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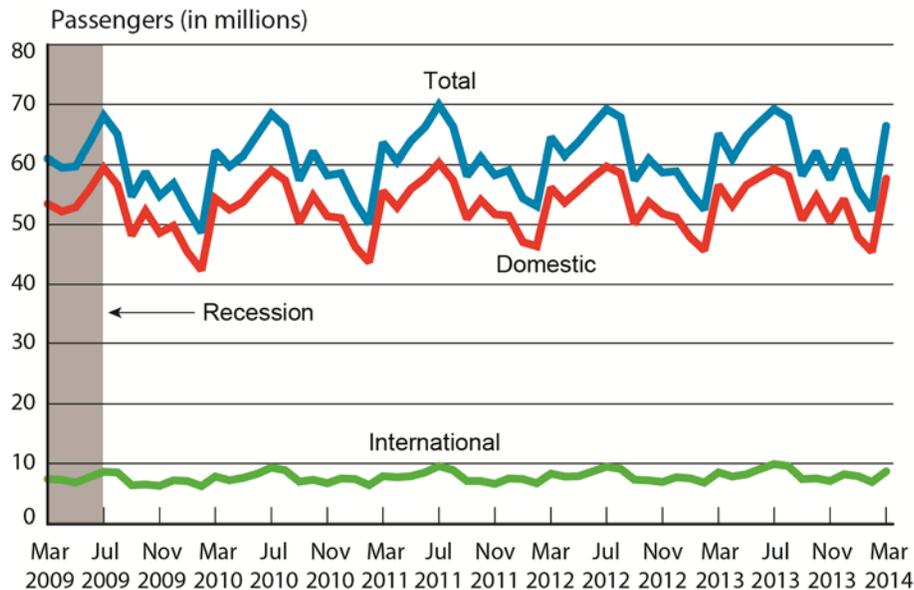
BTS Data

BTS 28-14
Thursday, June 12, 2014
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March 2014 U.S. Airline Traffic Data

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 66.4 million systemwide (domestic + international) scheduled service passengers in March 2014, 2.0 percent more than in March 2013. The systemwide total was the result of a 2.1 percent increase in the number of passengers on domestic flights (57.7 million) and a 1.7 percent increase in passengers on international flights (8.7 million) (Tables 1, 7, 13).

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



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

U.S. airlines carried 174.6 million systemwide (domestic + international) scheduled service passengers during the first three months of 2014, 1.0 percent more than during the same period in 2013 (Table 2). Domestically, U.S. airlines carried 151.1 million passengers, up 0.7 percent from 2013 (Table 8). Internationally, they carried 23.5 million passengers, up 2.8 percent from 2013 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

Load Factor

The March 2014 systemwide load factor (83.5 percent) was down from the all-time high load factor for the month of March of 84.3 set in 2013. Systemwide capacity measured by available seat-miles (ASMs) grew faster from March 2013 to March 2014 (2.9 percent) than the growth in revenue passenger-miles (RPMs) (2.0 percent) (Table 1). The domestic load factor (85.5) was a record high for the month of March, topping the previous high of 85.0 recorded in 2013. Domestic RPMs grew faster from March 2013 to March 2014 (2.5 percent) than capacity (2.0 percent), resulting in the higher load factor (Table 7).

The international load factor (79.2) was down from March 2013 (82.5) and was the lowest March international load factor since 2011. International capacity rose 5.1 percent from March 2013 to March 2014, outpacing the 0.9 percent growth in RPMs, reducing the load factor (Table 13). Load factor is a measure of the use of aircraft capacity that compares RPMs as a proportion of ASMs.

Trends for the Month of March

Systemwide: For the month of March, the 2014 systemwide passenger total was the highest since 2008. RPMs were at the highest March level, exceeding the previous high in 2008. Capacity measured in ASMs was at the second highest March level, 1.2 percent below the March 2008 all-time high.

