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February 2009 Airline Traffic: System Traffic Down 11.8 Percent in February from 2008 and Down 11.0 Percent for January-to-February

The number of scheduled domestic and international passengers on U.S. airlines in February 2009 declined by 11.8 percent from February 2008, dropping by 6.7 million to 49.8 million in the largest decrease from the same month of the previous year since December 2001, the Department of Transportation's Bureau of Transportation Statistics (BTS) today reported (Table 1). February was the 12th consecutive month with a decrease in passengers from 2008, dropping the number of scheduled airline passengers to the lowest total since January 2004.

BTS, a part of DOT's Research and Innovative Technology Administration, in a release of preliminary data, reported that U.S. airlines carried 11.9 percent fewer domestic passengers than in February 2008 in the largest year-to-year percent decline since December 2001. International passengers on U.S. carriers decreased 10.9 percent, the largest year-to-year decline since January 2002 (Tables 7, 13).

For the first two months of 2009, the number of scheduled domestic and international passengers on U.S. airlines declined by 11.0 percent from the same period in 2008, dropping to 101.6 million, 12.6 million fewer than a year earlier (Table 2).

U.S. airlines carried 11.4 percent fewer domestic passengers and 8.6 percent less international passengers in the first two months of 2009 than during the same period in 2008 (Tables 7, 13).

Top Airlines

Southwest Airlines carried more total system and more domestic passengers for the first two months than any other U.S. airline (Tables 3 and 9). American Airlines carried more international passengers than any other U.S. carrier (Table 15).

Top Airports

More total system and domestic passengers boarded planes in the first two months at Atlanta Hartsfield-Jackson International than at any other U.S. airport (Tables 5 and 11); and more international passengers boarded U.S. carriers at Miami International than at any other U.S. airport (Table 17).

Flights Operated

U.S. carriers operated 1.5 million domestic and international flights in the first two months of 2009, 9.9 percent fewer than were operated during the same period in 2008 (Table 1). Domestic flights decreased 10.3 percent from the previous year while international flights were down 6.5 percent (Tables 7, 13).

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In February, U.S. airlines operated 720,500 scheduled domestic and international flights, down 9.7 percent from the number of flights operated in February 2008 (Table 1). The number of domestic flights decreased 9.9 percent in February from a year earlier while international flights were down 7.6 percent (Tables 7, 13).

System (Domestic + International) Comparisons (Tables 1-6)

In other total system comparisons from the first two months of 2008 to the first two months of 2009 and from February 2008 to February 2009 (Table 1):

Revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 11.1 percent in the first two months of 2009. In February, RPMs were down 12.6 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 9.4 percent in the first two months of 2009. In February, ASMs were down 10.5 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was down 1.4 load factor points at 73.1 percent in the first two months of 2009. In February, load factor decreased 1.7 load factor points to 73.3 percent.

Flight stage length, the average non-stop distance flown per departure, was down 0.5 percent in the first two months of 2009. In February, flight stage length was down 1.1 percent.

Passenger trip length, the average distance flown per passenger, was down 0.1 percent in the first two months of 2009. In February, passenger trip length was down 1.0 percent.

Among U.S. airlines, Southwest carried 14.1 million passengers on its system in the first two months of 2009, the most of any airline (Table 3). In February, Southwest carried 7.1 million passengers on its system, the most of any airline (Table 4).

Among airports, Atlanta Hartsfield-Jackson was the busiest U.S. airport in the first two months of 2009, with 6.1 million domestic and international passenger boardings (Table 5). In February, Atlanta Hartsfield-Jackson was the busiest U.S. airport with 2.9 million domestic and international passenger boardings on U. S. carriers (Table 6).

Domestic Air Travel (Tables 7-12)

U.S. airlines carried 88.5 million scheduled domestic passengers during the first two months of 2009, down 11.4 percent from the 99.8 million carried during the same period in 2008 (Table 7). The passengers were carried on 1.4 million flights, down 10.3 percent from the number of flights operated in 2008 (Table 7).

