



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

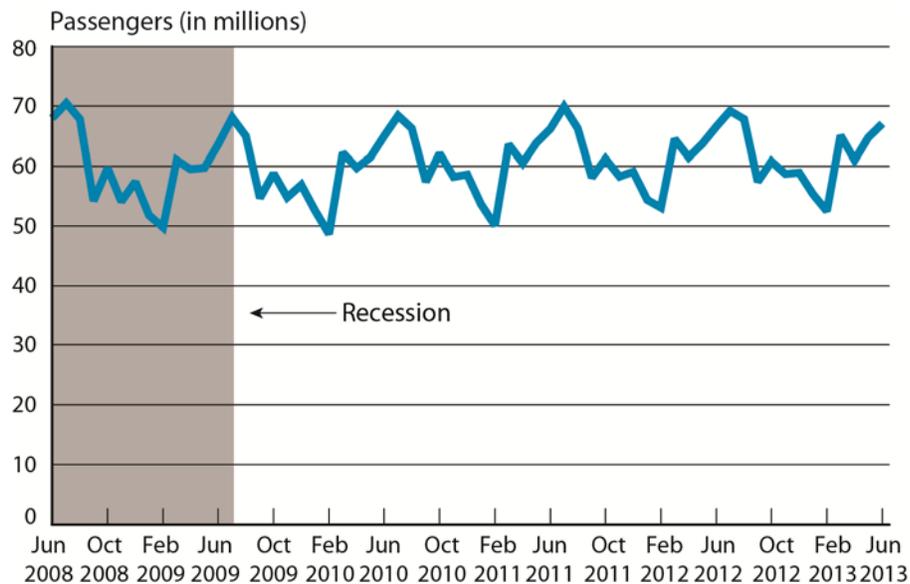
BTS Data

BTS 42-13
Tuesday, September 24, 2013
Contact: Dave Smallen
Tel: 202-366-5568

June 2013 U.S. Airline System Passengers Up 0.7% from June 2012

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 67.1 million systemwide (domestic + international) scheduled service passengers in June 2013, 0.7 percent more than in June 2012. The systemwide increase was the result of a 0.1 percent increase in the number of domestic passengers (58.0 million) and a 4.4 percent increase in international passengers (9.1 million) (Tables 1, 7, 13).

Passengers on All U.S. Scheduled Airlines (Domestic & International), June 2008-June 2013



SOURCE for recession dates: National Bureau of Economic Research, [US Business Cycle Expansions and Contractions](http://www.nber.org/cycles)

- more -

AIRLINE TRAFFIC PRESS RELEASE

ADD ONE

BTS, a part of the Department's Research and Innovative Technology Administration, reported that U.S. airlines carried 0.5 percent more total systemwide passengers during the first six months of 2013 (365.7 million) than during the same period in 2012 (Table 2). Domestically, U.S. airlines carried 317.8 million passengers, 0.2 percent more than 2012 (Table 8). Internationally, they carried 47.9 million passengers, up 2.4 percent from 2012 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

The June 2013 systemwide load factor of 87.0 percent, the domestic load factor of 87.0 percent and the international load factor of 86.8 percent were all record highs for the month of June as year-over-year growth in revenue passenger-miles exceeded both domestic and international capacity expansion (Tables 1, 7, 13). 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).

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 June, Delta Air Lines carried more system 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 80.0 percent carried by the U.S. airlines that were in the top 10 in June 2012.

Year-to-date: During the first six months of 2013, Delta carried more system passengers than any other U.S. airline (Table 3) and Southwest carried the most domestic passengers (Table 9). United carried the most international passengers (Table 15). The top 10 U.S. airlines carried 80.6 percent of systemwide passengers, up from 79.9 percent carried by the U.S. airlines that were in the top 10 during the first six months of 2012.

Top Airports

Monthly: In June, more total system 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 six months of 2013, more total system 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).

