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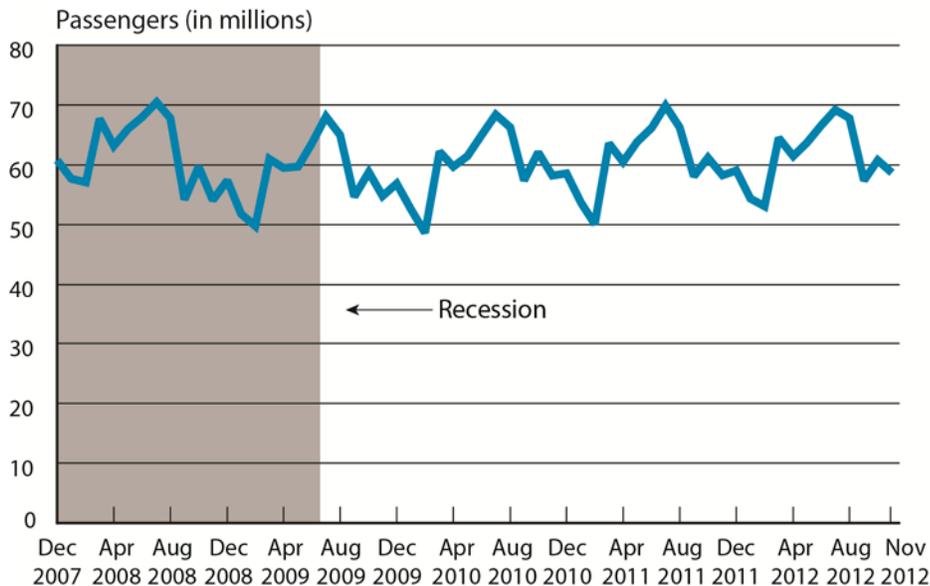
BTS Data

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November 2012 Airline System Passengers Up 0.8% from November 2011

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 58.7 million scheduled systemwide passengers in November 2012, 0.8 percent more than in November 2011. The systemwide increase was the result of a 0.4 percent increase in the number of domestic passengers (51.8 million) and a 4.3 percent increase in international passengers (6.9 million) (Tables 1, 2, 7, 13).

Passengers on All U.S. Scheduled Airlines (Domestic & International), December 2007- November 2012



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

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AIRLINE TRAFFIC PRESS RELEASE

ADD ONE

BTS, a part of the Department's Research and Innovative Technology Administration, reported that U.S. airlines carried 0.9 percent more total system passengers during the first 11 months of 2012 (677.7 million) than during the same period in 2011 (Table 2). Domestically, U.S. airlines carried 591.0 million passengers, up 0.7 percent from 2011 (Table 8). Internationally, they carried 86.7 million passengers, up 2.0 percent from 2011 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

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.

Load Factor and Capacity

The international load factor in November 2012 rose 1.5 points from November 2011 to reach a record for the month of November (79.5). The load factor is calculated by dividing production by capacity. Production, measured by revenue passenger-miles (RPMs), rose 2.7 percent from a year earlier, while capacity, measured in available seat-miles (ASMs), increased at a slightly slower rate of 0.9 percent (Table 13). The domestic load factor in November 2012 (82.8) declined from November 2011 (83.6) as a result of the year-to-year growth in capacity (1.6 percent) outpacing the growth in RPMs (0.8 percent) (Table 7). Systemwide capacity increased 1.4 percent compared to a 1.3 percent increase in RPMs with the load factor remaining level with November 2011 at 81.9 (Table 1). See Tables 1, 7 and 13 of [Air Traffic Press Releases](#) for previous-year data.

Top Airlines

Monthly: In November 2012, Delta Air Lines carried more system passengers than any other U.S. airline (Table 4) and Southwest Airlines carried the most domestic passengers (Table 10). United Airlines, following its merger with Continental Airlines, carried the most international passengers (Table 16). The top 10 U.S. airlines in terms of passengers carried 80.2 percent of systemwide passengers, up from 75.4 percent carried by the U.S. airlines that were in the top 10 in November 2011.

Year-to-date: During the first 11 months of 2012, Delta carried more system passengers than any other U.S. airline (Table 3) and Southwest carried the most domestic passengers (Table 9). United, following its merger with Continental, carried the most international passengers (Table 15). The top 10 U.S. airlines carried 80.0 percent of systemwide passengers, up from 75.5 percent carried by the U.S. airlines that were in the top 10 during the first 11 months of 2011.

