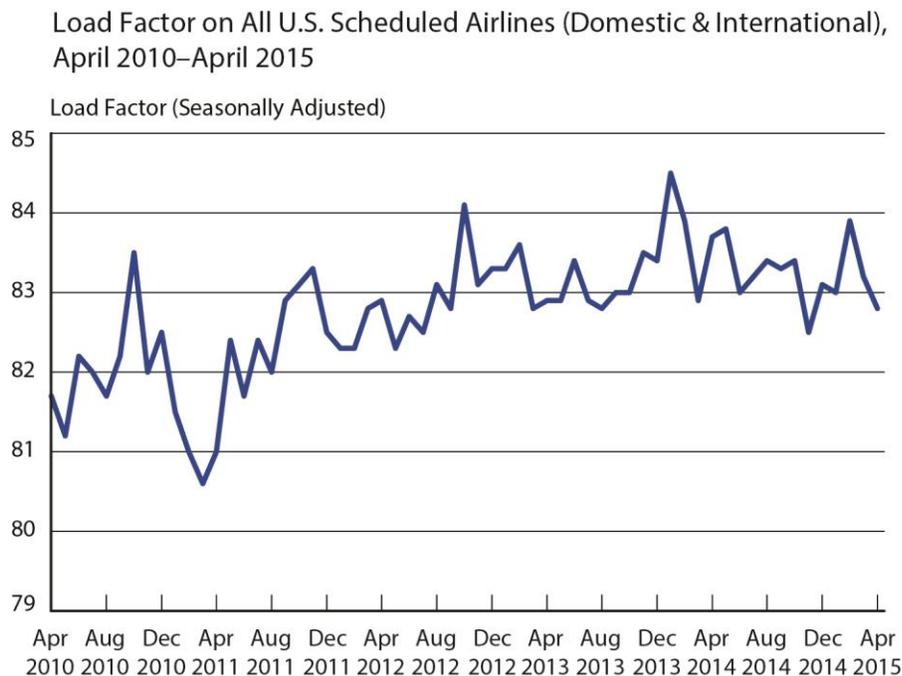


BTS 33-15
Thursday, July 16, 2015
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April 2015 U.S. Airline Traffic Data

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 – fell to 82.8 percent in April, seasonally adjusted, declining for the second consecutive month (Table 1). Seasonal adjustment allows the comparing of monthly load factors to all other months.



For April, U.S. airlines reported seasonally-adjusted all-time monthly highs in passenger enplanements, Revenue Passenger-Miles (RPMs) and Available Seat-Miles (ASMs). Systemwide passenger enplanements in April (65.4 million) exceeded the previous record in March 2015 by 0.4 percent (Table 8). Systemwide RPMs in April (73.8 billion) exceeded the previous record in March 2015 by 0.4 percent (Table 4). Systemwide ASMs in April (89.1 billion) exceeded the previous record in December 2014 by 0.8 percent (Table 6). These all-time highs did not result in a higher load factor in April because the airline capacity growth exceeded the growth in passenger travel.

The April load factor of 82.8 was below the all-time seasonally-adjusted high of 84.5 in January 2014 (Table 2). Load factor is a measure of the use of aircraft capacity that compares the system use, measured in RPMs as a proportion of system capacity, measured in ASMs.

The seasonally-adjusted load factor fell in April for the second consecutive month after reaching the highest point in 12 months in February (Table 1). The load factor declined from March to April despite a 0.3 percent increase in RPMs because system capacity grew faster (0.8 percent increase in ASMs) (Tables 3, 5).

BTS began issuing this monthly press release using both seasonally-adjusted and unadjusted data for industry totals beginning in January. This press release replaced the previous monthly [Air Traffic press releases](#). Tables 2, 8 and 14 of the previous press release can be found at the end of the Unadjusted 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

The April load factor (82.8) dropped to the lowest level since November 2014 (Table 1). In April, RPMs, the passenger measure used to calculate load factor, reached an all-time high. However, the RPM increase did not keep pace with the increase in ASMs, leading to a decrease in the load factor. The last 10 months, starting with July 2014 through April 2015 are the 10 all-time highest months for RPMs with April 2015 the highest (Table 4).

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

Unadjusted

Systemwide: Load factor (82.5) was down from the all-time April high set in 2014 (83.4). The number of passengers, RPMs and ASMs all reached record highs for the any April.

Domestic: Load factor (84.9) equaled the all-time high for the month of April set in 2014 (84.9). The number of passengers and RPMs reached all-time highs for the month of April. ASMs remained below the pre-recession peak in 2005.

International: Load factor (77.1) was down from April 2014 (80.1) and from the all-time April high set in 2012 (80.2). The number of passengers and RPMs were down from the all-time highs for the month of April, set in 2014. ASMs exceeded the previous record high set in April 2014.

Unadjusted trends are for the time period January 1996 to present. Data are available at [Customize Table](#) and can be downloaded from the [seasonally-adjusted data](#) page.

Seasonally-Adjusted Air Travel

Seasonally-Adjusted Revenue Passenger-Miles

RPMs rose 0.3 percent from March to April, the second consecutive month of growth (Table 3).

