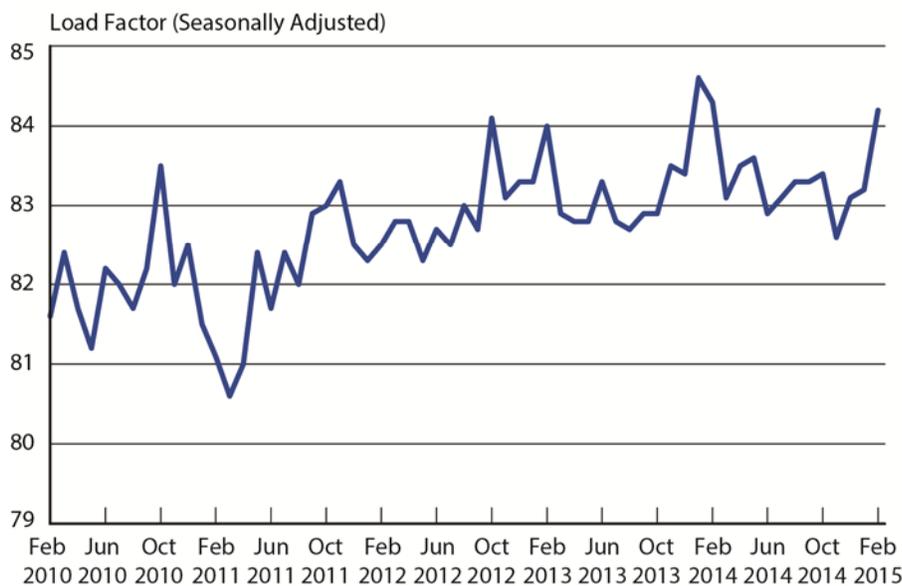


BTS 24-15
Thursday, May 14, 2015
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February 2015 U.S. Airline Traffic Data

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines' systemwide (domestic and international) scheduled service load factor – a measure of the use of airline capacity – rose to 84.2 percent in February, seasonally adjusted, reaching its highest level since February 2014 (Table 1). Seasonal adjustment allows the comparing of monthly load factors to all other months.

Load Factor on All U.S. Scheduled Airlines (Domestic & International),
February 2010 - February 2015



The February load factor was below the all-time seasonally-adjusted high of 84.6 reached in January 2014 as well as the February 2014 level (Table 2). Load factor is a measure of the use of aircraft capacity that compares the system use, measured in Revenue Passenger-Miles (RPMs) as a proportion of system capacity, measured in Available Seat-Miles (ASMs).

The load factor rose month-to-month as a result of a 0.1 percent increase in RPMs from January to February combined with a 1.0 percent decline in ASMs (Tables 3, 5).

BTS is replacing previous monthly [Air Traffic press releases](#) with this monthly press release using seasonally-adjusted data. Tables 2, 8 and 14 of the previous press release can be found at the end of the Not-Seasonally Adjusted section of this press release. 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.

Trends:

Seasonally-adjusted

Load factor in February (84.2) was higher than in any month since the peaks in January and February 2014. The February 2015 load factor was the third highest all-time, just below the first two months of 2014 (Table 2). Load factors have generally increased since the recession because passenger travel has increased at a faster pace than capacity. In February, RPMs were at the second highest level, down from the all-time high set in December but exceeding January, the third highest month. The last 10 months, starting with May 2014 through February 2015 are the 10 all-time highest months for RPMs (Table 4).

Capacity declined in February from December, the highest all-time level, and from January, the eighth highest month, revised from last month's [Air Traffic press release](#). November, December and January are the only post-recession months among the top 10 for capacity, showing that after six years, capacity has returned to pre-recession levels (Table 6). Systemwide enplanements in February were the highest since the recession. February international enplanements were the fifth highest all-time. Domestic enplanements have been rising slowly but remain below pre-recession levels. Domestic enplanements in February were at the highest level since March 2008 (Tables 8, 10, 12).

Seasonally-adjusted trends are for the time period January 2000 to present.