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.

United and Continental began reporting jointly as United in January 2012. Numbers reported as United in this release for previous years do not include Continental's numbers.

ExpressJet Airlines and Atlantic Southeast Airlines began reporting jointly as ExpressJet in January 2012. Numbers reported as ExpressJet in this release for previous years do not include Atlantic Southeast's numbers.

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Top Airports

Monthly: In November, more total system and domestic passengers boarded planes at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 6 and 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 11 months of 2012, 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).

For other year-to-date and monthly comparisons, see the following tables:

System (Domestic + International) (Tables 1-6)

Table 1 (November and January through November 2011 and 2012):

Passengers

Flights

Revenue passenger-miles (RPMs)

Available seat-miles (ASMs)

Passenger load factor

Flight stage length

Passenger trip length

Table 2

System scheduled enplanements on U.S. airlines by month since January 2010

Airline Rankings

Table 3

January through November: Top 10 airlines by scheduled passenger enplanements

Table 4

November: Top 10 airlines by scheduled passenger enplanements

Airport Rankings

Table 5

January through November: Top 10 airports by scheduled passenger enplanements on U.S. airlines

Table 6

November: Top 10 airports by scheduled passenger enplanements on U.S. airlines

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**AIRLINE TRAFFIC PRESS RELEASE
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Scheduled Domestic Air Travel (Tables 7-12)

Table 7 (November and January through November):

Domestic passengers

Domestic flights

Domestic revenue passenger-miles (RPMs)

Domestic available seat-miles (ASMs)

Domestic passenger load factor

Domestic flight stage length

Domestic passenger trip length

Table 8

Domestic scheduled enplanements on U.S. airlines by month since January 2010

Airline Rankings

Table 9

January through November: Top 10 domestic airlines by scheduled passenger enplanements

Table 10

November: Top 10 domestic airlines by scheduled passenger enplanements

Airport Rankings

Table 11

January through November: Top 10 domestic airports by scheduled passenger enplanements

Table 12

November: Top 10 domestic airports by scheduled passenger enplanements

Scheduled International Air Travel on U.S. Airlines (Tables 13-18)

Table 13 (November and January through November):

International passengers

International flights

International revenue passenger-miles on U.S. airlines (RPMs)

International available seat-miles on U.S. airlines (ASMs)

International passenger load factor on U.S. airlines

International flight stage length on U.S. airlines

International passenger trip length on U.S. airlines

Table 14

International scheduled enplanements on U.S. airlines by month since January 2010

Airline Rankings

Table 15

January through November: Top 10 U.S. airlines by scheduled international passenger enplanements

**AIRLINE TRAFFIC PRESS RELEASE
ADD FOUR**

Table 16

November: Top 10 U.S. airlines by scheduled international passenger enplanements

Airport Rankings

Table 17

January through November: Top 10 airports by scheduled international passenger enplanements on U.S. airlines

Table 18

November: Top 10 airports by scheduled international passenger enplanements on U.S. airlines

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 78 carriers as of Feb. 12 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

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 November, 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 November and international numbers through August 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.

TranStats system and international totals do not include U.S. carriers' foreign point-to-point flights. For November, U.S. carriers reported 184,169 foreign point-to-point passengers. For January through November, U.S. carriers reported 2,170,987 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled March 26 for the release of December 2012 traffic data.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD FIVE**

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

	Monthly			Year-to-Date		
	Nov 2011	Nov 2012	Change %	2011	2012	Change %
Passengers (in millions)	58.3	58.7	0.8	671.7	677.7	0.9
Flights (in thousands)	745.1	732.5	-1.7	8,707.4	8,543.7	-1.9
Revenue Passenger Miles (in billions)	62.5	63.4	1.3	748.9	757.3	1.1
Available Seat-Miles (in billions)	76.3	77.4	1.4	911.5	913.6	0.2
Load Factor*	81.9	81.9	0.0	82.2	82.9	0.7
Flight Stage Length**	733.8	747.9	1.9	742.3	754.1	1.6
Passenger Trip Length***	1,073.1	1,078.8	0.5	1,114.8	1,117.3	0.2

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: Percent 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)**