RPMs of 73.8 billion in April were the highest all-time seasonally-adjusted total. Four of the top 10 all-time highest months for RPMs have been in 2015 and six were in 2014 (Table 4).

Seasonally-Adjusted Available Seat-Miles

ASMs rose 0.8 percent from March to April, the second consecutive month of growth (Table 5).

ASMs of 89.1 billion in April were the highest all-time seasonally-adjusted total. Three of the top 10 all-time highest months for ASMs have been in 2015 and one was in 2014 (Table 6).

Seasonally-Adjusted Passenger Enplanements

Systemwide: Systemwide passenger enplanements rose 0.4 percent from March to April, rising for the second consecutive month (Table 7). The systemwide total rose from March to April because of growth in domestic enplanements (0.4 percent). The systemwide growth took place despite a 0.2 percent decline in international enplanements (Tables 9, 11).

Enplanements of 65.4 million in April were the highest all-time seasonally-adjusted total. Four of the top 10 all-time highest months for enplanements have been in 2015 and one was in 2014 (Table 8).

Domestic: Enplanements on domestic flights rose 0.4 percent from March to April (Table 9). Domestic enplanements in April (57.0 million) were the second highest all-time seasonally-adjusted total, 0.3 percent less than the all-time seasonally-adjusted high in August 2007 (57.2 million). Two of the top 10 all-time highest months for domestic enplanements have been in 2015. No other post-recession months are among the top 10 all-time highest months for domestic enplanements (Table 10).

International: U.S. airlines' international enplanements fell 0.2 percent from March to April, the fourth consecutive month of decline. The April level (8.3 million) was the 10th highest all-time seasonally-adjusted total, 0.8 percent less than the all-time seasonally-adjusted high in June 2014 (8.4 million). Four of the top 10 all-time highest months for international enplanements have been in 2015 and six were in 2014 (Tables 11, 12).

Unadjusted Tables

Unadjusted Load Factor

U.S. airlines' systemwide (domestic and international) scheduled service load factor was 82.5 percent in April, down from March (83.9) and from April 2014 (83.4) (Table 13).

The April load factor of 82.5 was down from the all-time unadjusted high for the month of April of 83.4 reached in 2014. The April load factor was below the all-time unadjusted high of 87.0 reached in June 2013. (Table 14)

The load factor fell year-to-year despite a 3.4 percent increase in RPMs from April 2014 to April 2015 because ASMs grew faster (4.5 percent increase in ASMs) (Tables 15, 17).

Unadjusted Revenue Passenger-Miles

RPMs in April declined 3.5 percent from March but increased 3.4 percent from April 2014 (Table 15).

RPMs of 73.1 billion in April were 12.7 percent less than the all-time unadjusted high reached in July 2014. None of the top 10 all-time highest months for RPMs have been in 2015 and three were in 2014 (Table 16).

Unadjusted Available Seat-Miles

ASMs in April declined 1.9 percent from March but increased 4.5 percent from April 2014 (Table 17).

ASMs of 88.6 billion in April were 8.2 percent less than the all-time unadjusted high reached in July 2014. None of the top 10 all-time highest months for ASMs have been in 2015 but three were in 2014 (Table 18).

Unadjusted Passenger Enplanements

Systemwide: Systemwide unadjusted passenger enplanements in April 2015 (65.9 million) fell 3.3 percent from March (68.2 million) and rose 3.8 percent from April 2014 (63.5 million) (Table 19).

The April 2015 systemwide enplanement total (65.9 million) was 9.0 percent less than the all-time unadjusted high reached in July 2007 (72.4 million). The April 2015 level was the all-time unadjusted high for the month of April (Table 20).

Domestic: Domestic unadjusted passenger enplanements in April 2015 (57.7 million) fell 3.1 percent from March (59.5 million) and rose 4.4 percent from April 2014 (55.2 million) (Table 21).

The April 2015 domestic enplanement total (57.7 million) was 9.1 percent less than the all-time unadjusted high in July 2007 (63.5 million). The April 2015 level was the all-time unadjusted high for the month of April (Table 22).

International: International unadjusted passenger enplanements in April 2015 (8.22 million) fell 4.9 percent from March (8.6 million) and fell 0.2 percent from April 2014 (8.24 million) (Table 23).

The April 2015 international enplanement total (8.22 million) was 18.8 percent less than the all-time unadjusted high in July 2014 (10.1 million). The April 2015 level was down 0.2 percent from the all-time unadjusted high for the month of April (8.24 million) reached 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 and 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 78 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://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 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, 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 April, U.S. carriers reported 101,858 foreign point-to-point passengers. For January through April, U.S. carriers reported 448,199 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Aug. 13 for the release of October traffic data. 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	84.5	83.0
February	82.3	83.6	83.9	83.9
March	82.8	82.8	82.9	83.2
April	82.9	82.9	83.7	82.8
May	82.3	82.9	83.8	
June	82.7	83.4	83.0	
July	82.5	82.9	83.2	
August	83.1	82.8	83.4	
September	82.8	83.0	83.3	
October	84.1	83.0	83.4	
November	83.1	83.5	82.5	
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	84.5
2	October 2012	84.1
3	February 2014	83.9
4	February 2015	83.9
5	May 2014	83.8
6	April 2014	83.7
7	February 2013	83.6
8	November 2013	83.5
9	October 2010	83.5
10	October 2014	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	71.1	73.0
February	68.5	70.7	71.1	73.0
March	68.8	69.2	71.5	73.5
April	68.7	69.5	71.5	73.8
May	68.3	69.8	71.9	
June	68.5	70.2	71.7	
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	72.0	
December	68.8	70.9	73.4	

