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BTS Data

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April 2009 Airline Traffic Data: System Traffic Down 5.6 Percent in April from 2008 and Down 9.1 Percent for January-to-April

The number of scheduled domestic and international passengers on U.S. airlines in April 2009 declined by 5.6 percent from April 2008, dropping by 3.6 million to 59.5 million, the Department of Transportation's Bureau of Transportation Statistics (BTS) today reported (Table 1). April was the 14th consecutive month with a decrease in passengers from the prior year.

BTS, a part of DOT's Research and Innovative Technology Administration, in a release of preliminary data, reported that U.S. airlines carried 5.9 percent fewer domestic passengers than in April 2008. International passengers on U.S. carriers decreased 3.7 percent (Tables 7, 13).

For the first four months of 2009, the number of scheduled domestic and international passengers on U.S. airlines declined by 9.1 percent from the same period in 2008, dropping to 222.1 million, 22.2 million fewer than a year earlier (Table 2).

U.S. airlines carried 9.2 percent fewer domestic passengers and 8.4 percent fewer international passengers in the first four months of 2009 than during the same period in 2008 (Tables 8, 14).

Top Airlines

Southwest Airlines carried more total system and more domestic passengers for the first four months than any other U.S. airline (Tables 3 and 9). American Airlines carried more international passengers than any other U.S. carrier (Table 15).

Top Airports

More total system and domestic passengers boarded planes in the first four months at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 5 and 11); and more international passengers boarded U.S. carriers at Miami International than at any other U.S. airport (Table 17).

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Flights Operated

U.S. carriers operated 3.1 million domestic and international flights in the first four months of 2009, 8.6 percent fewer than were operated during the same period in 2008 (Table 1). Domestic flights decreased 8.9 percent from the previous year while international flights were down 5.8 percent (Tables 7, 13).

In April, U.S. airlines operated 796,700 scheduled domestic and international flights, down 8.2 percent from the number of flights operated in April 2008 (Table 1). The number of domestic flights decreased 8.5 percent in April from a year earlier while international flights were down 5.0 percent (Tables 7, 13).

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

In other total system comparisons from the first four months of 2008 to the first four months of 2009 and from April 2008 to April 2009 (Table 1):

Revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 9.5 percent in the first four months of 2009. In April, RPMs were down 5.2 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 8.3 percent in the first four months of 2009. In April, ASMs were down 6.7 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was down 1.0 load factor point at 76.7 percent in the first four months of 2009. In April, load factor increased 1.4 load factor points to 80.7 percent.

Flight stage length, the average non-stop distance flown per departure, was down 0.5 percent in the first four months of 2009. In April, flight stage length was up 0.3 percent.

Passenger trip length, the average distance flown per passenger, was down 0.5 percent in the first four months of 2009. In April, passenger trip length was up 0.4 percent.

Among U.S. airlines, Southwest carried 31.9 million passengers on its system in the first four months of 2009, the most of any airline (Table 3). In April, Southwest carried 8.8 million passengers on its system, the most of any airline (Table 4).

Among airports, Atlanta Hartsfield-Jackson was the busiest U.S. airport in the first four months of 2009, with 13.0 million domestic and international passenger boardings on U. S. carriers (Table 5). In April, Atlanta Hartsfield-Jackson was the busiest U.S. airport with 3.5 million domestic and international passenger boardings on U. S. carriers (Table 6).

Domestic Air Travel (Tables 7-12)

U.S. airlines carried 194.3 million scheduled domestic passengers during the first four months of 2009, down 9.2 percent from the 213.9 million carried during the same period in 2008 (Table 7). The passengers were carried on 2.8 million flights, down 8.9 percent from the number of flights operated in 2008 (Table 7).

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In the most recent data month, April, the airlines carried 52.2 million scheduled domestic passengers, down 5.9 percent from the number of passengers carried during April 2008 (Table 8). The passengers were carried on 727,800 flights, down 8.5 percent from the 795,800 flights operated in April 2008 (Table 7).

In other domestic comparisons from the first four months of 2008 to the first four months of 2009 and from April 2008 to April 2009 (Table 7):

Domestic revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 9.8 percent in the first four months of 2009. In April, domestic RPMs were down 5.6 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 9.9 percent in the first four months of 2009. In April, domestic ASMs were down 7.9 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was up 0.1 load factor points at 78.0 percent in the first four months of 2009. In April, domestic load factor was up 1.9 load factor points at 82.1 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was down 1.6 percent in the first four months of 2009. In April, domestic flight stage length was down 0.7 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 0.7 percent in the first four months of 2009. In April, domestic passenger trip length was up 0.2 percent.