	2010	2011	2010- 2011 Pct. Change	2012	2011- 2012 Pct. Change
January	52.6	53.7	2.2	54.4	1.4
February	48.7	50.1	2.9	53.1	6.1
March	62.2	63.6	2.2	64.5	1.4
April	59.7	60.5	1.5	61.5	1.6
May	61.5	63.9	3.9	63.7	-0.3
June	65.0	66.2	1.9	66.6	0.6
July	68.4	69.9	2.2	69.2	-1.0
August	66.3	66.3	0.1	67.8	2.2
September	57.4	58.1	1.2	57.4	-1.1
October	62.1	61.2	-1.5	60.8	-0.6
November	58.2	58.3	0.2	58.7	0.8
December	58.6	59.1	0.8		
11 Mo. Total	661.9	671.7	1.5	677.7	0.9
Yr. Total	720.5	730.8	1.4		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percent changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD SIX**

Table 3. Top 10 U.S. Airlines, ranked by January-November 2012 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Nov 2012 Rank	Carrier	Jan-Nov 2012 Enplaned Passengers	Jan-Nov 2011 Rank	Jan-Nov 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Delta	107.465	1	104.743	2.6
2	Southwest**	103.194	2	101.524	1.6
3	United***	85.144	5	46.544	N/A
	Continental	-	6	41.351	N/A
	UA/CO Combined***	85.144	-	87.895	-3.1
4	American	79.129	3	79.033	0.1
5	US Airways	49.840	4	48.550	2.7
6	ExpressJet****	29.773	12	14.799	N/A
	Atlantic Southeast	-	13	13.117	N/A
	EV/XE Combined****	29.773	-	27.916	6.7
7	JetBlue	26.454	7	24.019	10.1
8	SkyWest	23.995	9	22.436	6.9
9	AirTran	20.139	8	22.738	-11.4
10	American Eagle	17.254	11	15.925	8.3

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** 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.

*** United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

**** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS [Air Traffic Press Releases](#).

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AIRLINE TRAFFIC PRESS RELEASE
ADD SEVEN

Table 4. Top 10 U.S. Airlines, ranked by November 2012 System* Scheduled Enplanements
Passenger numbers in millions (000,000)

Nov 2012 Rank	Carrier	Nov 2012 Enplaned Passengers	Nov 2011 Rank	Nov 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Delta	9.323	2	8.878	5.0
2	Southwest**	9.163	1	9.071	1.0
3	United***	6.942	5	3.738	N/A
	Continental	-	6	3.535	N/A
	UA/CO Combined***	6.942	-	7.273	-4.6
4	American	6.881	3	6.810	1.1
5	US Airways	4.479	4	4.355	2.9
6	ExpressJet****	2.663	12	1.300	N/A
	Atlantic Southeast	-	13	1.136	N/A
	EV/XE Combined****	2.663	-	2.436	9.3
7	JetBlue	2.338	7	2.197	6.4
8	SkyWest	2.136	9	1.935	10.4
9	AirTran	1.629	8	1.992	-18.3
10	American Eagle	1.509	10	1.447	4.3

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** 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.

*** United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

**** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS [Air Traffic Press Releases](#).

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AIRLINE TRAFFIC PRESS RELEASE
ADD EIGHT

Table 5. Top 10 U.S. Airports, ranked by January- November 2012 System* Scheduled Enplanements on U.S. Airlines**
 Passenger numbers in millions (000,000)

Jan-Nov 2012 Rank	Airport	Jan-Nov 2012 Enplaned Passengers	Jan-Nov 2011 Rank	Jan-Nov 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	41.565	1	40.277	3.2
2	Chicago O'Hare	27.582	2	27.412	0.6
3	Dallas/Fort Worth	25.217	3	24.908	1.2
4	Denver	23.442	4	23.325	0.5
5	Los Angeles	22.931	5	22.376	2.5
6	Charlotte	18.269	7	17.333	5.4
7	Phoenix	17.647	6	17.827	-1.0
8	San Francisco	17.076	10	15.925	7.2
9	Las Vegas	17.006	8	17.031	-0.2
10	Houston Bush	16.619	9	16.799	-1.1

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [Air Traffic Press Releases](#)

Table 6. Top 10 U.S. Airports ranked by November 2012 System* Scheduled Enplanements on U.S. Airlines**
 Passenger numbers in millions (000,000)