- more -

AIRLINE TRAFFIC PRESS RELEASE ADD TWO

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 74 carriers as of Sept. 10 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 system passengers, RPMs and ASMs by carrier through June, 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 June and international numbers through March by origin as well as by carrier, after clicking on "Aviation," click on "Air Carrier Statistics (Form 41 Traffic)." Click on "T-100 Market" for system passenger numbers, "T-100 Domestic Market" for domestic or "T-100 International Market" for international. For flights, stage length and trip length, use the appropriate T-100 Segment database. Use crosstabs to find scheduled service.

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 system and international totals do not include U.S. carriers' foreign point-to-point flights. For June, U.S. carriers reported 200,633 foreign point-to-point passengers. For January through June, U.S. carriers reported 1,184,847 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Oct. 22 for the release of July traffic data. None of the data are from samples so measures of statistical significance do not apply.

-more-

**AIRLINE TRAFFIC PRESS RELEASE
ADD THREE**

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

	Monthly			Year-to-Date		
	June 2012	June 2013	Change %	2012	2013	Change %
Passengers (in millions)	66.6	67.1	0.7	363.8	365.7	0.5
Flights (in thousands)	809.0	787.8	-2.6	4,648.5	4,523.6	-2.7
Revenue Passenger Miles (in billions)	76.0	77.9	2.4	404.3	410.8	1.6
Available Seat-Miles (in billions)	87.8	89.5	2.0	494.2	496.8	0.5
Load Factor*	86.6	87.0	0.4	81.8	82.7	0.9
Flight Stage Length**	762.6	787.0	3.2	752.1	769.5	2.3
Passenger Trip Length***	1,141.2	1,161.3	1.8	1,111.3	1,123.2	1.1

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

Passenger numbers in millions (000,000)

	2011	2012	Pct. Change 2011-2012	2013	Pct. Change 2012-2013
January	53.7	54.4	1.4	55.3	1.7
February	50.1	53.1	6.1	52.5	-1.2
March	63.6	64.5	1.4	65.1	1.0
April	60.5	61.5	1.6	61.0	-0.9
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		
August	66.3	67.8	2.2		
September	58.1	57.4	-1.1		
October	61.2	60.8	-0.6		
November	58.3	58.7	0.8		
December	59.1	58.9	-0.3		
6 Mo Total	358.0	363.8	1.6	365.7	0.5
Yr. Total	730.8	736.6	0.8		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percentage changes based on numbers prior to rounding.

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD FOUR

Table 3. Top 10 U.S. Airlines, ranked by January-June 2013 Scheduled System (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

Jan-Jun 2013 Rank	Carrier	Jan-Jun 2013 Enplaned Passengers	Jan-Jun 2012 Rank	Jan-Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	58.267	1	56.322	3.5
2	Southwest*	56.686	2	55.186	2.7
3	United	44.478	3	46.216	-3.8
4	American	43.097	4	43.125	-0.1
5	US Airways	28.526	5	27.179	5.0
6	ExpressJet	16.187	6	15.635	3.5
7	JetBlue	15.030	7	14.181	6.0
8	SkyWest	13.514	8	12.551	7.7
9	Alaska	9.591	11	9.011	6.4
10	AirTran*	9.557	9	11.180	-14.5

Source: Bureau of Transportation Statistics, T-100 Market

* Southwest and AirTran are reporting as separate carriers with the exception of the financials. 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 are operating as separate economic entities.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

Table 4. Top 10 U.S. Airlines, ranked by June 2013 Scheduled System (Domestic and International) Enplanements

Passenger numbers in millions (000,000)

Jun 2013 Rank	Carrier	Jun 2013 Enplaned Passengers	Jun 2012 Rank	Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Delta	11.111	1	10.790	3.0
2	Southwest*	10.501	2	10.098	4.0
3	United	8.205	3	8.519	-3.7
4	American	7.720	4	7.641	1.0
5	US Airways	5.022	5	4.674	7.5
6	ExpressJet	2.986	6	2.953	1.1
7	JetBlue	2.634	7	2.487	5.9
8	SkyWest	2.411	8	2.319	4.0
9	Alaska	1.789	11	1.670	7.1
10	AirTran*	1.738	9	2.147	-19.0