Unadjusted

Systemwide: Load factor (80.2) was at an all-time high for the month of February, exceeding the previous high set in 2014. Use, measured in RPMs and in number of passengers, was at the highest February level since 2008. Capacity, while up from February 2014, remained below the all-time highs for the month of February set in 2008 and below the post-recession peak in 2012.

Domestic: Load factor (82.4) was at an all-time high for the month of February, exceeding the previous high set in 2013. Use and capacity were at the highest February level since 2008.

International: Load factor (75.3), while up from February 2014, was below the all-time February high set in 2013. Use reached all-time highs for the month of February, exceeding the highs set in 2014. Capacity, while up from 2014, was below the all-time high set in 2012.

Unadjusted trends are for the time period January 1996 to present. Data are available at [Customize Table](#).

Seasonally-Adjusted Air Travel

Seasonally-Adjusted Revenue Passenger-Miles

RPMs rose 0.1 percent from January to February following a single month of decline from December to January (Table 3).

RPMs of 72.8 billion in February were the second highest all-time seasonally-adjusted total, 0.5 billion, or 0.6 percent, less than the all-time seasonally adjusted high reached in December 2014. Of the top 10 all-time highest months for RPMs, two have been in 2015 and eight were in 2014 (Table 4).

Seasonally-Adjusted Available Seat-Miles

ASMs fell 1.0 percent from January to February, the second consecutive month of decline (Table 5).

ASMs of 86.5 billion in February were 1.8 billion, or 2.1 percent, less than the all-time seasonally adjusted high reached in November 2007. Of the top 10 all-time highest months for ASMs, one has been in 2015 and two were in 2014 (Table 6).

Seasonally-Adjusted Passenger Enplanements

Systemwide: Systemwide passenger enplanements rose 0.1 percent from January to February, the eighth consecutive monthly increase (Table 7). The systemwide total rose from January to February because of growth in domestic enplanements (0.1 percent). The growth took place despite a 0.2 percent decline in international enplanements (Tables 9, 11).

Enplanements of 64.5 million in February were the third highest all-time seasonally-adjusted total, 0.4 million or 0.6 percent less than the all-time seasonally adjusted high reached in August 2007. Of the top 10 all-time highest months for enplanements, two have been in 2015 and one in 2014 (Table 8).

Domestic: Enplanements on domestic flights rose 0.1 percent from January to February, the second consecutive monthly increase (Table 9). Domestic enplanements in February (56.1 million) were 2.0 percent less than the all-time seasonally adjusted high reached in August 2007 (57.2 million). No post-recession month is among the top 10 all-time highest months for domestic enplanements (Table 10).

International: U.S. airlines' international enplanements fell 0.2 percent from January to February after remaining relatively stable for two consecutive months. The February level (8.40 million) was the fifth highest all-time seasonally-adjusted total, 0.2 percent less than the all-time seasonally adjusted high reached in December 2014 (8.38 million). Two of the top 10 all-time highest months for international enplanements have been in 2015 and eight were in 2014 (Tables 11, 12).

See [Seasonally-Adjusted Transportation Data](#) for additional airline data since 2000 and for data from other modes.

Unadjusted Tables

Unadjusted Load Factor

U.S. airlines' systemwide (domestic and international) scheduled service load factor was 80.2 percent in February, up from January and up from February 2014 (Table 13).

The February load factor of 80.2 was the all-time unadjusted high load factor for the month of February. The February load factor was below the all-time unadjusted high of 87.0 reached in June 2013. (Table 14)

The load factor rose year-over-year as a result of a 3.5 percent increase in RPMs from February 2014 to February 2015 combined with a 3.1 percent increase in ASMs (Tables 15, 17).

Unadjusted Revenue Passenger-Miles

RPMs in February declined 9.0 percent from January but increased 3.5 percent from February 2014 (Table 15).

RPMs of 59.9 billion in February were 28.4 percent less than the all-time unadjusted high reached in July 2014. Of the top 10 all-time highest months for RPMs, none have been in 2015 and three were in 2014 (Table 16).