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	April 2015	73.8
2	March 2015	73.5
3	December 2014	73.4
4	February 2015	73.0
5	January 2015	73.0
6	October 2014	72.6
7	July 2014	72.2
8	September 2014	72.1
9	August 2014	72.1
10	November 2014	72.0

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	83.3	84.1	87.9
February	83.3	84.5	84.7	87.1
March	83.1	83.6	86.2	88.4
April	82.9	83.8	85.4	89.1
May	82.9	84.2	85.8	
June	82.7	84.2	86.4	
July	82.5	84.2	86.7	
August	82.6	84.8	86.5	
September	82.7	84.5	86.6	
October	81.1	84.9	87.0	
November	82.8	84.9	87.2	
December	82.6	85.0	88.4	

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	April 2015	89.1
2	December 2014	88.4
3	March 2015	88.4
4	November 2007	88.3
5	December 2007	88.1
6	January 2008	88.0
7	January 2015	87.9
8	February 2008	87.7
9	October 2007	87.7
10	March 2008	87.5

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	61.13	61.81	62.70	64.65
February	61.45	62.88	62.85	64.57
March	61.10	61.18	63.63	65.13
April	61.41	61.56	63.24	65.37
May	60.97	61.59	63.50	
June	61.13	61.94	63.35	
July	61.09	61.22	63.63	
August	61.49	61.74	63.69	
September	61.33	62.05	64.01	
October	61.15	62.14	64.06	
November	61.20	63.08	64.28	
December	61.84	62.62	64.36	

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	April 2015	65.37
2	March 2015	65.13
3	August 2007	64.86
4	October 2007	64.70
5	January 2015	64.65
6	February 2015	64.57
7	September 2007	64.43
8	November 2007	64.40
9	June 2007	64.39
10	December 2014	64.36

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	53.39	53.87	54.39	56.26
February	53.64	54.81	54.58	56.23
March	53.23	53.17	55.30	56.79
April	53.56	53.59	54.88	57.04
May	53.15	53.53	55.12	
June	53.34	53.80	54.95	
July	53.30	53.02	55.25	
August	53.66	53.51	55.33	
September	53.35	53.85	55.71	
October	53.24	53.89	55.87	
November	53.26	54.84	55.97	
December	53.91	54.35	55.97	

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	April 2015	57.04
3	October 2007	57.03
4	June 2007	56.91
5	September 2007	56.89
6	May 2007	56.88
7	July 2007	56.79
8	March 2015	56.79
9	April 2007	56.74
10	November 2007	56.67

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	7.94	8.31	8.39
February	7.81	8.07	8.27	8.35
March	7.87	8.02	8.33	8.34
April	7.85	7.97	8.36	8.33
May	7.82	8.06	8.38	
June	7.79	8.14	8.40	
July	7.79	8.21	8.39	
August	7.83	8.23	8.36	
September	7.98	8.20	8.30	
October	7.91	8.24	8.19	
November	7.93	8.24	8.31	
December	7.92	8.27	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	June 2014	8.40
2	December 2014	8.40
3	July 2014	8.39
4	January 2015	8.39
5	May 2014	8.38
6	April 2014	8.36
7	August 2014	8.36
8	February 2015	8.35
9	March 2015	8.34
10	April 2015	8.33

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	83.9
April	82.5	81.6	83.4	82.5
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	86.5	
September	81.6	81.6	81.9	
October	83.4	82.2	82.8	
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	86.5

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	66.0
February	57.5	57.5	57.9	59.8
March	70.8	72.2	73.6	75.8
April	67.8	67.8	70.7	73.1
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	83.4
February	75.0	72.6	72.5	74.5
March	85.3	85.6	88.2	90.3
April	82.1	83.1	84.8	88.6
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	86.8	

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	57.78
February	53.11	52.49	52.44	54.16
March	64.46	65.10	66.44	68.15
April	61.50	60.98	63.49	65.89
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	
4 Mo. Total	233.51	233.92	238.18	245.98
Yr. Total	736.71	743.18	762.71	245.98

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	49.73
February	46.41	45.74	45.51	47.16
March	56.20	56.57	57.76	59.51
April	53.69	53.23	55.25	57.66
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	
4 Mo. Total	203.38	203.36	206.48	214.06
Yr. Total	642.31	645.69	662.83	214.06

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	8.06
February	6.70	6.75	6.93	7.00
March	8.26	8.53	8.68	8.64
April	7.80	7.75	8.24	8.22
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	
4 Mo. Total	30.12	30.56	31.70	31.92
Yr. Total	94.41	97.48	99.88	31.92

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