In the most recent data month, February, the airlines carried 43.7 million scheduled domestic passengers, down 11.9 percent from the number of passengers carried during February 2008 (Table 8). The passengers were carried on 657,800 flights, down 9.9 percent from the 730,200 flights operated in February 2008 (Table 7).

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In other domestic comparisons from the first two months of 2008 to the first two months of 2009 and from February 2008 to February 2009 (Table 7):

Domestic revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 12.0 percent in the first two months of 2009. In February, domestic RPMs were down 12.9 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 11.6 percent in the first two months of 2009. In February, domestic ASMs were down 12.1 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was down 0.4 load factor points at 74.0 percent in the first two months of 2009. In February, domestic load factor was down 0.7 load factor points at 75.2 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was down 1.8 percent in the first two months of 2009. In February, domestic flight stage length was down 2.1 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 0.7 percent in the first two months of 2009. In February, domestic passenger trip length was down 1.1 percent.

Southwest carried 14.1 million domestic passengers in the first two months of 2009, the most of any airline (Table 9). In February, Southwest carried 7.1 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first two months of 2009, with 5.5 million domestic passenger boardings (Table 11). In February, Atlanta Hartsfield-Jackson was the busiest domestic airport with 2.7 million domestic passenger boardings (Table 12).

International Air Travel (Tables 13-18)

U.S. airlines carried 13.2 million scheduled international passengers during the first two months of 2009, down 8.6 percent from the 14.4 million carried during the same period in 2008 (Table 14). The passengers were carried on 131,500 flights, down 6.5 percent from the 140,700 flights operated in 2008 (Table 13).

In the most recent data month, February, the airlines carried 6.2 million scheduled international passengers, down 10.9 percent from the number of passengers carried during February 2008. The passengers were carried on 62,700 flights, down 7.6 percent from the 67,800 flights operated in February 2008 (Table 13).

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In other international comparisons from the first two months of 2008 to the first two months of 2009 and from February 2008 to February 2009 (Table 13):

International revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 8.8 percent in the first two months of 2009. In February, international RPMs were down 12.1 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 4.1 percent in the first two months of 2009. In February, international ASMs were down 6.7 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was down 3.6 load factor points to 71.1 percent in the first two months of 2009. In February, international load factor was down 3.9 load factor points to 68.9 percent.

International flight stage length, the average non-stop distance flown per departure, was up 2.2 percent in the first two months of 2009. In February, international flight stage length was up 1.1 percent.

International passenger trip length, the average distance flown per passenger, was down 0.3 percent in the first two months of 2009. In February, international passenger trip length was down 1.4 percent.

American carried 3.0 million international passengers in the first two months of 2009, the most of any U.S. airline (Table 15). In February, American carried 1.4 million international passengers, the most of any U.S. airline (Table 16).

Miami International was the busiest U.S. airport for international travel on U.S. carriers in the first two months of 2009, with 802,000 international passenger boardings (Table 17). In February, Miami was the busiest U.S. airport for international travel on U.S. carriers with 371,900 international passenger boardings (Table 18).

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 May 5 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://www.bts.gov/programs/airline information/air carrier traffic statistics/](http://www.bts.gov/programs/airline%20information/air%20carrier%20traffic%20statistics/).

Additional traffic numbers can be found on the [BTS website](#) in the Airline Industry box. Click on a link in the column on the right.

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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 November, click on “Air Carrier Summary Data (Form 41 and 298C Summary Data),” and then click on “Schedule T-1.” Use crosstabs to find scheduled service.

For domestic numbers through February and international numbers through November by origin as well as by carrier, 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.

TranStats system and international totals do not include U.S. carriers’ foreign point-to-point flights. For February, U.S. carriers reported 195,524 foreign point-to-point passengers. For January through February, U.S. carriers reported 444,514 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled June 11 for the release of March traffic data.

