6	Charlotte	14.128	6	13.363	5.7
7	Phoenix	13.020	7	13.108	-0.7
8	San Francisco	12.512	8	12.438	0.6
9	Las Vegas	12.340	10	12.411	-0.6
10	Houston Bush	12.119	9	12.412	-2.4

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 August 2013 Scheduled Systemwide (Domestic and International) Enplanements on U.S. Airlines*

Passenger numbers in millions (000,000)

Aug 2013 Rank	Airport	Aug 2013 Enplaned Passengers	Aug 2012 Rank	Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	3.945	1	4.021	-1.9
2	Chicago O'Hare	2.742	2	2.760	-0.6
3	Dallas/Fort Worth	2.508	4	2.419	3.7
4	Los Angeles	2.458	5	2.396	2.6
5	Denver	2.289	3	2.432	-5.9
6	Charlotte	1.859	7	1.771	5.0
7	San Francisco	1.811	6	1.815	-0.2
8	New York JFK	1.683	8	1.680	0.2
9	Seattle	1.662	12	1.583	5.0
10	Las Vegas	1.578	11	1.597	-1.2

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		
	August 2012	August 2013	Change %	2012	2013	Change %
Passengers (in millions)	58.6	58.1	-0.9	435.4	435.3	0.0
Flights (in thousands)	753.4	741.6	-1.6	5,732.1	5,599.2	-2.3
Revenue Passenger Miles (in billions)	52.9	53.1	0.5	387.2	391.8	1.2
Available Seat-Miles (in billions)	61.0	62.1	1.7	461.6	465.9	0.9
Load Factor*	86.7	85.5	-1.2	83.9	84.1	0.2
Flight Stage Length**	648.3	661.3	2.0	646.2	659.1	2.0
Passenger Trip Length***	901.5	914.3	1.4	889.4	900.1	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	6.3	45.7	-1.4
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
July	60.3	59.7	-1.0	59.3	-0.7
August	57.4	58.6	2.2	58.1	-0.9
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		
8 Mo. Total	429.9	435.4	1.3	435.3	0.0
Yr. Total	638.2	642.3	0.6		

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

Jan-Aug 2013 Rank	Carrier	Jan-Aug 2013 Enplaned Passengers	Jan-Aug 2012 Rank	Jan-Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	77.132	1	75.734	1.8
2	Delta	66.270	2	64.208	3.2
3	American	44.091	4	44.179	-0.2
4	United	43.864	3	46.318	-5.3
5	US Airways	33.704	5	31.875	5.7
6	ExpressJet	20.044	6	19.815	1.2
7	JetBlue	17.724	7	16.933	4.7
8	SkyWest	17.352	8	16.549	4.9
9	Alaska	12.152	11	11.323	7.3
10	AirTran	11.587	9	14.426	-19.7

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 10. Top 10 U.S. Airlines, ranked by August 2013 Domestic Scheduled Enplanements
Passenger numbers in millions (000,000)

Aug 2013 Rank	Carrier	Aug 2013 Enplaned Passengers	Aug 2012 Rank	Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	9.929	1	10.108	-1.8
2	Delta	9.186	2	9.018	1.9
3	United	5.902	3	6.285	-6.1
4	American	5.718	4	5.670	0.8
5	US Airways	4.387	5	4.092	7.2
6	ExpressJet	2.640	6	2.717	-2.8
7	JetBlue	2.425	7	2.350	3.2
8	SkyWest	2.298	8	2.330	-1.4
9	Alaska	1.739	10	1.623	7.2
10	American Eagle	1.441	11	1.566	-8.0

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

Jan-Aug 2013 Rank	Airport	Jan-Aug 2013 Enplaned Passengers	Jan-Aug 2012 Rank	Jan-Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	27.085	1	27.559	-1.7
2	Chicago O'Hare	17.832	2	18.188	-2.0
3	Dallas/Fort Worth	17.436	3	16.836	3.6
4	Denver	16.371	4	16.729	-2.1
5	Los Angeles	16.050	5	15.666	2.5
6	Charlotte	13.101	8	12.380	5.8
7	Phoenix	12.513	6	12.583	-0.6
8	Las Vegas	12.331	7	12.401	-0.6
9	San Francisco	11.249	9	11.210	0.3
10	Orlando	10.381	10	10.640	-2.4