Source: Bureau of Transportation Statistics, T-100 Market

* Southwest and AirTran are reporting as separate carriers with the exception of the financials. 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 are operating as separate economic entities.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD FIVE

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

Passenger numbers in millions (000,000)

Jan-Jun 2013 Rank	Airport	Jan-Jun 2013 Enplaned Passengers	Jan- Jun 2012 Rank	Jan-Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	22.043	1	22.223	-0.8
2	Chicago O'Hare	14.341	2	14.612	-1.9
3	Dallas/Fort Worth	14.093	3	13.515	4.3
4	Los Angeles	12.447	5	12.198	2.0
5	Denver	12.174	4	12.275	-0.8
6	Charlotte	10.415	6	9.852	5.7
7	Phoenix	9.818	7	9.806	0.1
8	Las Vegas	9.146	8	9.186	-0.4
9	San Francisco	8.997	10	8.871	1.4
10	Houston Bush	8.905	9	9.103	-2.2

Source: Bureau of Transportation Statistics, T-100 Market

* Numbers do not include international enplanements on foreign carriers

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in millions (000,000)

Jun 2013 Rank	Airport	Jun 2013 Enplaned Passengers	Jun 2012 Rank	Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	4.005	1	4.146	-3.4
2	Chicago O'Hare	2.718	2	2.760	-1.5
3	Dallas/Fort Worth	2.586	3	2.510	3.1
4	Los Angeles	2.415	5	2.271	6.4
5	Denver	2.244	4	2.285	-1.8
6	Charlotte	1.826	6	1.730	5.6
7	San Francisco	1.754	7	1.726	1.6
8	Phoenix	1.673	9	1.679	-0.4
9	Houston Bush	1.655	8	1.689	-2.0
10	Las Vegas	1.631	10	1.597	2.1

Source: Bureau of Transportation Statistics, T-100 Market

* Numbers do not include international enplanements on foreign carriers

Note: Percentage changes based on numbers prior to rounding.

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD SIX

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

	Monthly			Year-to-Date		
	June 2012	June 2013	Change %	2012	2013	Change %
Passengers (in millions)	57.9	58.0	0.1	317.1	317.8	0.2
Flights (in thousands)	735.1	713.4	-3.0	4,221.4	4,096.5	-3.0
Revenue Passenger Miles (in billions)	52.0	52.8	1.7	280.1	283.9	1.4
Available Seat-Miles (in billions)	60.0	60.7	1.2	338.1	340.5	0.7
Load Factor*	86.7	87.0	0.3	82.8	83.4	0.6
Flight Stage Length**	652.0	670.2	2.8	644.0	659.3	2.4
Passenger Trip Length***	897.3	911.3	1.6	883.5	893.3	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	Pct. Change 2011-2012	2013	Pct. Change 2012-2013
January	46.3	47.1	1.7	47.8	1.6
February	43.7	46.4	6.4	45.7	-1.5
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	56.5	1.4
June	57.8	57.9	0.2	58.0	0.1
July	60.3	59.7	-1.0		
August	57.4	58.6	2.2		
September	51.0	50.1	-1.7		
October	54.1	53.7	-0.8		
November	51.7	51.8	0.4		
December	51.5	51.2	-0.7		
6 Mo. Total	312.2	317.1	1.5	317.8	0.2
Yr. Total	638.2	642.2	0.6		

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

Note: Percentage changes based on numbers prior to rounding.

