



U.S. Department of Transportation
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
<http://www.dot.gov/briefingroom>

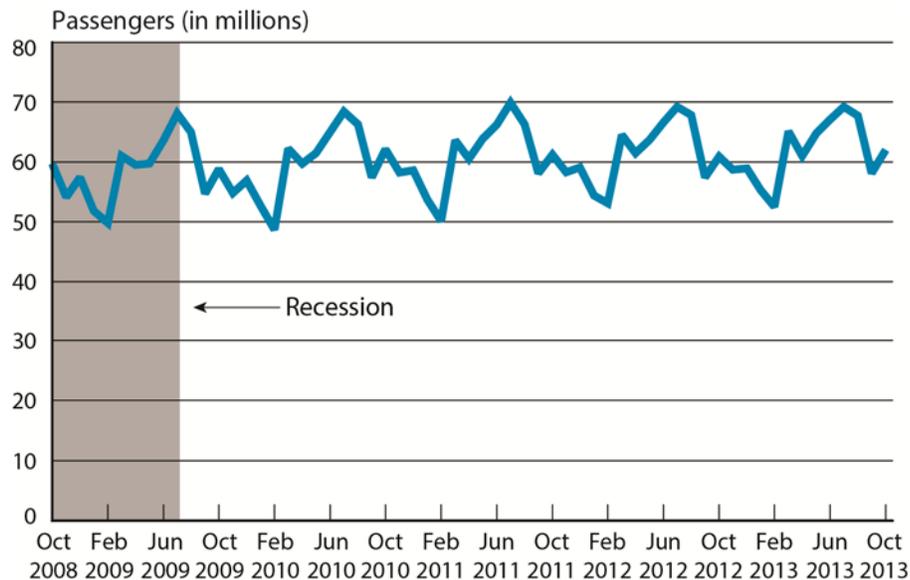
BTS Data

BTS 03-14
Thursday, January 16, 2014
Contact: Dave Smallen
Tel: 202-366-5568

October 2013 U.S. Airline Systemwide Passengers Up 1.8 Percent from October 2012

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 62.0 million systemwide (domestic + international) scheduled service passengers in October 2013, 1.8 percent more than in October 2012. The systemwide total was the result of a 1.5 percent increase in the number of domestic passengers (54.6 million) and a 4.1 percent increase in international passengers (7.4 million) (Tables 1, 7, 13).

Passengers on All U.S. Scheduled Airlines (Domestic & International), October 2008-October 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 0.6 percent more total systemwide passengers during the first 10 months of 2013 (622.8 million) than during the same period in 2012 (Table 2). Domestically, U.S. airlines carried 540.5 million passengers, up 0.2 percent from 2012 (Table 8). Internationally, they carried 82.3 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.

Systemwide, domestic and international load factors declined in October 2013 from a year earlier. Growth in capacity, measured by Available Seat-Miles (ASMs) exceeded growth in Revenue Passenger-Miles (RPMs) (Tables 1, 7, 13). Load factor is a measure of the use of aircraft capacity that compares RPMs as a proportion of 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 October, 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 80.6 percent of systemwide passengers, up from 80.5 percent carried by the U.S. airlines that were in the top 10 in October 2012.

Year-to-date: During the first 10 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 80.5 percent of systemwide passengers, up from 80.0 percent carried by the U.S. airlines that were in the top 10 during the first 10 months of 2012.

Top Airports

Monthly: In October, more total systemwide and domestic passengers boarded planes at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 6, 12); and more international passengers boarded U.S. carriers at Miami than at any other U.S. airport (Table 18).