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

	Monthly			Year-to-Date		
	Feb 2008	Feb 2009	Change %	2008	2009	Change %
Passengers (in millions)	56.5	49.8	-11.8	114.2	101.6	-11.0
Flights (in thousands)	798.1	720.5	-9.7	1,663.6	1,498.1	-9.9
Revenue Passenger Miles (in billions)	60.3	52.7	-12.6	123.8	110.1	-11.1
Available Seat-Miles (in billions)	80.4	71.9	-10.5	166.2	150.6	-9.4
Load Factor*	75.0	73.3	-1.7	74.5	73.1	-1.4
Flight Stage Length**	725.3	717.3	-1.1	722.4	718.9	-0.5
Passenger Trip Length***	1,067.9	1,057.7	-1.0	1,084.4	1,083.6	-0.1

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: Percent changes based on numbers prior to rounding.

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Table 2. Total System (Domestic and International) Scheduled Enplanements on U.S. Airlines

Passenger numbers in millions (000,000)

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	57.1	57.7	1.1	51.8	-10.2
February	54.1	56.5	4.4	49.8	-11.8
March	67.2	67.1	-0.1		
April	64.9	63.1	-2.8		
May	66.8	65.9	-1.3		
June	69.7	67.8	-2.7		
July	72.4	70.3	-2.9		
August	71.3	67.7	-5.1		
September	59.2	54.2	-8.4		
October	64.2	59.7	-7.1		
November	61.9	54.1	-12.7		
December	60.8	57.4	-5.7		
2 Mo. Total	111.2	114.2	2.7	101.6	-11.0
Yr. Total	769.6	741.4	-3.7		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percent changes based on numbers prior to rounding.

Table 3. Top 10 U.S. Airlines, ranked by January-February 2009 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Feb 2009 Rank	Carrier	Jan-Feb 2009 Enplaned Passengers	Jan-Feb 2008 Rank	Jan-Feb 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	14.062	1	15.399	-8.7
2	American	12.909	2	14.809	-12.8
3	Delta	10.002	3	10.588	-5.5
4	United	8.166	4	9.497	-14.0
5	US Airways	7.890	5	8.576	-8.0
6	Continental	6.308	7	7.339	-14.0
7	Northwest	6.116	6	7.728	-20.9
8	JetBlue	3.296	9	3.435	-4.0
9	AirTran	3.286	8	3.516	-6.5
10	SkyWest	2.967	10	3.189	-7.0

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

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Table 4. Top 10 U.S. Airlines, ranked by February 2009 System* Scheduled Enplanements

Passenger numbers in millions (000,000)

Feb 2009 Rank	Carrier	Feb 2009 Enplaned Passengers	Feb 2008 Rank	Feb 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	7.068	1	7.745	-8.7
2	American	6.212	2	7.139	-13.0
3	Delta	4.739	3	5.244	-9.6
4	United	3.954	4	4.721	-16.2
5	US Airways	3.842	5	4.259	-9.8
6	Continental	3.059	7	3.609	-15.2
7	Northwest	2.984	6	3.832	-22.1
8	JetBlue	1.636	9	1.708	-4.2
9	AirTran	1.619	8	1.885	-14.1
10	SkyWest	1.471	10	1.601	-8.1

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

Note: Percent changes based on numbers prior to rounding.

Table 5. Top 10 U.S. Airports, ranked by January-February 2009 System* Scheduled Enplanements on U.S. Airlines**

Passenger numbers in millions (000,000)

Jan-Feb 2009 Rank	Airport	Jan-Feb 2009 Enplaned Passengers	Jan-Feb 2008 Rank	Jan-Feb 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	6.086	1	6.326	-3.8
2	Chicago O'Hare	3.972	2	4.518	-12.1
3	Dallas/Ft. Worth	3.795	3	4.196	-9.6
4	Denver	3.371	4	3.565	-5.4
5	Los Angeles	3.009	5	3.436	-12.4
6	Phoenix	2.788	7	3.129	-10.9
7	Las Vegas	2.717	6	3.205	-15.2
8	Houston Bush	2.712	8	3.024	-10.3
9	Charlotte	2.556	10	2.598	-1.6
10	Orlando	2.390	9	2.756	-13.3

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

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Table 6. Top 10 U.S. Airports ranked by February 2009 System* Scheduled Enplanements on U.S. Airlines**