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

Aug 2013 Rank	Airport	Aug 2013 Enplaned Passengers	Aug 2012 Rank	Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	3.548	1	3.645	-2.7
2	Chicago O'Hare	2.455	2	2.489	-1.4
3	Los Angeles	2.266	4	2.223	1.9
4	Dallas/Fort Worth	2.258	5	2.201	2.6
5	Denver	2.232	3	2.387	-6.5
6	Charlotte	1.722	6	1.641	4.9
7	San Francisco	1.621	7	1.634	-0.8
8	Las Vegas	1.577	8	1.596	-1.2
9	Seattle	1.562	10	1.500	4.1
10	Phoenix	1.513	9	1.552	-2.5

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

	August	Monthly	Change	Year-to-Date		Change
	2012	August		2012	2013	
Passengers (in millions)	9.1	9.6	5.5	65.4	67.4	3.1
Flights (in thousands)	76.5	76.7	0.3	581.4	582.8	0.2
Revenue Passenger Miles (in billions)	24.9	26.2	5.4	174.5	179.6	2.9
Available Seat-Miles (in billions)	28.8	30.1	4.3	214.4	216.9	1.2
Load Factor*	86.5	87.0	0.5	81.4	82.8	1.4
Flight Stage Length**	1,860.6	1,920.9	3.2	1,833.8	1,849.6	0.9
Passenger Trip Length***	2,730.0	2,727.0	-0.1	2,669.9	2,664.5	-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	2013	Pct. Change
			2011-2012		2012-2013
January	7.4	7.4	-0.3	7.5	2.3
February	6.4	6.7	4.4	6.8	0.8
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
July	9.6	9.5	-1.0	9.9	4.3
August	8.9	9.1	2.4	9.6	5.5
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		
8 Mo. Total	64.2	65.4	1.8	67.4	3.1
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.

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

Jan-Aug 2013 Rank	Carrier	Jan-Aug 2013 Enplaned Passengers	Jan-Aug 2012 Rank	Jan-Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	17,353.0	1	17,381.0	-0.2
2	Delta	15,130.3	3	14,541.2	4.1
3	American	14,867.1	2	14,561.2	2.1
4	US Airways	5,074.1	4	4,877.7	4.0
5	JetBlue	3,177.4	5	2,829.3	12.3
6	ExpressJet	2,012.7	6	1,766.8	13.9
7	Alaska	1,252.7	7	1,208.8	3.6
8	AirTran*	1,192.8	9	877.9	35.9
9	American Eagle	1,188.9	11	857.3	38.7
10	SkyWest	1,075.5	8	880.0	22.2

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

Aug 2013 Rank	Carrier	Aug 2013 Enplaned Passengers	Aug 2012 Rank	Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	2,410.6	1	2,358.1	2.2
2	Delta	2,328.9	2	2,148.1	8.4
3	American	2,069.4	3	1,963.3	5.4
4	US Airways	701.5	4	675.9	3.8
5	JetBlue	500.2	5	442.6	13.0
6	ExpressJet	289.3	6	254.7	13.6
7	SkyWest	168.6	9	127.1	32.6
8	American Eagle	167.0	11	120.1	39.0
9	AirTran	162.4	7	133.1	22.0
10	Alaska	152.5	8	131.1	16.3

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

Passenger numbers in thousands (000)

Jan-Aug 2013 Rank	Airport	Jan-Aug 2013 Enplaned Passengers	Jan-Aug 2012 Rank	Jan-Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	3,980.7	1	3,867.6	2.9
2	New York JFK	3,455.0	2	3,401.3	1.6
3	Atlanta	2,967.8	3	2,877.1	3.2
4	Newark	2,744.3	4	2,744.2	0.0
5	Houston Bush	2,314.2	5	2,340.8	-1.1
6	Chicago O'Hare	1,993.5	6	1,951.3	2.2
7	Dallas/Fort Worth	1,809.6	7	1,632.6	10.8
8	Los Angeles	1,356.1	8	1,325.2	2.3
9	San Francisco	1,263.5	9	1,229.0	2.8
10	Philadelphia	1,218.0	10	1,153.5	5.6

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 August 2013 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Aug 2013 Rank	Airport	Aug 2013 Enplaned Passengers	Aug 2012 Rank	Aug 2012 Enplaned Passengers	Pct. Change 2012-2013
1	New York JFK	546.1	1	521.4	4.7
2	Miami	511.7	2	471.1	8.6
3	Atlanta	397.7	3	376.0	5.8
4	Newark	380.5	4	371.0	2.6
5	Chicago O'Hare	287.5	6	270.5	6.3
6	Houston Bush	278.8	5	283.6	-1.7
7	Dallas/Fort Worth	249.7	7	217.8	14.6
8	Los Angeles	192.2	9	173.0	11.1
9	San Francisco	189.7	8	181.1	4.7
10	Philadelphia	175.7	10	158.7	10.7

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.