Year-to-date: During the first 10 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 72 carriers as of Jan. 8 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 October, 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 October and international numbers through July 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 U.S. carriers' foreign point-to-point flights. For October, U.S. carriers reported 178,596 foreign point-to-point passengers. For January through October, U.S. carriers reported 1,942,495 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Feb. 13 for the release of November 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		
	Oct 2012	Oct 2013	Change %	2012	2013	Change %
Passengers (in millions)	60.9	62.0	1.8	619.1	622.8	0.6
Flights (in thousands)	759.1	766.9	1.0	7,814.7	7,702.1	-1.4
Revenue Passenger Miles (in billions)	67.0	68.9	2.9	693.9	706.8	1.9
Available Seat-Miles (in billions)	80.3	83.8	4.3	836.2	847.9	1.4
Load Factor*	83.4	82.2	-1.2	83.0	83.4	0.4
Flight Stage Length**	744.7	762.0	2.3	754.4	768.5	1.9
Passenger Trip Length***	1,099.2	1,111.3	1.1	1,120.8	1,134.8	1.2

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

* Change in load factor points

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

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

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

	2011	2012	2011- 2012 Pct. Change	2013	2012- 2013 Pct. Change
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	0.0
September	58.1	57.4	-1.1	58.1	1.2
October	61.2	60.9	-0.4	62.0	1.8
November	58.3	58.7	0.8		
December	59.1	58.9	-0.3		
10 Mo. Total	613.5	619.1	0.9	622.8	0.6
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-October 2013 Scheduled Systemwide (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

Jan-Oct 2013 Rank	Carrier	Jan-Oct 2013 Enplaned Passengers	Jan-Oct 2012 Rank	Jan-Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Delta	101.340	1	98.142	3.3
2	Southwest**	95.792	2	94.031	1.9
3	United	75.666	3	78.202	-3.2
4	American	72.822	4	72.247	0.8
5	US Airways	47.753	5	45.360	5.3
6	ExpressJet	27.656	6	27.110	2.0
7	JetBlue	25.411	7	24.116	5.4
8	SkyWest	22.844	8	21.859	4.5
9	Alaska	16.505	11	15.457	6.8
10	AirTran	15.416	9	18.511	-16.7

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** 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 4. Top 10 U.S. Airlines, ranked by October 2013 Scheduled Systemwide (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

Oct 2013 Rank	Carrier	Oct 2013 Enplaned Passengers	Oct 2012 Rank	Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Delta	10.226	1	9.996	2.3
2	Southwest**	9.765	2	9.590	1.8
3	United	7.417	3	7.338	1.1
4	American	7.225	4	6.946	4.0
5	US Airways	4.693	5	4.455	5.4
6	ExpressJet	2.920	6	2.857	2.2
7	JetBlue	2.330	8	2.194	6.2
8	SkyWest	2.281	7	2.277	0.1
9	Alaska	1.558	11	1.466	6.3
10	American Eagle	1.548	10	1.630	-5.0

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

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

Passenger numbers in millions (000,000)

Jan-Oct 2013 Rank	Airport	Jan-Oct 2013 Enplaned Passengers	Jan-Oct 2012 Rank	Jan-Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Atlanta	37.413	1	37.901	-1.3
2	Chicago O'Hare	25.030	2	25.217	-0.7
3	Dallas/Fort Worth	23.934	3	22.964	4.2
4	Los Angeles	21.558	5	20.964	2.8
5	Denver	21.071	4	21.431	-1.7
6	Charlotte	17.726	6	16.599	6.8
7	Phoenix	15.964	7	16.083	-0.7
8	San Francisco	15.715	8	15.601	0.7
9	Las Vegas	15.503	9	15.543	-0.3
10	Houston Bush	14.890	10	15.180	-1.9

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

Oct 2013 Rank	Airport	Oct 2013 Enplaned Passengers	Oct 2012 Rank	Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Atlanta	3.839	1	3.897	-1.5
2	Chicago O'Hare	2.711	2	2.615	3.7
3	Dallas/Fort Worth	2.453	3	2.339	4.9
4	Denver	2.157	4	2.175	-0.8
5	Los Angeles	2.141	5	2.022	5.9
6	Charlotte	1.786	6	1.677	6.5
7	Las Vegas	1.643	7	1.630	0.8
8	San Francisco	1.636	8	1.612	1.5
9	Phoenix	1.552	9	1.588	-2.3
10	Houston Bush	1.448	10	1.438	0.7

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percentage changes based on numbers prior to rounding.