Unadjusted Available Seat-Miles

ASMs in February declined 10.2 percent from January but increased 3.1 percent from February 2014 (Table 17).

ASMs of 74.8 billion in February were 22.6 percent less than the all-time unadjusted high reached in July 2014. Of the top 10 all-time highest months for ASMs, none have been in 2015 and three were in 2014 (Table 18).

Unadjusted Passenger Enplanements

Systemwide: Systemwide unadjusted passenger enplanements in February 2015 (54.3 million) fell 5.8 percent from January and rose 3.5 percent from February 2014 (Table 19).

The February 2015 systemwide enplanement total (54.3 million) was 25.1 percent, less than the all-time unadjusted high reached in July 2007 (72.4 million). Of the top 10 all-time highest months for enplanements, none have been in 2015 and two were in 2014 (Table 20).

Domestic: Domestic unadjusted passenger enplanements in February 2015 (47.2 million) were 25.6 percent less than the all-time unadjusted high reached in July 2007 (63.5 million) (Table 21).

Of the top 10 all-time highest months for domestic enplanements, none have been in 2015 and two were in 2014 (Table 22).

International: International unadjusted passenger enplanements in February 2015 (7.0 million) were 30.6 percent less than the all-time unadjusted high reached in July 2014 (10.1 million) (Table 23).

Of the top 10 all-time highest months for international enplanements, none have been in 2015 and three were in 2014 (Table 24).

Explanation of seasonal adjustment

When the primary purpose is to examine monthly shifts in transportation services output and analyze short-term trends, the variation introduced by normal seasonal changes must be removed from the data. Transportation is highly seasonal, and without adjustment, the data do not give an accurate picture of underlying changes in aviation, passenger travel.

Seasonal adjustment of the data removes the seasonal events that follow a regular seasonal pattern. Changes that are not due to seasonality, such as a change in air travel resulting from economic conditions become more readily apparent.

The aviation data are seasonally adjusted for the effects of trading day, moving holidays, and data outliers.

See [Seasonal Adjustment](#) for methodology and additional explanation.

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 80 carriers as of May 5 for U.S. carrier scheduled service 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

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 February, 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 February and international numbers through November 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 February, U.S. carriers reported 108,879 foreign point-to-point passengers. For January through February, U.S. carriers reported 227,772 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled June 11 for the release of March traffic data and full year international data by route. None of the data are from samples so measures of statistical significance do not apply.

Seasonally-Adjusted Tables

Table 1. U.S. Airlines Seasonally-Adjusted Monthly Load Factor

Systemwide (Domestic + International) RPMs/ASMs (both seasonally-adjusted) in percent
Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|-----------|------|------|------|------|
| January | 82.3 | 83.3 | 84.6 | 83.2 |
| February | 82.5 | 84.0 | 84.3 | 84.2 |
| March | 82.8 | 82.9 | 83.1 | |
| April | 82.8 | 82.8 | 83.5 | |
| May | 82.3 | 82.8 | 83.6 | |
| June | 82.7 | 83.3 | 82.9 | |
| July | 82.5 | 82.8 | 83.1 | |
| August | 83.0 | 82.7 | 83.3 | |
| September | 82.7 | 82.9 | 83.3 | |
| October | 84.1 | 82.9 | 83.4 | |
| November | 83.1 | 83.5 | 82.6 | |
| December | 83.3 | 83.4 | 83.1 | |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 2. 10 Months with Highest Seasonally-Adjusted Load Factors, 2000-2015