Nov 2012 Rank	Airport	Nov 2012 Enplaned Passengers	Nov 2011 Rank	Nov 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	3.664	1	3.555	3.1
2	Chicago O'Hare	2.365	2	2.351	0.6
3	Dallas/Fort Worth	2.253	3	2.191	2.8
4	Denver	2.011	4	1.972	2.0
5	Los Angeles	1.966	5	1.954	0.6
6	Charlotte	1.670	7	1.566	6.7
7	Phoenix	1.564	6	1.576	-0.7
8	San Francisco	1.475	10	1.432	3.0
9	Las Vegas	1.463	8	1.482	-1.3
10	Houston Bush	1.438	9	1.462	-1.6

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [Air Traffic Press Releases](#)

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**AIRLINE TRAFFIC PRESS RELEASE
ADD NINE**

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

	Monthly			Year-to-Date		
	Nov 2011	Nov 2012	Change %	2011	2012	Change %
Passengers (in millions)	51.7	51.8	0.4	586.7	591.0	0.7
Flights (in thousands)	682.7	669.2	-2.0	7,945.9	7,770.5	-2.2
Revenue Passenger Miles (in billions)	44.8	45.1	0.8	518.0	522.9	0.9
Available Seat-Miles (in billions)	53.6	54.5	1.6	623.8	625.9	0.3
Load Factor*	83.6	82.8	-0.8	83.0	83.5	0.5
Flight Stage Length**	635.7	648.2	2.0	634.8	645.4	1.7
Passenger Trip Length***	866.8	870.8	0.5	882.8	884.7	0.2

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: Percent changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

	2010	2011	2010- 2011 Pct. Change	2012	2011- 2012 Pct. Change
January	45.5	46.3	1.8	47.1	1.7
February	42.4	43.7	2.9	46.4	6.4
March	54.4	55.6	2.3	56.2	1.0
April	52.5	52.9	0.7	53.7	1.6
May	53.8	56.0	4.0	55.7	-0.4
June	56.7	57.8	1.9	57.9	0.2
July	59.1	60.3	2.0	59.7	-1.0
August	57.4	57.4	0.1	58.6	2.2
September	50.3	51.0	1.3	50.1	-1.7
October	54.8	54.1	-1.3	53.7	-0.8
November	51.4	51.7	0.5	51.8	0.4
December	51.1	51.5	0.9		
11 Mo. Total	578.5	586.7	1.4	591.0	0.7
Yr. Total	629.5	638.2	1.4		

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

Note: Percent changes based on numbers prior to rounding.

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AIRLINE TRAFFIC PRESS RELEASE
ADD TEN

Table 9. Top 10 U.S. Airlines, ranked by January-November 2012 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Nov 2012 Rank	Carrier	Jan-Nov 2012 Enplaned Passengers	Jan-Nov 2011 Rank	Jan-Nov 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Southwest*	103.194	1	101.524	1.6
2	Delta	88.111	2	85.544	3.0
3	United**	62.287	5	36.481	N/A
	Continental	-	6	28.539	N/A
	UA/CO Combined	62.287	-	65.020	-4.2
4	American	59.632	3	60.016	-0.6
5	US Airways	43.556	4	42.307	3.0
6	ExpressJet****	27.283	12	13.414	N/A
	Atlantic Southeast	-	13	12.860	N/A
	EV/XE Combined****	27.283	-	26.275	3.8
7	SkyWest	22.806	9	20.908	9.1
8	JetBlue	22.746	8	20.917	8.7
9	AirTran	18.958	7	21.988	-13.8
10	American Eagle	16.056	10	14.744	8.9

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.

** United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

*** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS [Air Traffic Press Releases](#).

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**AIRLINE TRAFFIC PRESS RELEASE
ADD ELEVEN**

Table 10. Top 10 U.S. Airlines, ranked by November 2012 Domestic Scheduled Enplanements
Passenger numbers in millions (000,000)

Nov 2012 Rank	Carrier	Nov 2012 Enplaned Passengers	Nov 2011 Rank	Nov 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Southwest**	9.163	1	9.071	1.0
2	Delta	7.886	2	7.535	4.7
3	American	5.218	3	5.238	-0.4
	United	5.205	5	2.953	N/A
	Continental	-	6	2.555	N/A
4	UA/CO Combined***	5.205	-	5.508	-5.5
5	US Airways	4.028	4	3.897	3.4
6	ExpressJet****	2.451	12	1.162	N/A
	Atlantic Southeast	-	13	1.110	N/A
	EV/XE Combined****	2.451	-	2.272	7.9
7	SkyWest	2.037	9	1.813	12.4
8	JetBlue	2.028	8	1.928	5.2
9	AirTran	1.524	7	1.929	-21.0
10	American Eagle	1.381	10	1.346	2.6

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.