Southwest carried 31.9 million domestic passengers in the first four months of 2009, the most of any airline (Table 9). In April, Southwest carried 8.8 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first four months of 2009, with 11.8 million domestic passenger boardings (Table 11). In April, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.1 million domestic passenger boardings (Table 12).

International Air Travel (Tables 13-18)

U.S. airlines carried 27.9 million scheduled international passengers during the first four months of 2009, down 8.4 percent from the 30.5 million carried during the same period in 2008 (Table 14). The passengers were carried on 272,200 flights, down 5.8 percent from the 289,100 flights operated in 2008 (Table 13).

In the most recent data month, April, the airlines carried 7.3 million scheduled international passengers, down 3.7 percent from the number of passengers carried during April 2008. The passengers were carried on 68,900 flights, down 5.0 percent from the 72,500 flights operated in April 2008 (Table 13).

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In other international comparisons from the first four months of 2008 to the first four months of 2009 and from April 2008 to April 2009 (Table 13):

International revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 8.8 percent in the first four months of 2009. In April, international RPMs were down 4.2 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 4.2 percent in the first four months of 2009. In April, international ASMs were down 3.9 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was down 3.7 load factor points to 73.7 percent in the first four months of 2009. In April, international load factor was down 0.5 load factor points to 76.8 percent.

International flight stage length, the average non-stop distance flown per departure, was up 1.8 percent in the first four months of 2009. In April, international flight stage length was up 1.8 percent.

International passenger trip length, the average distance flown per passenger, was down 0.4 percent in the first four months of 2009. In April, international passenger trip length was down 0.5 percent.

American carried 6.3 million international passengers in the first four months of 2009, the most of any U.S. airline (Table 15). In April, American carried 1.6 million international passengers, the most of any U.S. airline (Table 16).

Miami International was the busiest U.S. airport for international travel on U.S. carriers in the first four months of 2009, with 1.6 million international passenger boardings (Table 17). In March, Miami was the busiest U.S. airport for international travel on U.S. carriers with 398,300 international passenger boardings (Table 18).

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 85 carriers as of July 7 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://www.bts.gov/programs/airline_information/air_carrier_traffic_statistics/.

Additional traffic numbers can be found on the [BTS website](#) in the Airline Industry box. Click on a link in the column on the right.

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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 April, 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 April and international numbers through January 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 April, U.S. carriers reported 208,875 foreign point-to-point passengers. For January through April, U.S. carriers reported 871,862 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Aug. 13 for the release of May traffic data.

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

	Monthly			Year-to-Date		
	Apr 2008	Apr 2009	Change %	2008	2009	Change %
Passengers (in millions)	63.1	59.5	-5.6	244.3	222.1	-9.1
Flights (in thousands)	868.3	796.7	-8.2	3,407.2	3,114.3	-8.6
Revenue Passenger Miles (in billions)	67.9	64.4	-5.2	264.9	239.6	-9.5
Available Seat-Miles (in billions)	85.6	79.8	-6.7	340.7	312.6	-8.3
Load Factor*	79.3	80.7	1.4	77.7	76.7	-1.0
Flight Stage Length**	716.0	718.0	0.3	723.0	719.1	-0.5
Passenger Trip Length***	1,076.4	1,080.9	0.4	1,084.0	1,078.7	-0.5

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.

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Table 2. Total System (Domestic and International) Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	57.1	57.7	1.0	51.8	-10.2
February	54.1	56.5	4.4	49.8	-11.8
March	67.2	67.1	-0.1	61.0	-9.1
April	64.9	63.1	-2.8	59.5	-5.6
May	66.8	65.9	-1.3		
June	69.7	67.8	-2.7		
July	72.4	70.3	-2.9		
August	71.3	67.7	-5.1		
September	59.2	54.2	-8.4		
October	64.2	59.7	-7.0		
November	61.9	54.1	-12.7		
December	60.8	57.4	-5.7		
4 Mo. Total	243.3	244.3	0.4	222.1	-9.1
Yr. Total	769.6	741.4	-3.7		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percent changes based on numbers prior to rounding.