Systemwide (Domestic + International) RPMs/ASMs (both seasonally-adjusted) in percent
Scheduled service only

| Rank | Date | Seasonally-Adjusted Load Factor |
|------|---------------|------------------------------------|
| 1 | January 2014 | 84.6 |
| 2 | February 2014 | 84.3 |
| 3 | February 2015 | 84.2 |
| 4 | October 2012 | 84.1 |
| 5 | February 2013 | 84.0 |
| 6 | May 2014 | 83.6 |
| 7 | November 2013 | 83.5 |
| 8 | April 2014 | 83.5 |
| 9 | October 2010 | 83.5 |
| 10 | December 2013 | 83.4 |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 3. U.S. Airlines Seasonally-Adjusted Monthly Revenue Passenger-Miles (RPMs)
Systemwide (Domestic + International) RPMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|-----------|------|------|------|------|
| January | 68.0 | 69.4 | 71.0 | 72.7 |
| February | 68.5 | 70.5 | 70.8 | 72.8 |
| March | 68.8 | 69.3 | 71.6 | |
| April | 68.7 | 69.6 | 71.6 | |
| May | 68.3 | 69.9 | 72.0 | |
| June | 68.5 | 70.2 | 71.8 | |
| July | 68.1 | 69.8 | 72.2 | |
| August | 68.6 | 70.2 | 72.1 | |
| September | 68.5 | 70.1 | 72.1 | |
| October | 68.3 | 70.4 | 72.6 | |
| November | 68.8 | 70.9 | 71.9 | |
| December | 68.8 | 70.8 | 73.3 | |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 4. 10 Months with Highest Seasonally-Adjusted Revenue Passenger-Miles (RPMs), 2000-2015
Systemwide (Domestic + International) RPMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

| Rank | Month | Seasonally-Adjusted RPMs in billions |
|------|----------------|--------------------------------------|
| 1 | December 2014 | 73.3 |
| 2 | February 2015 | 72.8 |
| 3 | January 2015 | 72.7 |
| 4 | October 2014 | 72.6 |
| 5 | July 2014 | 72.2 |
| 6 | August 2014 | 72.1 |
| 7 | September 2014 | 72.1 |
| 8 | May 2014 | 72.0 |
| 9 | November 2014 | 71.9 |
| 10 | June 2014 | 71.8 |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 5. U.S. Airlines Seasonally-Adjusted Monthly Available Seat-Miles (ASMs)
Systemwide (Domestic + International) ASMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|-----------|-------------|-------------|-------------|-------------|
| January | 82.6 | 83.2 | 83.9 | 87.4 |
| February | 83.0 | 83.9 | 84.0 | 86.5 |
| March | 83.2 | 83.6 | 86.2 | |
| April | 83.0 | 84.0 | 85.7 | |
| May | 83.0 | 84.3 | 86.1 | |
| June | 82.8 | 84.3 | 86.6 | |
| July | 82.6 | 84.3 | 86.9 | |
| August | 82.7 | 84.9 | 86.6 | |
| September | 82.8 | 84.6 | 86.6 | |
| October | 81.2 | 84.9 | 87.0 | |
| November | 82.8 | 84.8 | 87.1 | |
| December | 82.6 | 84.9 | 88.2 | |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 6. 10 Months with Highest Seasonally-Adjusted Available Seat-Miles (ASMs), 2000-2015
Systemwide (Domestic + International) ASMs (seasonally-adjusted) in billions (000,000,000)
Scheduled service only

| Rank | Month | Seasonally-Adjusted ASMs in billions |
|-------------|----------------|---|
| 1 | November 2007 | 88.3 |
| 2 | December 2014 | 88.2 |
| 3 | December 2007 | 88.1 |
| 4 | January 2008 | 88.0 |
| 5 | February 2008 | 87.7 |
| 6 | October 2007 | 87.7 |
| 7 | March 2008 | 87.5 |
| 8 | January 2015 | 87.4 |
| 9 | November 2014 | 87.1 |
| 10 | September 2007 | 87.1 |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 7. U.S. Airlines Systemwide Seasonally-Adjusted Passenger Enplanements

