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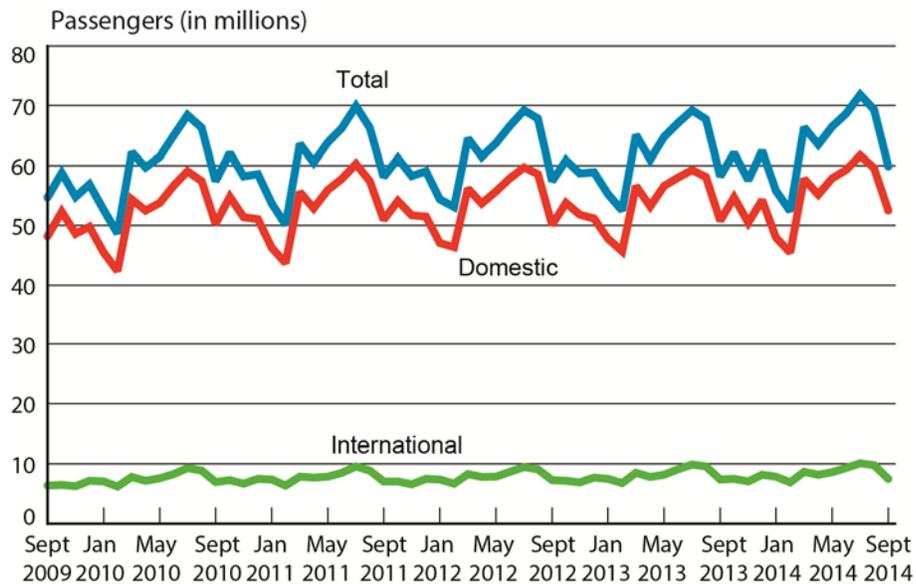
BTS Data

BTS 58-14
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September 2014 U.S. Airline Traffic Data

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 59.9 million systemwide (domestic and international) scheduled service passengers in September 2014, 3.0 percent more than in September 2013. The systemwide total was the result of a 3.4 percent increase in the number of passengers on domestic flights (52.5 million) and a 0.5 percent increase in passengers on U.S. airlines' international flights (7.5 million) (Tables 1, 7, 13).

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



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

U.S. airlines carried 574.3 million systemwide (domestic and international) scheduled service passengers during the first nine months of 2014, 2.4 percent more than during the same period in 2013 (Table 2). Domestically, U.S. airlines carried 497.3 million passengers, up 2.3 percent from 2013 (Table 8). Internationally, they carried 77.0 million passengers, up 2.9 percent from 2013 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

Load Factor

The September 2014 systemwide load factor (81.9 percent) was up from 81.6 in September 2013 and equal to the all-time September high in 2011. Load factor is a measure of the use of aircraft capacity that compares demand, measured in revenue passenger-miles (RPMs), as a proportion of capacity, measured in available seat-miles (ASMs). The growth in systemwide demand (up 2.7 percent) outpaced capacity growth (up 2.4 percent) from September 2013 to September 2014 (Table 1). The domestic load factor (82.1) was a record high for the month of September, topping the previous high of 81.8 set in 2011. Domestic demand grew faster from September 2013 to September 2014 (3.7 percent) than capacity (2.2 percent), resulting in the higher load factor (Table 7).

The international load factor declined from 83.3 percent in September 2013 to 81.6 and was below the all-time September high of 83.6 in 2010 and 2012. International demand rose 0.6 percent from September 2013 to September 2014 but was outpaced by 2.7 percent growth in capacity, resulting in the lower load factor (Table 13).

For the nine-month January-September period, systemwide (83.9) and domestic (85.0) load factors were at all-time highs, exceeding the previous highs in 2013. The international load factor (81.6) was down from 2013 (Tables 1, 7, 13).

Month of September Trends

Systemwide: For the month of September, the 2014 systemwide passenger total (59.9 million) is the highest on record, topping the previous high set in 2007. Demand, measured in RPMs, was at the highest September level, exceeding the previous record high set in 2013. Demand has exceeded pre-recession levels every month of 2014 except February. Capacity, measured in ASMs, was at the second highest September level, but was below the September 2007 level.

Domestic: The September 2014 domestic passenger total (52.5 million) is the highest on record, topping the previous high set in 2007. Demand, measured in RPMs, reached an all-time high for September, exceeding the previous high in September 2007. Capacity was the highest since 2008 but was below the all-time September high reached in 2007.

International: The number of passengers, demand and capacity on U.S. airlines' international flights were the highest on record for the month of September, exceeding the previous highs in September 2013.