Domestic: The March 2014 domestic passenger total was the highest since 2008 but was below the levels reached in the month of March from 2005 through 2008. RPMs were at the second highest March level, 0.2 percent below the March 2008 peak. Capacity measured in ASMs was the highest since 2008 but was below the levels reached in the month of March from 2005 through 2008.

International: The number of passengers on U.S. airlines' international flights was the highest on record for the month of March, exceeding the previous high in March 2013. RPMs were also at the highest March level, exceeding the previous high in March 2008. Capacity measured in ASMs was also at the highest March level, exceeding the previous high in March 2012.

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

Top Airlines

Monthly: In March, Delta Air Lines carried more systemwide passengers than any other U.S. airline (Table 4). Southwest Airlines carried the most passengers on domestic flights (Table 10). United Airlines carried the most passengers on international flights (Table 16). The top 10 U.S. airlines carried 81.1 percent of systemwide passengers, up from 80.8 percent carried by the U.S. airlines that were in the [top 10 in March 2013](#).

Year-to-date: During the first three months of 2014, Delta carried more systemwide passengers than any other U.S. airline (Table 3). Southwest carried the most passengers on domestic flights (Table 9). United carried the most passengers on international flights (Table 15). The top 10 U.S. airlines carried 81.1 percent of systemwide passengers, up from 80.6 percent carried by the U.S. airlines that were in the top 10 during the [first three months of 2013](#).

Top Airports

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

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

Reporting Notes

Data are compiled from monthly reports filed with BTS by commercial U.S. air carriers detailing operations, passenger traffic and freight traffic. This release includes data received by BTS from 79 carriers as of June 3 for U.S. carrier **scheduled** civilian operations.

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

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

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

Traffic numbers are available on the BTS website at TranStats, the Intermodal Transportation Database, at <http://transtats.bts.gov>. Click on "Aviation." For systemwide passengers, RPMs and ASMs by carrier through March, 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 March and international numbers through December 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 March, U.S. carriers reported 178,510 foreign point-to-point passengers. For January through March, U.S. carriers reported 518,560 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled July 14 for the release of April 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

	Mar 2013	Monthly Mar 2014	Change %	2013	Year-to-Date 2014	Change %
Passengers (in millions)	65.1	66.4	2.0	172.9	174.6	1.0
Flights (in thousands)	785.5	769.1	-2.1	2,189.3	2,098.7	-4.1
Revenue Passenger Miles (in billions)	72.2	73.6	2.0	192.1	195.6	1.8
Available Seat-Miles (in billions)	85.6	88.2	2.9	237.5	240.4	1.3
Load Factor*	84.3	83.5	-0.7	80.9	81.3	0.4
Flight Stage Length**	769.0	793.0	3.1	763.9	790.1	3.4
Passenger Trip Length***	1,108.5	1,108.8	0.0	1,111.0	1,120.3	0.8

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

* Change in load factor points

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

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

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

	2012	2013	2012-2013 Pct. Change	2014	2013-2014 Pct. Change
January	54.4	55.3	1.7	55.8	0.8
February	53.1	52.5	-1.2	52.4	-0.1
March	64.5	65.1	1.0	66.4	2.0
April	61.5	61.0	-0.8		
May	63.7	64.8	1.7		
June	66.6	67.1	0.7		
July	69.2	69.2	0.0		
August	67.8	67.7	0.0		
September	57.4	58.2	1.3		
October	60.9	62.1	2.0		
November	58.7	57.6	-2.0		
December	58.9	62.5	6.1		
3 Mo. Total	172.0	172.9	0.5	174.6	1.0
Yr. Total	736.7	743.1	0.9		

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

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

Jan-Mar 2014 Rank	Carrier	Jan-Mar 2014 Enplaned Passengers	Jan-Mar 2013 Rank	Jan-Mar 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Delta	28.368	1	27.012	5.0
2	Southwest*	27.896	2	26.188	6.5
3	American	21.029	4	20.883	0.7
4	United	20.972	3	21.187	-1.0
5	US Airways	13.770	5	13.807	-0.3
6	JetBlue	7.323	7	7.287	0.5
7	ExpressJet	7.242	6	7.507	-3.5
8	SkyWest	6.339	8	6.470	-2.0
9	Alaska	4.729	9	4.527	4.5
10	Envoy	3.871	11	4.169	-7.1

