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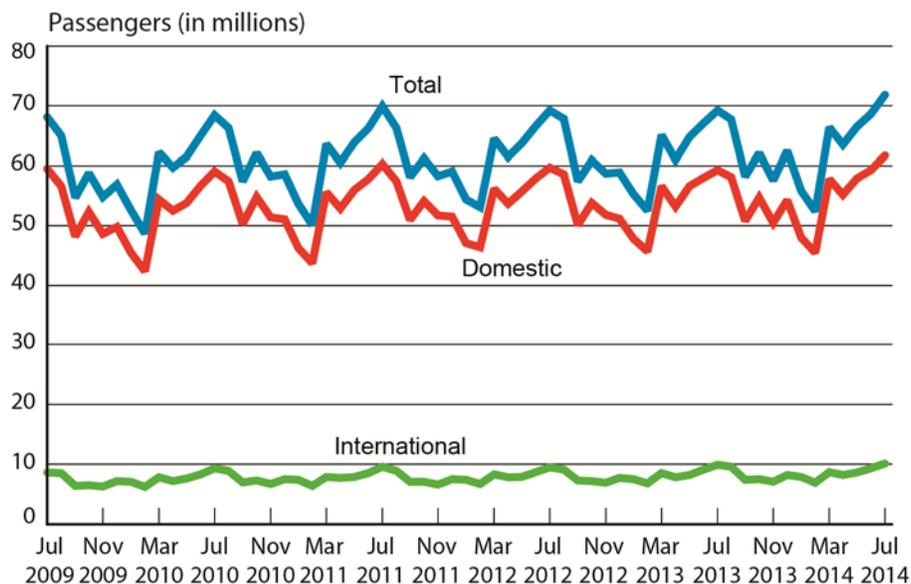
BTS Data

BTS 47-14
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July 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 71.8 million systemwide (domestic and international) scheduled service passengers in July 2014, 3.8 percent more than in July 2013. The systemwide total was the result of a 4.0 percent increase in the number of passengers on domestic flights (61.7 million) and a 2.2 percent increase in passengers on U.S. airlines' international flights (10.1 million) (Tables 1, 7, 13).

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



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

U.S. airlines carried 445.1 million systemwide (domestic + international) scheduled service passengers during the first seven months of 2014, 2.3 percent more than during the same period in 2013 (Table 2). Domestically, U.S. airlines carried 385.3 million passengers, up 2.1 percent from 2013 (Table 8). Internationally, they carried 59.8 million passengers, up 3.5 percent from 2013 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous-year data.

Load Factor

The July 2014 systemwide load factor (86.7 percent) was up from 86.6 in July 2013. Load factor is a measure of the use of aircraft capacity that compares demand, measured in revenue passenger-miles (RPMs), as a proportion of capacity, measured in available seat-miles (ASMs). Systemwide demand grew more from July 2013 to July 2014 (up 3.0 percent) than the growth in capacity (up 2.9 percent) (Table 1). The domestic load factor (87.8) was a record high for the month of July, topping the previous high of 87.1 set in 2011. Domestic demand grew faster from July 2013 to July 2014 (3.9 percent) than capacity (2.3 percent), resulting in the higher load factor (Table 7).

The international load factor (84.4) declined from 86.9 percent in July 2013 which was the highest July international load factor on record. International demand rose 1.1 percent from July 2013 to July 2014 but was outpaced by 4.1 percent growth in capacity, resulting in the lower load factor (Table 13).

For the seven-month January-July period, systemwide (83.8) and domestic (85.1) load factors were at all-time highs, exceeding the previous highs in 2013. The international load factor (81.0) was down from 2013.

Month of July Trends

Systemwide: For the month of July, the 2014 systemwide passenger total was the second highest on record but below the all-time high in July 2007. Demand, measured in RPMs, was at the highest July level, exceeding the previous high in 2013. Demand has exceeded pre-recession levels every month of 2014 except February. Capacity, measured in ASMs, was at the highest July level, exceeding the July 2008 level.

Domestic: The July 2014 domestic passenger total was the highest since the end of the recession but below the all-time high in July 2007. Demand, measured in RPMs, reached the all-time highest July level, exceeding the previous high in July 2007. Capacity was the highest since 2008 but was below the all-time July high reached in 2005 and the levels of July 2007 and 2008.

International: The number of passengers, demand and capacity on U.S. airlines' international flights was the highest on record for the month of July, exceeding the previous highs in July 2013.

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 July, 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 81.5 percent of systemwide passengers, up from 80.8 percent carried by the U.S. airlines that were in the [top 10 in July 2013](#).

Year-to-date: During the first seven 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 81.2 percent of systemwide passengers, up from 80.6 percent carried by the U.S. airlines that were in the top 10 during the [first seven months of 2013](#).