Additional traffic data can be found on the BTS [Airlines and Airports](#) page. Click on a link in the Quick Links box on the right. For additional U.S. carrier passenger and freight data since 1996, see [Traffic](#) on the BTS website.

Top Airlines

Monthly: In September, Delta Air Lines carried more systemwide passengers than any other U.S. airline (Table 4). Southwest Airlines carried the most passengers on domestic flights (Table 10). Delta Air Lines carried the most passengers on international flights (Table 16). The top 10 U.S. airlines carried 81.4 percent of systemwide passengers, up from 80.2 percent carried by the U.S. airlines that were in the [top 10 in September 2013](#).

Year-to-date: During the first nine months of 2014, Delta carried more systemwide passengers than any other U.S. airline (Table 3). Southwest carried the most passengers on domestic flights (Table 9). United carried the most passengers on international flights (Table 15). The top 10 U.S. airlines carried 81.3 percent of systemwide passengers, up from 80.5 percent carried by the U.S. airlines that were in the top 10 during the [first nine months of 2013](#).

Top Airports

Monthly: In September, more total systemwide passengers boarded U.S. carriers' planes at Atlanta Hartsfield-Jackson International than at any other U.S. airport. More domestic passengers boarded planes at Atlanta than any other U.S. airport, while more international passengers boarded U.S. carriers at New York JFK (Tables 6, 12, 18).

Year-to-date: During the first nine months of 2014, more total systemwide passengers boarded U.S. carriers' planes at Atlanta Hartsfield-Jackson International than at any other U.S. airport. More domestic passengers boarded planes at Atlanta than any other U.S. airport, while more international passengers boarded U.S. carriers at Miami (Tables 5, 11, 17).

Reporting Notes

Data are compiled from monthly reports filed with BTS by commercial U.S. air carriers detailing operations, passenger traffic and freight traffic. This release includes data received by BTS from 82 carriers as of Dec. 1 for U.S. carrier **scheduled** civilian operations.

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

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

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

Traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on “Aviation.” For systemwide passengers, RPMs and ASMs by carrier through September, 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 September and international numbers through June 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 those U.S. carriers’ foreign point-to-point flights. For September, U.S. carriers reported 119,417 foreign point-to-point passengers. For January through September, U.S. carriers reported 1,342,273 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Jan. 15 for the release of October 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

	Sep 2013	Monthly Sep 2014	Change %	2013	Year-to-Date 2014	Change %
Passengers (in millions)	58.2	59.9	3.0	560.9	574.3	2.4
Flights (in thousands)	746.7	726.7	-2.7	6,942.3	6,731.9	-3.0
Revenue Passenger Miles (in billions)	66.6	68.4	2.7	638.0	654.2	2.5
Available Seat-Miles (in billions)	81.5	83.5	2.4	764.3	779.7	2.0
Load Factor*	81.6	81.9	0.3	83.5	83.9	0.4
Flight Stage Length**	759.0	779.6	2.7	768.6	791.5	3.0
Passenger Trip Length***	1,144.0	1,140.8	-0.3	1,137.4	1,139.1	0.1

Source: Bureau of Transportation Statistics, T-100 Market and Segment

* Change in load factor points

** The average non-stop distance flown per departure in miles

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

Table 2. Total Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines
Passenger numbers in millions (000,000)

	2012	2013	2012-2013 Pct. Change	2014	2013-2014 Pct. Change
January	54.4	55.3	1.7	55.8	0.8
February	53.1	52.5	-1.2	52.4	-0.1
March	64.5	65.1	1.0	66.4	2.1
April	61.5	61.0	-0.8	63.5	4.1
May	63.7	64.8	1.7	66.5	2.7
June	66.6	67.1	0.7	68.6	2.3
July	69.2	69.2	0.0	71.8	3.8
August	67.8	67.7	0.0	69.3	2.4
September	57.4	58.2	1.3	59.9	3.0
October	60.9	62.2	2.0		
November	58.7	57.6	-1.9		
December	58.9	62.5	6.1		
9 Mo. Total	558.2	560.9	0.5	574.3	2.4
Yr. Total	736.7	743.2	0.9		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

Table 3. Top 10 U.S. Airlines, ranked by January-September 2014 Systemwide (Domestic and International) Scheduled Enplanements
Passenger numbers in millions (000,000)

Jan-Sep 2014 Rank	Carrier	Jan-Sep 2014 Enplaned Passengers	Jan-Sep 2013 Rank	Jan-Sep 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Delta	97.572	1	91.114	7.1
2	Southwest*	94.220	2	86.027	9.5
3	United	68.539	3	68.249	0.4
4	American	66.514	4	65.597	1.4
5	US Airways	43.599	5	43.060	1.3
6	JetBlue	24.071	7	23.080	4.3
7	ExpressJet	23.601	6	24.736	-4.6
8	SkyWest	20.843	8	20.563	1.4
9	Alaska	15.769	9	14.947	5.5
10	Envoy	12.315	11	13.476	-8.6

Source: Bureau of Transportation Statistics, T-100 Market

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The Southwest numbers in this table do not include AirTran.