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

	Monthly			Year-to-Date		
	Oct 2012	Oct 2013	Change %	2012	2013	Change %
Passengers (in millions)	53.8	54.6	1.5	539.3	540.5	0.2
Flights (in thousands)	694.7	701.4	1.0	7,104.8	6,990.5	-1.6
Revenue Passenger Miles (in billions)	46.7	47.7	2.3	477.7	484.1	1.3
Available Seat-Miles (in billions)	55.4	57.6	4.1	571.3	578.6	1.3
Load Factor*	84.3	82.8	-1.5	83.6	83.7	0.0
Flight Stage Length**	637.6	651.9	2.2	644.9	656.2	1.8
Passenger Trip Length***	867.6	874.6	0.8	885.8	895.6	1.1

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	2011- 2012 Pct. Change	2013	2012- 2013 Pct. Change
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	-0.6
August	57.4	58.6	2.2	58.1	-0.9
September	51.0	50.1	-1.7	50.7	1.1
October	54.1	53.8	-0.6	54.6	1.5
November	51.7	51.8	0.4		
December	51.5	51.2	-0.7		
10 Mo. Total	535.1	539.3	0.8	540.5	0.2
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-October 2013 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-Oct 2013 Rank	Carrier	Jan-Oct 2013 Enplaned Passengers	Jan-Oct 2012 Rank	Jan-Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Southwest**	95.792	1	94.031	1.9
2	Delta	82.622	2	80.225	3.0
3	American	54.633	4	54.414	0.4
4	United	54.485	3	57.082	-4.5
5	US Airways	41.736	5	39.528	5.6
6	ExpressJet	25.104	6	24.832	1.1
7	JetBlue	21.615	8	20.718	4.3
8	SkyWest	21.500	7	20.769	3.5
9	Alaska	15.000	11	14.012	7.1
10	AirTran	14.002	9	17.435	-19.7

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

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

Note: Percentage changes based on numbers prior to rounding.

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

Oct 2013 Rank	Carrier	Oct 2013 Enplaned Passengers	Oct 2012 Rank	Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Southwest**	9.765	1	9.590	1.8
2	Delta	8.495	2	8.366	1.5
3	American	5.538	4	5.307	4.3
4	United	5.525	3	5.511	0.2
5	US Airways	4.216	5	3.980	5.9
6	ExpressJet	2.636	6	2.597	1.5
7	SkyWest	2.137	7	2.166	-1.3
8	JetBlue	2.022	8	1.922	5.2
9	Alaska	1.424	11	1.339	6.3
10	American Eagle	1.419	10	1.522	-6.7

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

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

Note: Percentage changes based on numbers prior to rounding.

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

Jan-Oct 2013 Rank	Airport	Jan-Oct 2013 Enplaned Passengers	Jan-Oct 2012 Rank	Jan-Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Atlanta	33.808	1	34.388	-1.7
2	Chicago O'Hare	22.538	2	22.779	-1.1
3	Dallas/Fort Worth	21.720	3	20.955	3.7
4	Denver	20.526	4	20.939	-2.0
5	Los Angeles	19.886	5	19.346	2.8
6	Charlotte	16.521	8	15.442	7.0
7	Las Vegas	15.492	6	15.532	-0.3
8	Phoenix	15.370	7	15.456	-0.6
9	San Francisco	14.126	9	14.061	0.5
10	Minneapolis	12.652	11	12.560	0.7

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

Oct 2013 Rank	Airport	Oct 2013 Enplaned Passengers	Oct 2012 Rank	Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Atlanta	3.517	1	3.578	-1.7
2	Chicago O'Hare	2.465	2	2.369	4.0
3	Dallas/Fort Worth	2.245	3	2.146	4.6
4	Denver	2.109	4	2.136	-1.3
5	Los Angeles	1.977	5	1.873	5.6
6	Charlotte	1.699	7	1.592	6.8
7	Las Vegas	1.642	6	1.630	0.8
8	Phoenix	1.498	8	1.528	-2.0
9	San Francisco	1.474	9	1.452	1.5
10	Minneapolis	1.235	10	1.285	-3.9