** United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

*** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS [Air Traffic Press Releases](#).

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**AIRLINE TRAFFIC PRESS RELEASE
ADD TWELVE**

Table 11. Top 10 U.S. Airports, ranked by January-November 2012 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Nov 2012 Rank	Airport	Jan-Nov 2012 Enplaned Passengers	Jan-Nov 2011 Rank	Jan-Nov 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	37.752	1	36.494	3.4
2	Chicago O'Hare	24.932	2	24.588	1.4
3	Dallas/Fort Worth	23.013	3	22.834	0.8
4	Denver	22.911	4	22.767	0.6
5	Los Angeles	21.167	5	20.575	2.9
6	Charlotte	17.027	8	16.126	5.6
7	Las Vegas	16.993	7	17.013	-0.1
8	Phoenix	16.956	6	17.112	-0.9
9	San Francisco	15.406	9	14.380	7.1
10	Orlando	14.032	10	14.281	-1.7

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

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [Air Traffic Press Releases](#)

Table 12. Top 10 U.S. Airports, ranked by November 2012 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Nov 2012 Rank	Airport	Nov 2012 Enplaned Passengers	Nov 2011 Rank	Nov 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Atlanta	3.364	1	3.272	2.8
2	Chicago O'Hare	2.153	2	2.143	0.5
3	Dallas/Fort Worth	2.059	3	2.017	2.0
4	Denver	1.972	4	1.931	2.1
5	Los Angeles	1.821	5	1.805	0.9
6	Charlotte	1.584	8	1.473	7.5
7	Phoenix	1.501	6	1.512	-0.8
8	Las Vegas	1.461	7	1.480	-1.3
9	San Francisco	1.345	9	1.309	2.8
10	Orlando	1.218	10	1.242	-1.9

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

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [Air Traffic Press Releases](#)

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**AIRLINE TRAFFIC PRESS RELEASE
ADD THIRTEEN**

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

	Monthly			Year-to-Date		
	Nov 2011	Nov 2012	Change %	2011	2012	Change %
Passengers (in millions)	6.6	6.9	4.3	85.0	86.7	2.0
Flights (in thousands)	62.4	63.3	1.4	761.5	773.2	1.5
Revenue Passenger Miles (in billions)	17.7	18.2	2.7	230.9	234.4	1.5
Available Seat-Miles (in billions)	22.7	22.9	0.9	287.8	287.7	0.0
Load Factor*	78.0	79.5	1.5	80.2	81.5	1.3
Flight Stage Length**	1,807.2	1,801.9	-0.3	1,863.7	1,846.1	-0.9
Passenger Trip Length***	2,684.6	2,643.3	-1.5	2,715.8	2,703.4	-0.5

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: Percent changes based on numbers prior to rounding.

Table 14: International Scheduled Enplanements on U.S. Airlines
Passenger numbers in millions (000,000)

	2010	2011	2010- 2011 Pct. Change	2012	2011- 2012 Pct. Change
January	7.0	7.4	4.8	7.4	-0.3
February	6.2	6.4	2.9	6.7	4.4
March	7.8	7.9	1.7	8.3	4.2
April	7.2	7.7	7.1	7.8	1.7
May	7.6	7.9	3.2	7.9	0.7
June	8.3	8.5	1.7	8.7	2.8
July	9.3	9.6	3.3	9.5	-1.0
August	8.9	8.9	0.1	9.1	2.4
September	7.0	7.1	0.6	7.3	2.8
October	7.3	7.1	-3.0	7.2	1.0
November	6.7	6.6	-1.9	6.9	4.3
December	7.5	7.5	0.4		
11 Mo. Total	83.5	85.0	1.9	86.7	2.0
Yr. Total	91.0	92.5	1.7		