Systemwide (Domestic + International) passenger enplanements (seasonally adjusted) in millions (000,000)
Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|-----------|-------------|-------------|-------------|-------------|
| January | 61.11 | 61.78 | 62.67 | 64.39 |
| February | 61.40 | 62.75 | 62.66 | 64.45 |
| March | 61.14 | 61.24 | 63.73 | |
| April | 61.44 | 61.63 | 63.36 | |
| May | 61.01 | 61.65 | 63.58 | |
| June | 61.15 | 61.98 | 63.42 | |
| July | 61.11 | 61.25 | 63.67 | |
| August | 61.51 | 61.76 | 63.71 | |
| September | 61.34 | 62.06 | 64.00 | |
| October | 61.14 | 62.12 | 64.03 | |
| November | 61.17 | 63.03 | 64.21 | |
| December | 61.79 | 62.55 | 64.24 | |

Source: Bureau of Transportation Statistics, T-100 Market

Table 8. Systemwide 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2015

Systemwide (Domestic + International) passenger enplanements on U.S. airlines (seasonally-adjusted) in millions (000,000)
Scheduled service only

| Rank | Month | Seasonally-Adjusted enplanements in millions |
|-------------|----------------|---|
| 1 | August 2007 | 64.86 |
| 2 | October 2007 | 64.70 |
| 3 | February 2015 | 64.45 |
| 4 | September 2007 | 64.43 |
| 5 | November 2007 | 64.40 |
| 6 | January 2015 | 64.39 |
| 7 | June 2007 | 64.38 |
| 8 | July 2007 | 64.34 |
| 9 | May 2007 | 64.31 |
| 10 | December 2014 | 64.24 |

Source: Bureau of Transportation Statistics, T-100 Market

Table 9. U.S. Airlines Domestic Seasonally-Adjusted Passenger Enplanements

Domestic passenger enplanements (seasonally-adjusted) in millions (000,000)

Schedule service only

| | 2012 | 2013 | 2014 | 2015 |
|-----------|-------------|-------------|-------------|-------------|
| January | 53.37 | 53.82 | 54.35 | 55.99 |
| February | 53.59 | 54.69 | 54.39 | 56.07 |
| March | 53.27 | 53.23 | 55.40 | |
| April | 53.60 | 53.67 | 55.01 | |
| May | 53.20 | 53.60 | 55.21 | |
| June | 53.37 | 53.84 | 55.02 | |
| July | 53.32 | 53.04 | 55.29 | |
| August | 53.68 | 53.53 | 55.35 | |
| September | 53.35 | 53.86 | 55.70 | |
| October | 53.23 | 53.87 | 55.83 | |
| November | 53.23 | 54.78 | 55.89 | |
| December | 53.87 | 54.28 | 55.84 | |

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

Table 10. Domestic 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2015

Domestic passenger enplanements on U.S. airlines (seasonally-adjusted) in millions (000,000)

Scheduled service only

| Rank | Month | Seasonally-Adjusted enplanements in millions |
|-------------|----------------|---|
| 1 | August 2007 | 57.23 |
| 2 | October 2007 | 57.03 |
| 3 | June 2007 | 56.90 |
| 4 | September 2007 | 56.89 |
| 5 | May 2007 | 56.88 |
| 6 | July 2007 | 56.79 |
| 7 | April 2007 | 56.74 |
| 8 | November 2007 | 56.67 |
| 9 | February 2008 | 56.36 |
| 10 | January 2008 | 56.24 |

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

Table 11. U.S. Airlines International Seasonally-Adjusted Passenger Enplanements
International passenger enplanements (seasonally-adjusted) in millions (000,000)

| | 2012 | 2013 | 2014 | 2015 |
|-----------|-------------|-------------|-------------|-------------|
| January | 7.74 | 7.95 | 8.32 | 8.40 |
| February | 7.81 | 8.07 | 8.27 | 8.38 |
| March | 7.87 | 8.02 | 8.33 | |
| April | 7.85 | 7.96 | 8.36 | |
| May | 7.82 | 8.05 | 8.38 | |
| June | 7.79 | 8.14 | 8.39 | |
| July | 7.79 | 8.21 | 8.38 | |
| August | 7.83 | 8.23 | 8.36 | |
| September | 7.98 | 8.20 | 8.30 | |
| October | 7.91 | 8.25 | 8.19 | |
| November | 7.93 | 8.24 | 8.32 | |
| December | 7.92 | 8.28 | 8.40 | |