Top Airports

Monthly: In July, more total systemwide passengers boarded U.S. carriers' 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 seven months of 2014, more total systemwide passengers boarded U.S. carriers' 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 82 carriers as of Oct. 7 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 July, 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 July and international numbers through April 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 those U.S. carriers’ foreign point-to-point flights. For July, U.S. carriers reported 140,939 foreign point-to-point passengers. For January through July, U.S. carriers reported 1,082,934 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Nov. 17 for the release of August traffic data. None of the data are from samples so measures of statistical significance do not apply.

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

	Monthly			Year-to-Date		
	Jul 2013	Jul 2014	Change %	2013	2014	Change %
Passengers (in millions)	69.2	71.8	3.8	435.0	445.1	2.3
Flights (in thousands)	830.4	810.9	-2.4	5,371.8	5,209.4	-3.0
Revenue Passenger Miles (in billions)	81.3	83.7	3.0	492.1	504.6	2.6
Available Seat-Miles (in billions)	93.8	96.5	2.9	590.6	602.2	2.0
Load Factor*	86.6	86.7	0.1	83.3	83.8	0.5
Flight Stage Length**	781.5	806.4	3.2	769.0	792.0	3.0
Passenger Trip Length***	1,174.1	1,164.9	-0.8	1,131.2	1,133.9	0.2

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

* Change in load factor points

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

*** The average distance flown per passenger in miles

Note: Percentage changes based on numbers prior to rounding.

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

	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	2.1
April	61.5	61.0	-0.8	63.5	4.1
May	63.7	64.8	1.7	66.5	2.7
June	66.6	67.1	0.7	68.6	2.3
July	69.2	69.2	0.0	71.8	3.8
August	67.8	67.7	0.0		
September	57.4	58.2	1.3		
October	60.9	62.2	2.0		
November	58.7	57.6	-1.9		
December	58.9	62.5	6.1		
7 Mo. Total	433.0	435.0	0.5	445.1	2.3
Yr. Total	736.7	743.2	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-July 2014 Systemwide (Domestic and International) Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jul 2014 Rank	Carrier	Jan-Jul 2014 Enplaned Passengers	Jan-Jul 2013 Rank	Jan-Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Delta	74.708	1	69.885	6.9
2	Southwest*	72.959	2	67.203	8.6
3	United	53.111	3	52.904	0.4
4	American	51.984	4	51.171	1.6
5	US Airways	34.178	5	33.690	1.4
6	JetBlue	18.585	7	17.977	3.4
7	ExpressJet	18.338	6	19.128	-4.1
8	SkyWest	16.010	8	15.962	0.3
9	Alaska	12.079	9	11.512	4.9
10	Envoy	9.653	11	10.446	-7.6

Source: Bureau of Transportation Statistics, T-100 Market

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The Southwest numbers in this table do not include AirTran.

Note: Percentage changes based on numbers prior to rounding.

Table 4. Top 10 U.S. Airlines, ranked by July 2014 Systemwide (Domestic and International) Scheduled Enplanements

Passenger numbers in millions (000,000)

Jul 2014 Rank	Carrier	Jul 2014 Enplaned Passengers	Jul 2013 Rank	Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Delta	12.435	1	11.618	7.0
2	Southwest*	11.965	2	10.517	13.8
3	United	8.568	3	8.426	1.7
4	American	8.244	4	8.074	2.1
5	US Airways	5.262	5	5.164	1.9
6	JetBlue	3.088	6	2.946	4.8
7	ExpressJet	2.888	7	2.941	-1.8
8	SkyWest	2.580	8	2.447	5.4
9	Alaska	2.053	9	1.921	6.8
10	Envoy	1.462	11	1.641	-10.9

Source: Bureau of Transportation Statistics, T-100 Market

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The Southwest numbers in this table do not include AirTran.

Note: Percentage changes based on numbers prior to rounding.

Table 5. Top 10 U.S. Airports, ranked by January-July 2014 Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

Jan-Jul 2014 Rank	Airport	Jan-Jul 2014 Enplaned Passengers	Jan-Jul 2013 Rank	Jan-Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	26.706	1	26.108	2.3
2	Chicago O'Hare	17.791	2	17.083	4.1
3	Dallas/Fort Worth	17.617	3	16.738	5.3
4	Los Angeles	15.927	4	14.948	6.5
5	Denver	14.873	5	14.532	2.3
6	Charlotte	12.575	6	12.269	2.5
7	Phoenix	11.846	7	11.454	3.4
8	San Francisco	11.293	9	10.701	5.5
9	Las Vegas	10.937	8	10.762	1.6
10	Houston Bush	10.825	10	10.571	2.4

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 July 2014 Systemwide (Domestic and International) Scheduled Enplanements on U.S. Airlines
 Passenger numbers in millions (000,000)