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

Note: Percent changes based on numbers prior to rounding

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**AIRLINE TRAFFIC PRESS RELEASE
ADD FOURTEEN**

Table 15. Top 10 U.S. Airlines, ranked by January-November 2012 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Nov 2012 Rank	Carrier	Jan-Nov 2012 Enplaned Passengers	Jan-Nov 2011 Rank	Jan-Nov 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	United*	22,856.7	4	10,062.6	N/A
	Continental	-	3	12,812.5	N/A
	UA/CO Combined	22,856.7	-	22,875.1	-0.1
2	American	19,496.5	2	19,017.1	2.5
3	Delta	19,354.3	1	19,198.4	0.8
4	US Airways	6,283.6	5	6,243.7	0.6
5	JetBlue	3,708.1	6	3,102.5	19.5
6	ExpressJet**	2,489.7	9	1,384.7	N/A
	Atlantic Southeast	-	26	256.5	N/A
	EV/XE Combined**	2,489.7	-	1,641.2	51.7
7	Alaska	1,585.8	7	1,628.9	-2.6
8	American Eagle	1,197.5	10	1,180.4	1.5
9	SkyWest	1,188.8	8	1,528.6	-22.2
10	AirTran***	1,180.7	14	750.5	57.3

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

* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

*** 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](#).

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**AIRLINE TRAFFIC PRESS RELEASE
ADD FIFTEEN**

Table 16. Top 10 U.S. Airlines, ranked by November 2012 International Scheduled Enplanements

Passenger numbers in thousands (000)

Nov 2012 Rank	Carrier	Nov 2012 Enplaned Passengers	Nov 2011 Rank	Nov 2011 Enplaned Passengers	Pct. Change 2011-2012
1	United*	1,737.4	4	785.4	N/A
	Continental	-	3	979.6	N/A
	UA/CO Combined	1,737.4	-	1,765.1	-1.6
2	American	1,663.5	1	1,572.0	5.8
3	Delta	1,437.8	2	1,343.3	7.0
4	US Airways	451.3	5	457.3	-1.3
5	JetBlue	310.4	6	269.1	15.3
6	ExpressJet**	211.7	8	138.7	N/A
	Atlantic Southeast	-	20	25.7	N/A
	EV/XE Combined	211.7	-	164.3	28.8
7	Alaska	141.3	7	155.1	-8.9
8	American Eagle	127.7	10	100.8	26.7
9	AirTran***	104.8	13	63.9	64.2
10	Spirit	99.1	11	93.7	5.7

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

* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

*** 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](#).

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AIRLINE TRAFFIC PRESS RELEASE
ADD SIXTEEN

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

Passenger numbers in thousands (000)

Jan-Nov 2012 Rank	Airport	Jan-Nov 2012 Enplaned Passengers	Jan-Nov 2011 Rank	Jan-Nov 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Miami	5,136.9	1	4,888.3	5.1
2	New York JFK	4,516.8	2	4,452.7	1.4
3	Atlanta	3,812.8	3	3,783.6	0.8
4	Newark	3,581.6	4	3,619.5	-1.0
5	Houston Bush	3,043.2	5	2,997.0	1.5
6	Chicago O'Hare	2,650.4	6	2,824.3	-6.2
7	Dallas/Fort Worth	2,203.4	7	2,073.6	6.3
8	Los Angeles	1,763.2	8	1,800.9	-2.1
9	San Francisco	1,670.5	9	1,545.0	8.1
10	Philadelphia	1,516.1	10	1,522.2	-0.4

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

* Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [Air Traffic Press Releases](#)

Table 18. Top 10 U.S. Airports, ranked by November 2012 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Nov 2012 Rank	Airport	Nov 2012 Enplaned Passengers	Nov 2011 Rank	Nov 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Miami	465.3	1	447.2	4.0
2	New York JFK	351.3	2	343.3	2.3
3	Atlanta	299.4	3	282.9	5.8
4	Newark	270.4	4	279.6	-3.3
5	Houston Bush	250.2	5	243.5	2.8
6	Chicago O'Hare	212.3	6	208.5	1.8
7	Dallas/Fort Worth	194.3	7	173.8	11.8
8	Los Angeles	145.3	8	149.3	-2.7
9	San Francisco	129.9	9	122.5	6.1
10	Washington Dulles	115.2	10	113.9	1.1

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

* Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [Air Traffic Press Releases](#)

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