Note: Percentage changes based on numbers prior to rounding.

Table 4. Top 10 U.S. Airlines, ranked by September 2014 Systemwide (Domestic and International) Scheduled Enplanements

Passenger numbers in millions (000,000)

Sep 2014 Rank	Carrier	Sep 2014 Enplaned Passengers	Sep 2013 Rank	Sep 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Delta	10.578	1	9.713	8.9
2	Southwest*	10.069	2	8.895	13.2
3	United	7.095	3	7.032	0.9
4	American	6.713	4	6.639	1.1
5	US Airways	4.312	5	4.281	0.7
6	ExpressJet	2.464	6	2.679	-8.0
7	JetBlue	2.356	7	2.179	8.1
8	SkyWest	2.260	8	2.135	5.8
9	Alaska	1.647	9	1.542	6.8
10	Envoy	1.266	10	1.422	-11.0

Source: Bureau of Transportation Statistics, T-100 Market

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The Southwest numbers in this table do not include AirTran.

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

Jan-Sep 2014 Rank	Airport	Jan-Sep 2014 Enplaned Passengers	Jan-Sep 2013 Rank	Jan-Sep 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	34.500	1	33.574	2.8
2	Chicago O'Hare	23.216	2	22.319	4.0
3	Dallas/Fort Worth	22.773	3	21.484	6.0
4	Los Angeles	20.618	4	19.421	6.2
5	Denver	19.400	5	18.914	2.6
6	Charlotte	16.118	6	15.940	1.1
7	Phoenix	14.896	7	14.414	3.3
8	San Francisco	14.790	8	14.084	5.0
9	Las Vegas	14.107	9	13.867	1.7
10	Houston Bush	13.837	10	13.442	2.9

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

Table 6. Top 10 U.S. Airports, ranked by September 2014 Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines
 Passenger numbers in millions (000,000)

Sep 2014 Rank	Airport	Sep 2014 Enplaned Passengers	Sep 2013 Rank	Sep 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	3.705	1	3.521	5.2
2	Chicago O'Hare	2.555	2	2.493	2.5
3	Dallas/Fort Worth	2.466	3	2.238	10.2
4	Denver	2.170	4	2.092	3.7
5	Los Angeles	2.106	5	2.015	4.5
6	Charlotte	1.674	6	1.813	-7.7
7	San Francisco	1.627	7	1.572	3.5
8	Las Vegas	1.554	8	1.527	1.8
9	Seattle	1.478	10	1.356	9.0
10	Phoenix	1.412	9	1.394	1.3

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

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

	Sep 2013	Monthly Sep 2014	Change %	2013	Year-to-Date 2014	Change %
Passengers (in millions)	50.8	52.5	3.4	486.1	497.3	2.3
Flights (in thousands)	683.3	663.1	-3.0	6,295.9	6,071.4	-3.6
Revenue Passenger Miles (in billions)	44.7	46.3	3.7	436.5	448.5	2.7
Available Seat-Miles (in billions)	55.2	56.5	2.2	521.2	527.6	1.2
Load Factor*	80.9	82.1	1.2	83.8	85.0	1.2
Flight Stage Length**	644.2	660.3	2.5	656.2	673.6	2.6
Passenger Trip Length***	879.6	882.8	0.4	897.9	901.8	0.4

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

* Change in load factor points

** The average non-stop distance flown per departure in miles

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

Table 8. Domestic Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

	2012	2013	2012-2013 Pct. Change	2014	2013-2014 Pct. Change
January	47.1	47.8	1.6	48.0	0.3
February	46.4	45.7	-1.4	45.5	-0.5
March	56.2	56.6	0.6	57.8	2.1
April	53.7	53.2	-0.9	55.2	3.8
May	55.7	56.6	1.5	57.9	2.3
June	57.9	58.0	0.2	59.3	2.2
July	59.7	59.3	-0.6	61.7	4.0
August	58.6	58.1	-0.9	59.6	2.5
September	50.1	50.8	1.3	52.5	3.4
October	53.8	54.7	1.7		
November	51.8	50.5	-2.5		
December	51.2	54.3	6.2		
9 Mo. Total	485.5	486.1	0.1	497.3	2.3
Yr. Total	642.3	645.7	0.5		

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

Note: Percentage changes based on numbers prior to rounding.