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD SEVEN

Table 9. Top 10 U.S. Airlines, ranked by January-June 2013 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-Jun 2013 Rank	Carrier	Jan-Jun 2013 Enplaned Passengers	Jan- Jun 2012 Rank	Jan-Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	56.686	1	55.186	2.7
2	Delta	47.798	2	46.119	3.6
3	American	32.468	4	32.646	-0.5
4	United	32.062	3	33.707	-4.9
5	US Airways	24.904	5	23.695	5.1
6	ExpressJet	14.757	6	14.375	2.7
7	JetBlue	12.857	7	12.235	5.1
8	SkyWest	12.774	8	11.922	7.1
9	AirTran*	8.703	9	10.572	-17.7
10	Alaska	8.650	11	8.070	7.2

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

* Southwest and AirTran are reporting as separate carriers with the exception of the financials. 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 are operating as separate economic entities.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

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

Jun 2013 Rank	Carrier	Jun 2013 Enplaned Passengers	Jun 2012 Rank	Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Southwest*	10.501	1	10.098	4.0
2	Delta	8.956	2	8.732	2.6
3	United	5.835	3	6.185	-5.7
4	American	5.767	4	5.763	0.1
5	US Airways	4.303	5	3.994	7.7
6	ExpressJet	2.732	6	2.729	0.1
7	SkyWest	2.265	7	2.192	3.3
8	JetBlue	2.248	8	2.138	5.1
9	Alaska	1.640	11	1.542	6.3
10	AirTran*	1.566	9	2.018	-22.4

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

* Southwest and AirTran are reporting as separate carriers with the exception of the financials. 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 are operating as separate economic entities.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD EIGHT

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

Jan-Jun 2013 Rank	Airport	Jan-Jun 2013 Enplaned Passengers	Jan-Jun 2012 Rank	Jan-Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	19.911	1	20.144	-1.2
2	Chicago O'Hare	12.915	2	13.200	-2.2
3	Dallas/Fort Worth	12.810	3	12.349	3.7
4	Denver	11.844	4	11.953	-0.9
5	Los Angeles	11.489	5	11.226	2.3
6	Charlotte	9.680	8	9.141	5.9
7	Phoenix	9.421	6	9.402	0.2
8	Las Vegas	9.140	7	9.177	-0.4
9	San Francisco	8.100	10	7.995	1.3
10	Orlando	7.826	9	8.004	-2.2

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

Jun 2013 Rank	Airport	Jun 2013 Enplaned Passengers	Jun 2012 Rank	Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Atlanta	3.569	1	3.730	-4.3
2	Chicago O'Hare	2.432	2	2.481	-2.0
3	Dallas/Fort Worth	2.322	3	2.276	2.0
4	Los Angeles	2.234	5	2.102	6.3
5	Denver	2.185	4	2.236	-2.3
6	Charlotte	1.670	8	1.581	5.7
7	Las Vegas	1.630	7	1.596	2.2
8	Phoenix	1.610	6	1.617	-0.4
9	San Francisco	1.565	9	1.549	1.0
10	Seattle	1.434	11	1.389	3.2

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

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD NINE

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

	Monthly			Year-to-Date		
	June 2012	June 2013	Change %	2012	2013	Change %
Passengers (in millions)	8.7	9.1	4.4	46.8	47.9	2.4
Flights (in thousands)	73.9	74.5	0.8	427.1	427.1	0.0
Revenue Passenger Miles (in billions)	24.1	25.0	4.1	124.2	126.9	2.1
Available Seat-Miles (in billions)	27.8	28.8	3.5	156.0	156.3	0.2
Load Factor*	86.7	86.8	0.1	79.6	81.2	1.6
Flight Stage Length**	1,862.4	1,905.1	2.3	1,821.3	1,826.5	0.3
Passenger Trip Length***	2,763.2	2,755.6	-0.3	2,656.3	2,649.5	-0.3

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	Pct. Change 2011-2012	2013	Pct. Change 2012-2013
January	7.4	7.4	-0.3	7.5	2.3
February	6.4	6.7	4.4	6.8	0.7
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	4.4
July	9.6	9.5	-1.0		
August	8.9	9.1	2.4		
September	7.1	7.3	2.8		
October	7.1	7.2	1.0		
November	6.6	6.9	4.3		
December	7.5	7.7	2.3		
6 Mo. Total	45.7	46.8	2.2	47.9	2.4
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.