Feb 2009 Rank	Airport	Feb 2009 Enplaned Passengers	Feb 2008 Rank	Feb 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	2.924	1	3.193	-8.4
2	Chicago O'Hare	1.965	2	2.218	-11.4
3	Dallas/Ft. Worth	1.855	3	2.064	-10.1
4	Denver	1.646	4	1.788	-8.0
5	Los Angeles	1.455	5	1.682	-13.5
6	Las Vegas	1.355	6	1.593	-15.0
7	Phoenix	1.351	7	1.571	-14.0
8	Houston Bush	1.307	8	1.452	-10.0
9	Charlotte	1.254	11	1.299	-3.4
10	Orlando	1.165	9	1.367	-14.8

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

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

	Monthly			Previous Calendar Years		
	Feb 2008	Feb 2009	Change %	2007	2008	Change %
Passengers (in millions)	49.6	43.7	-11.9	99.8	88.5	-11.4
Flights (in thousands)	730.2	657.8	-9.9	1,523.0	1,366.6	-10.3
Revenue Passenger Miles (in billions)	43.2	37.6	-12.9	87.4	76.9	-12.0
Available Seat-Miles (in billions)	56.9	50.0	-12.1	117.5	103.9	-11.6
Load Factor*	75.9	75.2	-0.7	74.4	74.0	-0.4
Flight Stage Length**	632.5	619.5	-2.1	630.3	619.0	-1.8
Passenger Trip Length***	871.2	861.9	-1.1	875.8	869.5	-0.7

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: Percent changes based on numbers prior to rounding.

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Table 8. Domestic Scheduled Enplanements on U.S. Airlines
 Passenger numbers in millions (000,000)

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	50.0	50.2	0.4	44.8	-10.8
February	47.8	49.6	3.8	43.7	-11.9
March	59.2	58.6	-1.1		
April	57.4	55.5	-3.3		
May	59.3	57.9	-2.3		
June	61.5	59.4	-3.4		
July	63.5	61.3	-3.4		
August	62.7	58.8	-6.1		
September	52.3	47.7	-8.9		
October	57.2	53.0	-7.4		
November	55.0	47.7	-13.4		
December	53.3	50.2	-5.7		
2 Mo. Total	97.8	99.8	2.1	88.5	-11.4
Yr. Total	679.2	649.9	-4.3		

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

Table 9. Top 10 U.S. Airlines, ranked by January-February 2009 Domestic Scheduled Enplanements
 Passenger numbers in millions (000,000)

Jan-Feb 2009 Rank	Carrier	Jan-Feb 2009 Enplaned Passengers	Jan-Feb 2008 Rank	Jan-Feb 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	14.062	1	15.399	-8.7
2	American	9.864	2	11.383	-13.3
3	Delta	8.364	3	8.905	-6.1
4	US Airways	6.862	5	7.631	-10.1
5	United	6.640	4	7.669	-13.4
6	Northwest	4.662	6	6.093	-23.5
7	Continental	4.558	7	5.486	-16.9
8	AirTran	3.265	8	3.516	-7.1
9	JetBlue	2.982	9	3.257	-8.5
10	SkyWest	2.787	10	3.012	-7.5

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

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Table 10. Top 10 U.S. Airlines, ranked by February 2009 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Feb 2009 Rank	Carrier	Feb 2009 Enplaned Passengers	Feb 2008 Rank	Feb 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	7.068	1	7.745	-8.7
2	American	4.817	2	5.532	-12.9
3	Delta	4.013	3	4.457	-10.0
4	US Airways	3.330	5	3.798	-12.3
5	United	3.261	4	3.854	-15.4
6	Northwest	2.300	6	3.018	-23.8
7	Continental	2.233	7	2.714	-17.7
8	AirTran	1.609	8	1.885	-14.7
9	JetBlue	1.469	9	1.618	-9.2
10	SkyWest	1.380	10	1.509	-8.6

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

Note: Percent changes based on numbers prior to rounding.