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

Table 12. International 10 Months with Highest Seasonally-Adjusted Passenger Enplanements, 2000-2015

International passenger enplanements on U.S. airlines (seasonally-adjusted) in millions (000,000)
Scheduled service only

| Rank | Month | Seasonally-Adjusted enplanements in millions |
|-------------|---------------|---|
| 1 | December 2014 | 8.40 |
| 2 | January 2015 | 8.40 |
| 3 | June 2014 | 8.39 |
| 4 | July 2014 | 8.38 |
| 5 | February 2015 | 8.38 |
| 6 | May 2014 | 8.38 |
| 7 | August 2014 | 8.36 |
| 8 | April 2014 | 8.36 |
| 9 | March 2014 | 8.33 |
| 10 | January 2014 | 8.32 |

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

Unadjusted Tables

Table 13. U.S. Airlines Unadjusted Monthly Load Factor

Systemwide (Domestic + International) RPMs/ASMs (both unadjusted) in percent
Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|-----------|------|------|------|------|
| January | 77.6 | 78.9 | 80.3 | 79.1 |
| February | 76.6 | 79.2 | 79.8 | 80.2 |
| March | 83.0 | 84.3 | 83.5 | |
| April | 82.5 | 81.6 | 83.4 | |
| May | 83.5 | 84.2 | 85.0 | |
| June | 86.5 | 87.0 | 86.4 | |
| July | 86.6 | 86.6 | 86.7 | |
| August | 86.5 | 86.1 | 86.4 | |
| September | 81.6 | 81.6 | 81.9 | |
| October | 83.4 | 82.2 | 82.7 | |
| November | 81.9 | 79.3 | 79.8 | |
| December | 81.5 | 84.4 | 82.6 | |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 14. 10 Months with Highest Unadjusted Load Factors, 2000-2015

Systemwide (Domestic + International) RPMs/ASMs (both unadjusted) in percent
Scheduled service only

| Rank | Month | Unadjusted Load Factor |
|------|-------------|------------------------|
| 1 | June 2013 | 87.0 |
| 2 | July 2011 | 86.9 |
| 3 | July 2010 | 86.8 |
| 4 | July 2014 | 86.7 |
| 4 | July 2014 | 86.7 |
| 5 | July 2013 | 86.6 |
| 6 | July 2012 | 86.6 |
| 7 | June 2012 | 86.5 |
| 8 | August 2012 | 86.5 |
| 9 | August 2014 | 86.4 |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Load factor is a measure of the use of aircraft capacity that compares Revenue Passenger-Miles (RPMs) as a proportion of Available Seat-Miles (ASMs).

Table 15. U.S. Airlines Unadjusted Monthly Revenue Passenger-Miles (RPMs)
Systemwide (Domestic + International) RPMs (unadjusted) in billions (000,000,000)
Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|-----------|------|------|------|------|
| January | 61.1 | 62.4 | 64.1 | 65.9 |
| February | 57.5 | 57.5 | 57.9 | 59.9 |
| March | 70.8 | 72.2 | 73.6 | |
| April | 67.8 | 67.8 | 70.7 | |
| May | 71.2 | 73.0 | 75.2 | |
| June | 76.0 | 77.9 | 79.5 | |
| July | 79.6 | 81.3 | 83.7 | |
| August | 77.7 | 79.3 | 81.2 | |
| September | 65.2 | 66.6 | 68.4 | |
| October | 67.0 | 69.1 | 71.3 | |
| November | 63.4 | 63.0 | 65.2 | |
| December | 65.9 | 70.4 | 71.8 | |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 16. 10 Months with Highest Unadjusted Revenue Passenger-Miles (RPMs), 2000-2015
Systemwide* RPMs (unadjusted) in billions (000,000,000)
Scheduled service only

| Rank | Month | Unadjusted RPMs in billions |
|------|-------------|-----------------------------|
| 1 | July 2014 | 83.7 |
| 2 | July 2013 | 81.3 |
| 3 | August 2014 | 81.2 |
| 4 | July 2011 | 80.4 |
| 5 | July 2007 | 79.9 |
| 6 | July 2012 | 79.6 |
| 7 | June 2014 | 79.5 |
| 8 | August 2013 | 79.3 |
| 9 | July 2008 | 78.8 |
| 10 | August 2007 | 78.3 |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Revenue passenger-miles are a measure of the volume of air passenger transportation. A revenue passenger-mile is equal to one paying passenger carried one mile.