Table 3. Top 10 U.S. Airlines, ranked by January-April 2009 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Apr 2009 Rank	Carrier	Jan-Apr 2009 Enplaned Passengers	Jan-Apr 2008 Rank	Jan-Apr 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	31.864	1	33.503	-4.9
2	American	27.575	2	30.597	-9.9
3	Delta	21.308	3	22.938	-7.1
4	United	17.813	4	20.661	-13.8
5	US Airways	16.918	5	18.282	-7.5
6	Continental	13.981	7	15.793	-11.5
7	Northwest	13.269	6	16.549	-19.8
8	AirTran	7.325	8	7.698	-4.8
9	JetBlue	7.214	9	7.428	-2.9
10	SkyWest	6.402	10	6.820	-6.1

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

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Table 4. Top 10 U.S. Airlines, ranked by April 2009 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Apr 2009 Rank	Carrier	Apr 2009 Enplaned Passengers	Apr 2008 Rank	Apr 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	8.815	1	8.794	0.2
2	American	7.242	2	7.546	-4.0
3	Delta	5.633	3	5.909	-4.7
4	United	4.702	4	5.416	-13.2
5	US Airways	4.510	5	4.748	-5.0
6	Continental	3.827	7	4.089	-6.4
7	Northwest	3.498	6	4.242	-17.5
8	AirTran	1.993	8	1.986	0.3
9	JetBlue	1.947	9	1.931	0.8
10	SkyWest	1.695	10	1.742	-2.7

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

Table 5. Top 10 U.S. Airports, ranked by January-April 2009 System* Scheduled Enplanements on U.S. Airlines**

Passenger numbers in millions (000,000)

Jan-Apr 2009 Rank	Airport	Jan-Apr 2009 Enplaned Passengers	Jan-Apr 2008 Rank	Jan-Apr 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	13.005	1	13.623	-4.5
2	Chicago O'Hare	8.904	2	9.984	-10.8
3	Dallas/Ft. Worth	8.193	3	8.565	-4.3
4	Denver	7.272	4	7.601	-4.3
5	Los Angeles	6.596	5	7.284	-9.4
6	Phoenix	6.118	7	6.689	-8.5
7	Las Vegas	5.984	6	6.789	-11.9
8	Houston Bush	5.872	8	6.364	-7.7
9	Charlotte	5.498	11	5.518	-0.4
10	Orlando	5.233	9	5.895	-11.2

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.

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ADD SEVEN

Table 6. Top 10 U.S. Airports ranked by April 2009 System* Scheduled Enplanements on U.S. Airlines**

Apr 2009 Rank	Airport	Apr 2009 Enplaned Passengers	Apr 2008 Rank	Apr 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	3.453	1	3.518	-1.9
2	Chicago O'Hare	2.402	2	2.678	-10.3
3	Dallas/Ft. Worth	2.165	3	2.105	2.8
4	Denver	1.843	4	1.920	-4.0
5	Los Angeles	1.795	5	1.851	-3.0
6	Phoenix	1.624	7	1.695	-4.2
7	Las Vegas	1.607	6	1.719	-6.5
8	Houston Bush	1.538	8	1.657	-7.2
9	Charlotte	1.480	11	1.440	2.8
10	Orlando	1.387	9	1.512	-8.2

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.

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

	Monthly			Previous Calendar Years		
	Apr 2008	Apr 2009	Change %	2007	2008	Change %
Passengers (in millions)	55.5	52.2	-5.9	213.9	194.3	-9.2
Flights (in thousands)	795.8	727.8	-8.5	3,118.2	2,842.1	-8.9
Revenue Passenger Miles (in billions)	48.1	45.4	-5.6	187.3	168.9	-9.8
Available Seat-Miles (in billions)	60.0	55.3	-7.9	240.4	216.5	-9.9
Load Factor*	80.2	82.1	1.9	77.9	78.0	0.1
Flight Stage Length**	623.0	618.6	-0.7	630.4	620.1	-1.6
Passenger Trip Length***	867.3	869.4	0.2	875.6	869.3	-0.7

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.

AIRLINE TRAFFIC PRESS RELEASE
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Table 8. Domestic Scheduled Enplanements on U.S. Airlines
 Passenger numbers in millions (000,000)

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	50.0	50.2	0.4	44.8	-10.8
February	47.8	49.6	3.8	43.7	-11.9
March	59.2	58.6	-1.1	53.5	-8.6
April	57.4	55.5	-3.3	52.2	-5.9
May	59.3	57.9	-2.3		
June	61.5	59.4	-3.4		
July	63.5	61.3	-3.4		
August	62.7	58.8	-6.1		
September	52.3	47.7	-8.9		
October	57.2	53.0	-7.4		
November	55.0	47.7	-13.4		
December	53.3	50.2	-5.7		
4 Mo. Total	214.4	213.9	-0.2	194.3	-9.2
Yr. Total	679.2	649.9	-4.3		

Source: Bureau of Transportation Statistics, T-100 Domestic Market
 Note: Percent changes based on numbers prior to rounding.