Jul 2014 Rank	Airport	Jul 2014 Enplaned Passengers	Jul 2013 Rank	Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	4.248	1	4.065	4.5
2	Chicago O'Hare	3.001	2	2.742	9.4
3	Dallas/Fort Worth	2.853	3	2.645	7.9
4	Los Angeles	2.637	4	2.501	5.4
5	Denver	2.423	5	2.358	2.8
6	Charlotte	1.936	6	1.853	4.5
7	San Francisco	1.831	7	1.704	7.4
8	Seattle	1.764	10	1.637	7.8
9	New York JFK	1.754	8	1.703	3.0
10	Houston Bush	1.741	9	1.665	4.6

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

	Monthly			Year-to-Date		
	Jul 2013	Jul 2014	Change %	2013	2014	Change %
Passengers (in millions)	59.3	61.7	4.0	377.2	385.3	2.1
Flights (in thousands)	751.4	729.0	-3.0	4,865.6	4,690.4	-3.6
Revenue Passenger Miles (in billions)	54.8	56.9	3.9	338.7	347.6	2.6
Available Seat-Miles (in billions)	63.3	64.8	2.3	403.8	408.3	1.1
Load Factor*	86.5	87.8	1.3	83.9	85.1	1.3
Flight Stage Length**	663.5	684.0	3.1	657.8	675.1	2.6
Passenger Trip Length***	923.2	921.8	-0.2	897.9	902.2	0.5

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	48.0	0.3
February	46.4	45.7	-1.4	45.5	-0.5
March	56.2	56.6	0.6	57.8	2.1
April	53.7	53.2	-0.9	55.2	3.8
May	55.7	56.6	1.5	57.9	2.3
June	57.9	58.0	0.2	59.3	2.2
July	59.7	59.3	-0.6	61.7	4.0
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		
7 Mo. Total	376.7	377.2	0.1	385.3	2.1
Yr. Total	642.3	645.7	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-July 2014 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Jul 2014 Rank	Carrier	Jan-Jul 2014 Enplaned Passengers	Jan-Jul 2013 Rank	Jan-Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Southwest*	72.911	1	67.203	8.5
2	Delta	61.173	2	57.084	7.2
3	American	39.123	3	38.373	2.0
4	United	37.648	4	37.961	-0.8
5	US Airways	29.850	5	29.318	1.8
6	ExpressJet	16.501	6	17.404	-5.2
7	JetBlue	15.336	7	15.299	0.2
8	SkyWest	15.041	8	15.055	-0.1
9	Alaska	10.939	9	10.412	5.1
10	Envoy	8.817	11	9.424	-6.4

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The Southwest numbers in this table do not include AirTran.

Note: Percentage changes based on numbers prior to rounding.

Table 10. Top 10 U.S. Airlines, ranked by July 2014 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jul 2014 Rank	Carrier	Jul 2014 Enplaned Passengers	Jul 2013 Rank	Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Southwest*	11.918	1	10.517	13.3
2	Delta	10.061	2	9.286	8.3
3	American	6.137	3	5.905	3.9
4	United	5.927	4	5.900	0.5
5	US Airways	4.507	5	4.414	2.1
6	ExpressJet	2.592	6	2.647	-2.1
7	JetBlue	2.463	7	2.442	0.8
8	SkyWest	2.416	8	2.281	5.9
9	Alaska	1.890	9	1.762	7.3
10	Envoy	1.324	11	1.477	-10.3

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The Southwest numbers in this table do not include AirTran.

Note: Percentage changes based on numbers prior to rounding.

Table 11. Top 10 U.S. Airports, ranked by January-July 2014 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-Jul 2014 Rank	Airport	Jan-Jul 2014 Enplaned Passengers	Jan-Jul 2013 Rank	Jan-Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	23.931	1	23.538	1.7
2	Chicago O'Hare	15.998	2	15.377	4.0
3	Dallas/Fort Worth	15.917	3	15.178	4.9
4	Los Angeles	14.602	5	13.784	5.9
5	Denver	14.374	4	14.139	1.7
6	Charlotte	11.653	6	11.379	2.4
7	Phoenix	11.407	7	10.999	3.7
8	Las Vegas	10.927	8	10.755	1.6
9	San Francisco	10.152	9	9.627	5.4
10	Minneapolis	9.182	11	8.756	4.9

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

Jul 2014 Rank	Airport	Jul 2014 Enplaned Passengers	Jul 2013 Rank	Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Atlanta	3.777	1	3.626	4.2
2	Chicago O'Hare	2.695	2	2.462	9.5
3	Dallas/Fort Worth	2.560	3	2.368	8.1
4	Los Angeles	2.422	4	2.296	5.5
5	Denver	2.356	5	2.295	2.7
6	Charlotte	1.778	6	1.699	4.6
7	Phoenix	1.674	8	1.578	6.1
8	Seattle	1.671	9	1.550	7.8
9	San Francisco	1.643	10	1.527	7.5
10	Las Vegas	1.625	7	1.615	0.7