Table 17. U.S. Airlines Unadjusted Monthly Monthly Available Seat-Miles (ASMs)
Systemwide (Domestic + International) ASMs (unadjusted) in billions (000,000,000)
Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|-----------|------|------|------|------|
| January | 78.7 | 79.2 | 79.8 | 83.3 |
| February | 75.0 | 72.6 | 72.5 | 74.8 |
| March | 85.3 | 85.6 | 88.2 | |
| April | 82.1 | 83.1 | 84.8 | |
| May | 85.2 | 86.7 | 88.5 | |
| June | 87.8 | 89.5 | 92.0 | |
| July | 91.9 | 93.8 | 96.5 | |
| August | 89.9 | 92.2 | 94.0 | |
| September | 80.0 | 81.5 | 83.5 | |
| October | 80.3 | 84.0 | 86.1 | |
| November | 77.4 | 79.5 | 81.7 | |
| December | 80.9 | 83.4 | 86.9 | |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 18. 10 Months with Highest Unadjusted Available Seat-Miles (ASMs), 2000-2015
Systemwide (Domestic + International) ASMs (unadjusted) in billions (000,000,000)
Scheduled service only

| Rank | Month | Unadjusted ASMs in billions |
|------|-------------|-----------------------------|
| 1 | July 2014 | 96.5 |
| 2 | August 2014 | 94.0 |
| 3 | July 2013 | 93.8 |
| 4 | July 2008 | 93.7 |
| 5 | July 2007 | 92.9 |
| 6 | August 2007 | 92.8 |
| 7 | July 2011 | 92.5 |
| 8 | August 2013 | 92.2 |
| 9 | June 2014 | 92.0 |
| 10 | July 2012 | 91.9 |

Source: Bureau of Transportation Statistics, T-100 Segment

Note: Available seat-miles are a measure of the capacity of air passenger transportation. An available seat-mile is equal to one aircraft seat carried one mile.

Table 19. U.S. Airlines Systemwide Unadjusted Passenger Enplanements

Systemwide (Domestic + International) passenger enplanements (unadjusted) in millions (000,000)

Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|--------------------|---------------|---------------|---------------|---------------|
| January | 54.44 | 55.35 | 55.81 | 57.57 |
| February | 53.11 | 52.49 | 52.44 | 54.26 |
| March | 64.46 | 65.10 | 66.44 | |
| April | 61.50 | 60.98 | 63.49 | |
| May | 63.68 | 64.79 | 66.51 | |
| June | 66.61 | 67.08 | 68.60 | |
| July | 69.19 | 69.22 | 71.89 | |
| August | 67.76 | 67.73 | 69.53 | |
| September | 57.42 | 58.19 | 59.99 | |
| October | 60.93 | 62.16 | 64.49 | |
| November | 58.74 | 57.60 | 59.74 | |
| December | 58.87 | 62.49 | 63.78 | |
| 2 Mo. Total | 107.55 | 107.84 | 108.25 | 111.83 |
| Yr. Total | 736.71 | 743.18 | 762.71 | |

Source: Bureau of Transportation Statistics, T-100 Market

Table 20. Systemwide 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2015

Systemwide (Domestic + International) passenger enplanements on U.S. airlines (unadjusted) in millions (000,000)

Scheduled service only

| Rank | Month | Unadjusted enplanements in millions |
|-------------|--------------|--|
| 1 | July 2007 | 72.40 |
| 2 | July 2014 | 71.89 |
| 3 | August 2007 | 71.34 |
| 4 | July 2005 | 70.57 |
| 5 | July 2008 | 70.47 |
| 6 | July 2011 | 69.91 |
| 7 | June 2007 | 69.69 |
| 8 | August 2014 | 69.53 |
| 9 | July 2006 | 69.51 |
| 10 | July 2013 | 69.22 |