Table 9. Top 10 U.S. Airlines, ranked by January-April 2009 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-Apr 2009 Rank	Carrier	Jan-Apr 2009 Enplaned Passengers	Jan-Apr 2008 Rank	Jan-Apr 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	31.864	1	33.503	-4.9
2	American	21.251	2	23.568	-9.8
3	Delta	17.769	3	19.225	-7.6
4	US Airways	14.642	5	16.188	-9.5
5	United	14.558	4	16.836	-13.5
6	Northwest	10.316	6	13.079	-21.1
7	Continental	10.099	7	11.752	-14.1
8	AirTran	7.271	8	7.698	-5.5
9	JetBlue	6.501	9	7.025	-7.4
10	SkyWest	6.031	10	6.437	-6.3

Source: Bureau of Transportation Statistics, T-100 Domestic Market
 Note: Percent changes based on numbers prior to rounding.

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Table 10. Top 10 U.S. Airlines, ranked by April 2009 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Apr 2009 Rank	Carrier	Apr 2009 Enplaned Passengers	Apr 2008 Rank	Apr 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	8.815	1	8.794	0.2
2	American	5.599	2	5.848	-4.3
3	Delta	4.673	3	4.932	-5.3
4	US Airways	3.887	5	4.189	-7.2
5	United	3.835	4	4.471	-14.2
6	Northwest	2.780	6	3.398	-18.2
7	Continental	2.753	7	3.040	-9.5
8	AirTran	1.977	8	1.986	-0.5
9	JetBlue	1.747	9	1.824	-4.2
10	SkyWest	1.602	10	1.641	-2.4

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

Note: Percent changes based on numbers prior to rounding.

Table 11. Top 10 U.S. Airports, ranked by January-April 2009 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Apr 2009 Rank	Airport	Jan-Apr 2009 Enplaned Passengers	Jan-Apr 2008 Rank	Jan-Apr 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	11.773	1	12.334	-4.5
2	Chicago O'Hare	7.966	2	8.956	-11.1
3	Dallas/Ft. Worth	7.570	3	7.883	-4.0
4	Denver	7.022	4	7.327	-4.2
5	Los Angeles	6.110	6	6.637	-7.9
6	Las Vegas	5.933	5	6.736	-11.9
7	Phoenix	5.838	7	6.438	-9.3
8	Orlando	5.186	8	5.861	-11.5
9	Charlotte	5.106	10	5.136	-0.6
10	Houston Bush	4.849	9	5.287	-8.3

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

Note: Percent changes based on numbers prior to rounding.

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Table 12. Top 10 U.S. Airports, ranked by April 2009 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Apr 2009 Rank	Airport	Apr 2009 Enplaned Passengers	Apr 2008 Rank	Apr 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	3.130	1	3.201	-2.2
2	Chicago O'Hare	2.159	2	2.420	-10.8
3	Dallas/Ft. Worth	2.010	3	1.950	3.1
4	Denver	1.781	4	1.848	-3.6
5	Los Angeles	1.672	6	1.698	-1.5
6	Las Vegas	1.593	5	1.705	-6.6
7	Phoenix	1.558	7	1.633	-4.6
8	Charlotte	1.372	10	1.342	2.3
9	Orlando	1.371	8	1.500	-8.6
10	Houston Bush	1.285	9	1.396	-8.0

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

Note: Percent changes based on numbers prior to rounding.

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

	Monthly			Previous Calendar Years		
	Apr 2008	Apr 2009	Change %	2007	2008	Change %
Passengers (in millions)	7.6	7.3	-3.7	30.5	27.9	-8.4
Flights (in thousands)	72.5	68.9	-5.0	289.1	272.2	-5.8
Revenue Passenger Miles (in billions)	19.8	18.9	-4.2	77.6	70.8	-8.8
Available Seat-Miles (in billions)	25.6	24.6	-3.9	100.3	96.0	-4.2
Load Factor*	77.3	76.8	-0.5	77.4	73.7	-3.7
Flight Stage Length**	1,736.9	1,768.4	1.8	1,721.7	1,753.1	1.8
Passenger Trip Length***	2,607.4	2,595.3	-0.5	2,547.4	2,536.7	-0.4

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.