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD TEN

Table 15. Top 10 U.S. Airlines, ranked by January-June 2013 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Jan-Jun 2013 Rank	Carrier	Jan-Jun 2013 Enplaned Passengers	Jan- Jun 2012 Rank	Jan-Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	12,415.9	1	12,509.1	-0.7
2	American	10,628.6	2	10,479.0	1.4
3	Delta	10,469.6	3	10,203.6	2.6
4	US Airways	3,621.7	4	3,483.4	4.0
5	JetBlue	2,172.9	5	1,946.2	11.6
6	ExpressJet	1,430.3	6	1,260.2	13.5
7	Alaska	940.8	7	940.7	0.0
8	American Eagle	857.5	9	618.1	38.7
9	AirTran*	854.4	11	607.3	40.7
10	SkyWest	740.8	8	629.0	17.8

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

* Southwest and AirTran are reporting as separate carriers with the exception of the financials. 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 are operating as separate economic entities.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

Table 16. Top 10 U.S. Airlines, ranked by June 2013 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Jun 2013 Rank	Carrier	Jun 2013 Enplaned Passengers	Jun 2012 Rank	Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	United	2,369.7	1	2,333.6	1.5
2	Delta	2,155.4	2	2,058.7	4.7
3	American	1,953.7	3	1,877.8	4.0
4	US Airways	719.7	4	680.5	5.8
5	JetBlue	386.7	5	348.8	10.9
6	ExpressJet	254.0	6	224.1	13.3
7	AirTran*	172.7	7	128.3	34.6
8	American Eagle	150.1	11	108.8	38.0
9	Alaska	149.4	8	127.6	17.1
10	SkyWest	146.3	9	126.3	15.9

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

* Southwest and AirTran are reporting as separate carriers with the exception of the financials. 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 are operating as separate economic entities.

Note: Percentage changes based on numbers prior to rounding.

Note: For previous rankings see BTS Air Traffic Press Releases

-more-

AIRLINE TRAFFIC PRESS RELEASE
ADD ELEVEN

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

Passenger numbers in thousands (000)

Jan-Jun 2013 Rank	Airport	Jan-Jun 2013 Enplaned Passengers	Jan-Jun 2012 Rank	Jan-Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	2,899.7	1	2,849.6	1.8
2	New York JFK	2,357.1	2	2,355.9	0.1
3	Atlanta	2,131.5	3	2,078.8	2.5
4	Newark	1,974.2	4	1,985.8	-0.6
5	Houston Bush	1,686.4	5	1,705.6	-1.1
6	Chicago O'Hare	1,425.6	6	1,412.2	0.9
7	Dallas/Fort Worth	1,283.1	7	1,165.2	10.1
8	Los Angeles	958.3	8	971.7	-1.4
9	San Francisco	896.9	9	875.3	2.5
10	Philadelphia	867.1	10	838.4	3.4

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

* Numbers do not include international enplanements on foreign carriers

Note: Percentage changes based on numbers prior to rounding.

Table 18. Top 10 U.S. Airports, ranked by June 2013 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Jun 2013 Rank	Airport	Jun 2013 Enplaned Passengers	Jun 2012 Rank	Jun 2012 Enplaned Passengers	Pct. Change 2012-2013
1	Miami	520.3	1	493.7	5.4
2	New York JFK	495.1	2	490.6	0.9
3	Atlanta	436.4	3	415.8	5.0
4	Newark	375.3	4	369.9	1.5
5	Houston Bush	328.3	5	338.6	-3.1
6	Chicago O'Hare	286.3	6	279.0	2.6
7	Dallas/Fort Worth	264.1	7	233.4	13.2
8	San Francisco	189.3	8	177.3	6.8
9	Philadelphia	183.6	9	171.6	7.0
10	Los Angeles	180.9	10	168.4	7.4

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

* Numbers do not include international enplanements on foreign carriers

Note: Percentage changes based on numbers prior to rounding.

-End-