Source: Bureau of Transportation Statistics, T-100 Market

Table 21. U.S. Airlines Domestic Unadjusted Passenger Enplanements

Domestic passenger enplanements (unadjusted) in millions (000,000)

Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|--------------------|---------------|---------------|---------------|--------------|
| January | 47.08 | 47.82 | 47.96 | 49.53 |
| February | 46.41 | 45.74 | 45.51 | 47.23 |
| March | 56.20 | 56.57 | 57.76 | |
| April | 53.69 | 53.23 | 55.25 | |
| May | 55.75 | 56.56 | 57.89 | |
| June | 57.90 | 57.99 | 59.26 | |
| July | 59.69 | 59.31 | 61.76 | |
| August | 58.65 | 58.12 | 59.76 | |
| September | 50.14 | 50.77 | 52.53 | |
| October | 53.78 | 54.71 | 57.08 | |
| November | 51.85 | 50.54 | 52.58 | |
| December | 51.17 | 54.33 | 55.49 | |
| 2 Mo. Total | 93.49 | 93.56 | 93.47 | 96.76 |
| Yr. Total | 642.31 | 645.69 | 662.83 | |

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

Table 22. Domestic 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2015

Domestic passenger enplanements on U.S. airlines (unadjusted) in millions (000,000)

Scheduled service only

| Rank | Month | Unadjusted enplanements in millions |
|-------------|--------------|--|
| 1 | July 2007 | 63.46 |
| 2 | August 2007 | 62.66 |
| 3 | July 2005 | 62.40 |
| 4 | July 2014 | 61.76 |
| 5 | June 2007 | 61.49 |
| 6 | July 2008 | 61.40 |
| 7 | July 2006 | 60.84 |
| 8 | July 2011 | 60.31 |
| 9 | August 2014 | 59.76 |
| 10 | June 2005 | 59.72 |

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

Table 23. U.S. Airlines International Unadjusted International Passenger Enplanements

International passenger numbers (unadjusted) in millions (000,000)
 Scheduled service only

| | 2012 | 2013 | 2014 | 2015 |
|--------------------|--------------|--------------|--------------|--------------|
| January | 7.36 | 7.53 | 7.85 | 8.05 |
| February | 6.70 | 6.75 | 6.93 | 7.03 |
| March | 8.26 | 8.53 | 8.68 | |
| April | 7.80 | 7.75 | 8.24 | |
| May | 7.93 | 8.22 | 8.62 | |
| June | 8.71 | 9.08 | 9.34 | |
| July | 9.50 | 9.91 | 10.13 | |
| August | 9.11 | 9.61 | 9.77 | |
| September | 7.29 | 7.43 | 7.46 | |
| October | 7.15 | 7.45 | 7.41 | |
| November | 6.89 | 7.06 | 7.16 | |
| December | 7.71 | 8.16 | 8.29 | |
| 2 Mo. Total | 14.06 | 14.28 | 14.78 | 15.08 |
| Yr. Total | 94.41 | 97.48 | 99.88 | |

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

Table 24. International 10 Months with Highest Unadjusted Passenger Enplanements, 2000-2015

International passenger enplanements on U.S. airlines (unadjusted) in millions (000,000)
 Scheduled service only

| Rank | Month | Unadjusted enplanements in millions |
|-------------|--------------|--|
| 1 | July 2014 | 10.13 |
| 2 | July 2013 | 9.91 |
| 3 | August 2014 | 9.77 |
| 4 | August 2013 | 9.61 |
| 5 | July 2011 | 9.60 |
| 6 | July 2012 | 9.50 |
| 7 | June 2014 | 9.34 |
| 8 | July 2010 | 9.29 |
| 9 | August 2012 | 9.11 |
| 10 | June 2013 | 9.08 |

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