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

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	7.1	7.5	4.9	7.0	-6.4
February	6.3	6.9	9.3	6.2	-10.9
March	7.9	8.5	7.2	7.4	-12.3
April	7.5	7.6	1.2	7.3	-3.7
May	7.5	8.0	6.5		
June	8.2	8.4	2.4		
July	8.9	9.1	1.3		
August	8.7	8.9	2.0		
September	6.9	6.6	-5.0		
October	7.0	6.7	-3.6		
November	6.9	6.4	-6.8		
December	7.5	7.1	-5.6		
4 Mo. Total	28.9	30.5	5.5	27.9	-8.4
Yr. Total	90.5	91.5	1.2		

Source: Bureau of Transportation Statistics, T-100 International Market
 Note: Percent changes based on numbers prior to rounding.

Table 15: Top 10 U.S. Airlines, ranked by January-April 2009 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Jan-Apr 2009 Rank	Carrier	Jan-Apr 2009 Enplaned Passengers	Jan-Apr 2008 Rank	Jan-Apr 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	American	6,323.8	1	7,028.4	-10.0
2	Continental	3,882.2	2	4,041.2	-3.9
3	Delta	3,539.1	4	3,712.7	-4.7
4	United	3,255.0	3	3,825.0	-14.9
5	Northwest	2,953.6	5	3,469.6	-14.9
6	US Airways	2,276.0	6	2,094.1	8.7
7	JetBlue	712.4	11	403.6	76.5
8	Alaska	613.7	7	828.4	-25.9
9	ExpressJet	552.9	8	709.1	-22.0
10	SkyWest	370.9	13	383.1	-3.2

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
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Table 16. Top 10 U.S. Airlines, ranked by April 2009 International Scheduled Enplanements

Passenger numbers in thousands (000)

Apr 2009 Rank	Carrier	Apr 2009 Enplaned Passengers	Apr 2008 Rank	Apr 2008 Enplaned Passengers	Pct. Change 2008-2009
1	American	1,643.2	1	1,698.1	-3.2
2	Continental	1,074.5	2	1,048.9	2.4
3	Delta	960.2	3	977.3	-1.8
4	United	866.7	4	945.1	-8.3
5	Northwest	717.7	5	844.4	-15.0
6	US Airways	622.7	6	558.7	11.5
7	JetBlue	199.7	10	107.1	86.4
8	Alaska	153.9	7	202.7	-24.1
9	ExpressJet	143.5	8	178.0	-19.4
10	Executive	100.3	9	137.0	-26.8

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

Note: Percent changes based on numbers prior to rounding.

Table 17. Top 10 U.S. Airports, ranked by January-April 2009 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Jan-Apr 2009 Rank	Airport	Jan-Apr 2009 Enplaned Passengers	Jan-Apr 2008 Rank	Jan-Apr 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Miami	1,613.7	1	1,637.5	-1.5
2	Atlanta	1,231.5	3	1,288.4	-4.4
3	New York JFK	1,224.4	2	1,306.7	-6.3
4	Newark	1,202.5	4	1,239.6	-3.0
5	Houston Bush	1,022.9	5	1,076.9	-5.0
6	Chicago O'Hare	937.7	6	1,028.3	-8.8
7	Dallas/Ft. Worth	623.1	7	681.4	-8.6
8	Los Angeles	486.0	8	646.7	-24.8
9	Washington Dulles	460.5	12	465.9	-1.2
10	San Francisco	454.3	9	600.1	-24.3

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.

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Table 18. Top 10 U.S. Airports, ranked by April 2009 International Scheduled Enplanements on U.S. Airlines*
Passenger numbers in thousands (000)

Apr 2009 Rank	Airport	Apr 2009 Enplaned Passengers	Apr 2008 Rank	Apr 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Miami	398.3	1	376.1	5.9
2	Newark	354.0	3	337.8	4.8
3	New York JFK	346.4	2	352.1	-1.6
4	Atlanta	323.5	4	317.8	1.8
5	Houston Bush	253.3	5	261.0	-2.9
6	Chicago O'Hare	243.5	6	258.1	-5.7
7	Dallas/Ft. Worth	154.4	7	155.0	-0.4
8	Philadelphia	132.1	11	123.5	7.0
9	Washington Dulles	122.6	12	120.9	1.4
10	Los Angeles	122.5	8	153.5	-20.2

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.

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