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

	Monthly			Year-to-Date		
	Jul 2013	Jul 2014	Change %	2013	2014	Change %
Passengers (in millions)	9.9	10.1	2.2	57.8	59.8	3.5
Flights (in thousands)	79.0	81.8	3.6	506.3	519.0	2.5
Revenue Passenger Miles (in billions)	26.5	26.8	1.1	153.4	157.1	2.4
Available Seat-Miles (in billions)	30.5	31.7	4.1	186.8	193.9	3.8
Load Factor*	86.9	84.4	-2.5	82.1	81.0	-1.1
Flight Stage Length**	1,903.5	1,896.8	-0.4	1,838.0	1,848.6	0.6
Passenger Trip Length***	2,676.1	2,645.7	-1.1	2,654.1	2,626.9	-1.0

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	8.2	6.2
May	7.9	8.2	3.7	8.6	4.9
June	8.7	9.1	4.3	9.3	2.8
July	9.5	9.9	4.3	10.1	2.2
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		
7 Mo. Total	56.3	57.8	2.7	59.8	3.5
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-July 2014 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Jul 2014 Rank	Carrier	Jan-Jul 2014 Enplaned Passengers	Jan-Jul 2013 Rank	Jan-Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	United	15,462.8	1	14,942.4	3.5
2	Delta	13,535.7	2	12,801.4	5.7
3	American	12,861.4	3	12,797.7	0.5
4	US Airways	4,327.6	4	4,372.6	-1.0
5	JetBlue	3,248.5	5	2,677.2	21.3
6	ExpressJet	1,837.1	6	1,723.4	6.6
7	Alaska	1,140.4	7	1,100.3	3.7
8	AirTran*	1,072.4	8	1,030.4	4.1
9	SkyWest	969.0	10	906.9	6.9
10	Spirit	870.5	11	786.3	10.7

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The AirTran numbers in this table do not include Southwest.

Note: Percentage changes based on numbers prior to rounding.

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

Jul 2014 Rank	Carrier	Jul 2014 Enplaned Passengers	Jul 2013 Rank	Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	United	2,640.1	1	2,526.5	4.5
2	Delta	2,374.1	2	2,331.8	1.8
3	American	2,106.8	3	2,169.1	-2.9
4	US Airways	754.4	4	750.9	0.5
5	JetBlue	625.1	5	504.3	23.9
6	ExpressJet	296.1	6	293.1	1.0
7	SkyWest	164.0	8	166.1	-1.3
8	Alaska	162.9	10	159.4	2.2
9	Spirit	142.3	11	144.2	-1.3
10	Envoy	137.6	9	164.4	-16.3

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

* The merged Southwest and AirTran are now reporting separately although operating under a single certificate. The AirTran numbers in this table do not include Southwest.

Note: Percentage changes based on numbers prior to rounding.

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

Passenger numbers in thousands (000)

Jan-Jul 2014 Rank	Airport	Jan-Jul 2014 Enplaned Passengers	Jan-Jul 2013 Rank	Jan-Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	Miami	3,465.5	1	3,468.9	-0.1
2	New York JFK	2,946.0	2	2,908.9	1.3
3	Atlanta	2,775.7	3	2,570.1	8.0
4	Newark	2,348.0	4	2,363.7	-0.7
5	Houston Bush	2,181.8	5	2,035.4	7.2
6	Chicago O'Hare	1,793.9	6	1,706.0	5.2
7	Dallas/Fort Worth	1,699.9	7	1,559.9	9.0
8	Los Angeles	1,324.6	8	1,163.9	13.8
9	San Francisco	1,140.8	9	1,073.8	6.2
10	Philadelphia	997.7	10	1,042.2	-4.3

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 July 2014 International Scheduled Enplanements on U.S. Airlines

Passenger numbers in thousands (000)

Jul 2014 Rank	Airport	Jul 2014 Enplaned Passengers	Jul 2013 Rank	Jul 2013 Enplaned Passengers	Pct. Change 2013-2014
1	New York JFK	545.4	2	551.7	-1.1
2	Miami	539.2	1	569.2	-5.3
3	Atlanta	471.5	3	438.6	7.5
4	Newark	399.6	4	389.5	2.6
5	Houston Bush	364.7	5	349.0	4.5
6	Chicago O'Hare	305.7	6	280.4	9.0
7	Dallas/Fort Worth	293.3	7	276.8	6.0
8	Los Angeles	215.2	8	205.6	4.7
9	San Francisco	188.6	9	176.9	6.6
10	Philadelphia	163.9	10	175.1	-6.4

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

Note: Percentage changes based on numbers prior to rounding.