Source: Bureau of Transportation Statistics, T-100 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 4. Top 10 U.S. Airlines, ranked by March 2014 Systemwide (Domestic and International) Scheduled Enplanements

Passenger numbers in millions (000,000)

Mar 2014 Rank	Carrier	Mar 2014 Enplaned Passengers	Mar 2013 Rank	Mar 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Delta	11.184	1	10.441	7.1
2	Southwest*	10.944	2	10.248	6.8
3	United	7.924	3	7.908	0.2
4	American	7.549	4	7.546	0.0
5	US Airways	5.141	5	5.034	2.1
6	ExpressJet	2.832	6	2.856	-0.8
7	JetBlue	2.752	7	2.742	0.4
8	SkyWest	2.355	8	2.393	-1.6
9	Alaska	1.740	10	1.678	3.7
10	Envoy	1.441	11	1.494	-3.6

Source: Bureau of Transportation Statistics, T-100 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 5. Top 10 U.S. Airports, ranked by January-March 2014 Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

Jan-Mar 2014 Rank	Airport	Jan-Mar 2014 Enplaned Passengers	Jan-Mar 2013 Rank	Jan-Mar 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	10.316	1	10.325	-0.1
2	Dallas/Fort Worth	6.926	2	6.712	3.2
3	Chicago O'Hare	6.631	3	6.652	-0.3
4	Los Angeles	6.202	5	5.727	8.3
5	Denver	5.967	4	5.848	2.0
6	Charlotte	4.992	6	4.986	0.1
7	Phoenix	4.940	7	4.825	2.4
8	Las Vegas	4.456	8	4.308	3.4
9	Houston Bush	4.359	9	4.258	2.4
10	San Francisco	4.292	10	4.084	5.1

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

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

Mar 2014 Rank	Airport	Mar 2014 Enplaned Passengers	Mar 2013 Rank	Mar 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	4.035	1	3.890	3.7
2	Chicago O'Hare	2.623	2	2.508	4.6
3	Dallas/Fort Worth	2.519	3	2.428	3.7
4	Los Angeles	2.296	4	2.146	7.0
5	Denver	2.210	5	2.143	3.1
6	Phoenix	1.902	7	1.796	5.9
7	Charlotte	1.862	6	1.800	3.4
8	Las Vegas	1.662	8	1.614	3.0
9	Houston Bush	1.613	9	1.568	2.8
10	San Francisco	1.602	10	1.530	4.7

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

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

	Mar 2013	Monthly Mar 2014	Change %	2013	Year-to-Date 2014	Change %
Passengers (in millions)	56.6	57.7	2.1	150.1	151.1	0.7
Flights (in thousands)	710.1	691.6	-2.6	1,979.4	1,886.6	-4.7
Revenue Passenger Miles (in billions)	50.6	51.9	2.5	133.7	136.0	1.7
Available Seat-Miles (in billions)	59.5	60.7	2.0	163.6	164.0	0.3
Load Factor*	85.0	85.5	0.5	81.7	82.9	1.2
Flight Stage Length**	663.9	681.8	2.7	656.5	676.1	3.0
Passenger Trip Length***	894.4	898.3	0.4	890.4	899.7	1.0

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

* Change in load factor points

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

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

	2012	2013	2012- 2013 Pct. Change	2014	2013- 2014 Pct. Change
January	47.1	47.8	1.6	47.9	0.2
February	46.4	45.7	-1.4	45.5	-0.5
March	56.2	56.6	0.6	57.7	2.1
April	53.7	53.2	-0.9		
May	55.7	56.6	1.5		
June	57.9	58.0	0.1		
July	59.7	59.3	-0.6		
August	58.6	58.1	-0.9		
September	50.1	50.8	1.3		
October	53.8	54.7	1.7		
November	51.8	50.5	-2.5		
December	51.2	54.3	6.2		
3 Mo. Total	149.7	150.1	0.3	151.1	0.7
Yr. Total	642.3	645.6	0.5		