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

	Oct 2012	Monthly		Year-to-Date		
		Oct 2013	Change %	2012	2013	Change %
Passengers (in millions)	7.2	7.4	4.1	79.8	82.3	3.1
Flights (in thousands)	64.4	65.5	1.8	709.9	711.7	0.2
Revenue Passenger Miles (in billions)	20.3	21.2	4.3	216.2	222.7	3.0
Available Seat-Miles (in billions)	24.9	26.1	4.9	264.8	269.3	1.7
Load Factor*	81.5	81.1	-0.4	81.6	82.7	1.1
Flight Stage Length**	1,899.5	1,940.6	2.2	1,850.0	1,871.2	1.1
Passenger Trip Length***	2,840.5	2,845.2	0.2	2,708.6	2,706.8	-0.1

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	2011- 2012 Pct. Change	2013	2012- 2013 Pct. Change
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	7.4	1.9
October	7.1	7.2	1.0	7.4	4.1
November	6.6	6.9	4.3		
December	7.5	7.7	2.3		
10 Mo. Total	78.4	79.8	1.8	82.3	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-October 2013 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Oct 2013 Rank	Carrier	Jan-Oct 2013 Enplaned Passengers	Jan-Oct 2012 Rank	Jan-Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	United	21,180.8	1	21,119.3	0.3
2	Delta	18,718.8	2	17,916.5	4.5
3	American	18,189.1	3	17,833.0	2.0
4	US Airways	6,016.7	4	5,832.4	3.2
5	JetBlue	3,795.5	5	3,397.7	11.7
6	ExpressJet	2,551.2	6	2,278.0	12.0
7	Alaska	1,504.7	7	1,444.6	4.2
8	American Eagle	1,441.9	10	1,069.8	34.8
9	AirTran	1,414.4	9	1,075.9	31.5
10	SkyWest	1,343.8	8	1,089.9	23.3

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

Note: Percentage changes based on numbers prior to rounding.

Table 16. Top 10 U.S. Airlines, ranked by October 2013 International Scheduled Enplanements

Passenger numbers in thousands (000)

Oct 2013 Rank	Carrier	Oct 2013 Enplaned Passengers	Oct 2012 Rank	Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	United	1,892.8	1	1,827.1	3.6
2	Delta	1,731.2	3	1,630.4	6.2
3	American	1,687.7	2	1,639.0	3.0
4	US Airways	476.9	4	474.3	0.5
5	JetBlue	308.7	5	272.6	13.2
6	ExpressJet	284.2	6	259.9	9.4
7	SkyWest	143.4	8	111.3	28.8
8	Alaska	133.8	7	126.9	5.5
9	American Eagle	128.5	9	108.4	18.5
10	AirTran	112.5	10	103.5	8.7

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

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in thousands (000)

Jan-Oct 2013 Rank	Airport	Jan-Oct 2013 Enplaned Passengers	Jan-Oct 2012 Rank	Jan-Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Miami	4,809.0	1	4,671.6	2.9
2	New York JFK	4,249.7	2	4,165.4	2.0
3	Atlanta	3,604.7	3	3,513.3	2.6
4	Newark	3,352.5	4	3,311.2	1.2
5	Houston Bush	2,772.0	5	2,792.9	-0.7
6	Chicago O'Hare	2,491.9	6	2,438.2	2.2
7	Dallas/Fort Worth	2,213.6	7	2,009.1	10.2
8	Los Angeles	1,671.4	8	1,617.8	3.3
9	San Francisco	1,589.3	9	1,540.5	3.2
10	Philadelphia	1,484.2	10	1,408.8	5.4

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

Passenger numbers in thousands (000)

Oct 2013 Rank	Airport	Oct 2013 Enplaned Passengers	Oct 2012 Rank	Oct 2012 Enplaned Passengers	Pct. Change 2012- 2013
1	Miami	428.3	1	406.8	5.3
2	New York JFK	385.5	2	359.3	7.3
3	Atlanta	322.5	3	319.9	0.8
4	Newark	300.5	4	276.0	8.8
5	Chicago O'Hare	246.5	5	246.2	0.1
6	Houston Bush	240.8	6	230.6	4.4
7	Dallas/Fort Worth	207.9	7	193.6	7.4
8	Los Angeles	163.5	9	149.0	9.7
9	San Francisco	162.6	8	159.1	2.2
10	Philadelphia	126.4	10	117.9	7.2

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

Note: Percentage changes based on numbers prior to rounding.