Table 9. Top 10 U.S. Airlines, ranked by January-September 2014 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Sep 2014 Rank	Carrier	Jan-Sep 2014 Enplaned Passengers	Jan-Sep 2013 Rank	Jan-Sep 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Southwest*	94.073	1	86.027	9.4
2	Delta	79.684	2	74.126	7.5
3	American	50.133	3	49.096	2.1
4	United	48.660	4	48.961	-0.6
5	US Airways	38.111	5	37.520	1.6
6	ExpressJet	21.247	6	22.469	-5.4
7	JetBlue	19.811	7	19.594	1.1
8	SkyWest	19.551	8	19.363	1.0
9	Alaska	14.384	9	13.576	6.0
10	Envoy	11.230	11	12.163	-7.7

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The Southwest numbers in this table do not include AirTran.

Note: Percentage changes based on numbers prior to rounding.

Table 10. Top 10 U.S. Airlines, ranked by September 2014 Domestic Scheduled Enplanements
Passenger numbers in millions (000,000)

Sep 2014 Rank	Carrier	Sep 2014 Enplaned Passengers	Sep 2013 Rank	Sep 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Southwest*	10.028	1	8.895	12.7
2	Delta	8.636	2	7.856	9.9
3	United	5.164	3	5.097	1.3
4	American	5.163	4	5.004	3.2
5	US Airways	3.880	5	3.816	1.7
6	ExpressJet	2.239	6	2.425	-7.7
7	SkyWest	2.107	7	2.010	4.8
8	JetBlue	1.976	8	1.870	5.7
9	Alaska	1.557	9	1.424	9.4
10	Envoy	1.153	10	1.298	-11.2

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The Southwest numbers in this table do not include AirTran.

Note: Percentage changes based on numbers prior to rounding.

Table 11. Top 10 U.S. Airports, ranked by January-September 2014 Domestic Scheduled Enplanements
Passenger numbers in millions (000,000)

Jan-Sep 2014 Rank	Airport	Jan-Sep 2014 Enplaned Passengers	Jan-Sep 2013 Rank	Jan-Sep 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	30.937	1	30.292	2.1
2	Chicago O'Hare	20.881	2	20.074	4.0
3	Dallas/Fort Worth	20.604	3	19.477	5.8
4	Los Angeles	18.935	5	17.913	5.7
5	Denver	18.791	4	18.417	2.0
6	Charlotte	14.961	6	14.822	0.9
7	Phoenix	14.375	7	13.873	3.6
8	Las Vegas	14.094	8	13.858	1.7
9	San Francisco	13.295	9	12.657	5.0
10	Seattle	12.077	11	11.410	5.8

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

Sep 2014 Rank	Airport	Sep 2014 Enplaned Passengers	Sep 2013 Rank	Sep 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	3.354	1	3.206	4.6
2	Chicago O'Hare	2.305	2	2.242	2.8
3	Dallas/Fort Worth	2.256	4	2.041	10.5
4	Denver	2.120	3	2.047	3.6
5	Los Angeles	1.952	5	1.863	4.8
6	Charlotte	1.587	6	1.721	-7.8
7	Las Vegas	1.552	7	1.526	1.7
8	San Francisco	1.466	8	1.409	4.1
9	Phoenix	1.384	9	1.360	1.8
10	Seattle	1.381	10	1.270	8.7

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		
	Sep 2013	Sep 2014	Change %	2013	2014	Change %
Passengers (in millions)	7.4	7.5	0.5	74.8	77.0	2.9
Flights (in thousands)	63.4	63.6	0.3	646.4	660.5	2.2
Revenue Passenger Miles (in billions)	21.9	22.1	0.6	201.5	205.7	2.1
Available Seat-Miles (in billions)	26.3	27.0	2.7	243.2	252.0	3.6
Load Factor*	83.3	81.6	-1.7	82.9	81.6	-1.2
Flight Stage Length**	1,997.0	2,024.2	1.4	1,863.4	1,875.6	0.7
Passenger Trip Length***	2,951.2	2,955.6	0.1	2,693.0	2,671.1	-0.8