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

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

Jan-Mar 2014 Rank	Carrier	Jan-Mar 2014 Enplaned Passengers	Jan-Mar 2013 Rank	Jan-Mar 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	Southwest**	27.896	1	26.188	6.5
2	Delta	23.182	2	22.191	4.5
3	American	15.781	3	15.691	0.6
4	United	14.998	4	15.345	-2.3
5	US Airways	12.204	5	12.146	0.5
6	ExpressJet	6.505	6	6.815	-4.5
7	JetBlue	6.090	7	6.242	-2.4
8	SkyWest	5.982	8	6.130	-2.4
9	Alaska	4.229	10	4.046	4.5
10	Envoy	3.535	11	3.748	-5.7

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

Mar 2014 Rank	Carrier	Mar 2014 Enplaned Passengers	Mar 2013 Rank	Mar 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Southwest*	10.944	1	10.248	6.8
2	Delta	9.239	2	8.595	7.5
3	American	5.742	4	5.673	1.2
4	United	5.645	3	5.704	-1.0
5	US Airways	4.523	5	4.399	2.8
6	ExpressJet	2.550	6	2.607	-2.2
7	JetBlue	2.309	7	2.349	-1.7
8	SkyWest	2.230	8	2.265	-1.5
9	Alaska	1.563	10	1.501	4.1
10	Envoy	1.318	11	1.342	-1.7

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

Jan-Mar 2014 Rank	Airport	Jan-Mar 2014 Enplaned Passengers	Jan-Mar 2013 Rank	Jan-Mar 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	9.262	1	9.361	-1.1
2	Dallas/Fort Worth	6.268	2	6.120	2.4
3	Chicago O'Hare	5.989	3	6.011	-0.4
4	Denver	5.740	4	5.681	1.0
5	Los Angeles	5.668	5	5.274	7.5
6	Phoenix	4.745	7	4.618	2.8
7	Charlotte	4.673	6	4.661	0.3
8	Las Vegas	4.451	8	4.304	3.4
9	San Francisco	3.868	10	3.695	4.7
10	Orlando	3.862	9	3.849	0.3

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

Mar 2014 Rank	Airport	Mar 2014 Enplaned Passengers	Mar 2013 Rank	Mar 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	3.638	1	3.524	3.2
2	Chicago O'Hare	2.364	2	2.258	4.7
3	Dallas/Fort Worth	2.285	3	2.213	3.2
4	Denver	2.123	4	2.078	2.2
5	Los Angeles	2.098	5	1.977	6.2
6	Phoenix	1.830	6	1.724	6.2
7	Charlotte	1.734	7	1.672	3.7
8	Las Vegas	1.661	8	1.613	3.0
9	Orlando	1.469	9	1.460	0.6
10	San Francisco	1.445	10	1.388	4.1

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

	Mar 2013	Monthly Mar 2014	Change %	2013	Year-to-Date 2014	Change %
Passengers (in millions)	8.5	8.7	1.7	22.8	23.5	2.8
Flights (in thousands)	75.4	77.5	2.8	209.9	212.2	1.1
Revenue Passenger Miles (in billions)	21.6	21.8	0.9	58.5	59.6	2.0
Available Seat-Miles (in billions)	26.1	27.5	5.1	73.9	76.4	3.4
Load Factor*	82.5	79.2	-3.3	79.1	78.1	-1.1
Flight Stage Length**	1,759.1	1,785.4	1.5	1,776.4	1,804.3	1.6
Passenger Trip Length***	2,527.7	2,508.3	-0.8	2,561.9	2,541.6	-0.8

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

* Change in load factor points

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

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

	2012	2013	2012- 2013 Pct. Change	2014	2013- 2014 Pct. Change
January	7.4	7.5	2.3	7.9	4.3
February	6.7	6.8	0.8	6.9	2.6
March	8.3	8.5	3.3	8.7	1.7
April	7.8	7.8	-0.6		
May	7.9	8.2	3.7		
June	8.7	9.1	4.3		
July	9.5	9.9	4.3		
August	9.1	9.6	5.5		
September	7.3	7.4	1.9		
October	7.2	7.5	4.2		
November	6.9	7.1	2.3		
December	7.7	8.2	5.9		
3 Mo. Total	22.3	22.8	2.2	23.5	2.8
Yr. Total	94.4	97.5	3.3		

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

Note: Percentage changes based on numbers prior to rounding.