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

* Change in load factor points

** The average non-stop distance flown per departure in miles

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

Table 14. International Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

	2012	2013	2012-2013 Pct. Change	2014	2013-2014 Pct. Change
January	7.4	7.5	2.3	7.9	4.3
February	6.7	6.8	0.8	6.9	2.6
March	8.3	8.5	3.3	8.7	1.7
April	7.8	7.8	-0.6	8.2	6.2
May	7.9	8.2	3.7	8.6	4.9
June	8.7	9.1	4.3	9.3	2.8
July	9.5	9.9	4.3	10.1	2.2
August	9.1	9.6	5.5	9.8	1.6
September	7.3	7.4	1.9	7.5	0.5
October	7.2	7.5	4.2		
November	6.9	7.1	2.3		
December	7.7	8.2	5.9		
9 Mo. Total	72.7	74.8	3.0	77.0	2.9
Yr. Total	94.4	97.5	3.3		

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-September 2014 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Sep 2014 Rank	Carrier	Jan-Sep 2014 Enplaned Passengers	Jan-Sep 2013 Rank	Jan-Sep 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	United	19,878.8	1	19,288.0	3.1
2	Delta	17,887.9	2	16,987.6	5.3
3	American	16,381.2	3	16,501.4	-0.7
4	US Airways	5,488.0	4	5,539.8	-0.9
5	JetBlue	4,259.6	5	3,486.7	22.2
6	ExpressJet	2,353.5	6	2,267.0	3.8
7	Alaska	1,384.3	7	1,370.9	1.0
8	SkyWest	1,292.6	10	1,200.5	7.7
9	AirTran*	1,187.1	9	1,301.9	-8.8
10	Spirit	1,100.2	11	1,004.3	9.5

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The AirTran numbers in this table do not include Southwest.

Note: Percentage changes based on numbers prior to rounding.

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

Sep 2014 Rank	Carrier	Sep 2014 Enplaned Passengers	Sep 2013 Rank	Sep 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Delta	1,942.0	2	1,857.3	4.6
2	United	1,930.9	1	1,935.0	-0.2
3	American	1,550.0	3	1,634.3	-5.2
4	US Airways	432.7	4	465.7	-7.1
5	JetBlue	380.5	5	309.3	23.0
6	ExpressJet	225.9	6	254.3	-11.1
7	SkyWest	153.3	7	125.0	22.6
8	Envoy Air	113.0	8	124.5	-9.2
9	Alaska	89.6	9	118.2	-24.1
10	Spirit	84.7	12	79.0	7.2

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate.

Note: Percentage changes based on numbers prior to rounding.

Table 17. Top 10 U.S. Airports, ranked by January-September 2014 International Scheduled Enplanements on U.S. Airlines
Passenger numbers in thousands (000)

Jan-Sep 2014 Rank	Airport	Jan-Sep 2014 Enplaned Passengers	Jan-Sep 2013 Rank	Jan-Sep 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Miami	4,327.3	1	4,380.7	-1.2
2	New York JFK	3,914.3	2	3,864.2	1.3
3	Atlanta	3,562.8	3	3,282.2	8.5
4	Newark	3,037.2	4	3,052.1	-0.5
5	Houston Bush	2,714.8	5	2,531.2	7.3
6	Chicago O'Hare	2,335.6	6	2,245.4	4.0
7	Dallas/Fort Worth	2,168.6	7	2,007.1	8.0
8	Los Angeles	1,683.8	8	1,507.9	11.7
9	San Francisco	1,495.0	9	1,426.7	4.8
10	Philadelphia	1,319.5	10	1,357.8	-2.8

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

Note: Percentage changes based on numbers prior to rounding.

Table 18. Top 10 U.S. Airports, ranked by September 2014 International Scheduled Enplanements on U.S. Airlines

Passenger numbers in thousands (000)

Sep 2014 Rank	Airport	Sep 2014 Enplaned Passengers	Sep 2013 Rank	Sep 2013 Enplaned Passengers	Pct. Change 2013-2014
1	New York JFK	410.4	1	409.3	0.3
2	Miami	379.3	2	400.0	-5.2
3	Atlanta	350.3	3	314.4	11.4
4	Newark	308.1	4	307.8	0.1
5	Chicago O'Hare	250.0	5	251.9	-0.7
6	Houston Bush	234.3	6	217.1	7.9
7	Dallas/Fort Worth	209.5	7	197.5	6.1
8	San Francisco	161.1	8	163.2	-1.3
9	Los Angeles	154.2	9	151.8	1.6
10	Philadelphia	139.3	10	139.8	-0.4

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

Note: Percentage changes based on numbers prior to rounding.