Table 15. Top 10 U.S. Airlines, ranked by January-March 2014 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Mar 2014 Rank	Carrier	Jan-Mar 2014 Enplaned Passengers	Jan-Mar 2013 Rank	Jan-Mar 2013 Enplaned Passengers	Pct. Change 2013- 2014
1	United	5,973.8	1	5,842.7	2.2
2	American	5,247.2	2	5,191.7	1.1
3	Delta	5,185.9	3	4,820.5	7.6
4	US Airways	1,566.1	4	1,661.4	-5.7
5	JetBlue	1,232.6	5	1,045.8	17.9
6	ExpressJet	737.1	6	692.7	6.4
7	Alaska	499.9	7	480.7	4.0
8	AirTran*	463.4	9	397.1	16.7
9	SkyWest	356.6	10	340.6	4.7
10	Spirit	343.3	11	304.8	12.7

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

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

Note: Percentage changes based on numbers prior to rounding.

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

Mar 2014 Rank	Carrier	Mar 2014 Enplaned Passengers	Mar 2013 Rank	Mar 2013 Enplaned Passengers	Pct. Change 2013-2014
1	United	2,278.7	1	2,203.4	3.4
2	Delta	1,945.0	3	1,845.6	5.4
3	American	1,807.3	2	1,872.5	-3.5
4	US Airways	617.9	4	634.3	-2.6
5	JetBlue	443.3	5	393.0	12.8
6	ExpressJet	282.7	6	249.2	13.5
7	AirTran*	184.4	8	164.8	11.9
8	Alaska	176.9	7	176.7	0.1
9	SkyWest	124.8	10	127.7	-2.3
10	Envoy	122.5	9	152.4	-19.6

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

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

Note: Percentage changes based on numbers prior to rounding.

Table 17. Top 10 U.S. Airports, ranked by January-March 2014 International Scheduled Enplanements on U.S. Airlines

Passenger numbers in thousands (000)

Jan-Mar 2014 Rank	Airport	Jan-Mar 2014 Enplaned Passengers	Jan-Mar 2013 Rank	Jan-Mar 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Miami	1,479.1	1	1,444.6	2.4
2	New York JFK	1,055.9	2	1,061.9	-0.6
3	Atlanta	1,053.9	3	964.1	9.3
4	Newark	878.4	4	905.3	-3.0
5	Houston Bush	862.4	5	811.1	6.3
6	Dallas/Fort Worth	657.6	7	592.6	11.0
7	Chicago O'Hare	641.9	6	641.0	0.1
8	Los Angeles	534.1	8	453.1	17.9
9	San Francisco	423.8	9	389.1	8.9
10	Minneapolis	341.7	14	316.5	8.0

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 March 2014 International Scheduled Enplanements on U.S. Airlines

Passenger numbers in thousands (000)

Mar 2014 Rank	Airport	Mar 2014 Enplaned Passengers	Mar 2013 Rank	Mar 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Miami	491.5	1	496.8	-1.1
2	Atlanta	397.0	3	365.7	8.6
3	New York JFK	385.6	2	409.8	-5.9
4	Newark	347.0	4	346.4	0.2
5	Houston Bush	320.1	5	306.0	4.6
6	Chicago O'Hare	258.4	6	250.8	3.0
7	Dallas/Fort Worth	234.0	7	214.1	9.3
8	Los Angeles	197.5	8	169.1	16.8
9	San Francisco	156.6	10	142.3	10.0
10	Minneapolis	140.1	12	128.3	9.2

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

Note: Percentage changes based on numbers prior to rounding.