Table 11. Top 10 U.S. Airports, ranked by January-February 2009 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Feb 2009 Rank	Airport	Jan-Feb 2009 Enplaned Passengers	Jan-Feb 2008 Rank	Jan-Feb 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	5.508	1	5.724	-3.8
2	Chicago O'Hare	3.539	2	4.045	-12.5
3	Dallas/Ft. Worth	3.495	3	3.855	-9.3
4	Denver	3.251	4	3.438	-5.4
5	Los Angeles	2.776	6	3.125	-11.1
6	Las Vegas	2.693	5	3.179	-15.3
7	Phoenix	2.650	7	3.007	-11.9
8	Charlotte	2.381	10	2.422	-1.7
9	Orlando	2.371	8	2.744	-13.6
10	Houston Bush	2.224	9	2.517	-11.6

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

Note: Percent changes based on numbers prior to rounding.

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Table 12. Top 10 U.S. Airports, ranked by February 2009 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Feb 2009 Rank	Airport	Feb 2009 Enplaned Passengers	Feb 2008 Rank	Feb 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	2.659	1	2.900	-8.3
2	Chicago O'Hare	1.759	2	1.990	-11.6
3	Dallas/Ft. Worth	1.711	3	1.898	-9.9
4	Denver	1.585	4	1.725	-8.1
5	Los Angeles	1.346	6	1.532	-12.2
6	Las Vegas	1.342	5	1.580	-15.1
7	Phoenix	1.282	7	1.510	-15.2
8	Charlotte	1.164	9	1.210	-3.9
9	Orlando	1.155	8	1.361	-15.1
10	Houston Bush	1.072	10	1.199	-10.6

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

Note: Percent changes based on numbers prior to rounding.

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

	Monthly			Previous Calendar Years		
	Feb 2008	Feb 2009	Change %	2007	2008	Change %
Passengers (in millions)	6.9	6.2	-10.9	14.4	13.2	-8.6
Flights (in thousands)	67.8	62.7	-7.6	140.7	131.5	-6.5
Revenue Passenger Miles (in billions)	17.1	15.1	-12.1	36.4	33.2	-8.8
Available Seat-Miles (in billions)	23.5	21.9	-6.7	48.7	46.7	-4.1
Load Factor*	72.8	68.9	-3.9	74.7	71.1	-3.6
Flight Stage Length**	1,724.1	1,743.7	1.1	1,719.6	1,757.3	2.2
Passenger Trip Length***	2,478.4	2,444.8	-1.4	2,531.9	2,524.1	-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: Percent changes based on numbers prior to rounding.

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Table 14: International Scheduled Enplanements on U.S. Airlines
 Passenger numbers in millions (000,000)

	2007	2008	2007-2008 Pct. Change	2009	2008-2009 Pct. Change
January	7.1	7.5	4.9	7.0	-6.4
February	6.3	6.9	9.3	6.2	-10.9
March	7.9	8.5	7.2		
April	7.5	7.6	1.2		
May	7.5	8.0	6.5		
June	8.2	8.4	2.4		
July	8.9	9.1	1.3		
August	8.7	8.9	2.0		
September	6.9	6.6	-5.0		
October	7.0	6.7	-3.6		
November	6.9	6.4	-6.8		
December	7.5	7.1	-5.6		
2 Mo. Total	13.4	14.4	7.0	13.2	-8.6
Yr. Total	90.5	91.5	1.2		

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

Table 15: Top 10 U.S. Airlines, ranked by January-February 2009 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Jan-Feb 2009 Rank	Carrier	Jan-Feb 2009 Enplaned Passengers	Jan-Feb 2008 Rank	Jan-Feb 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	American	3,044.8	1	3,426.4	-11.1
2	Continental	1,750.3	2	1,853.9	-5.6
3	Delta	1,637.5	4	1,683.0	-2.7
4	United	1,526.2	3	1,828.3	-16.5
5	Northwest	1,454.0	5	1,634.4	-11.0
6	US Airways	1,028.3	6	944.7	8.9
7	JetBlue	314.4	12	178.0	76.6
8	Alaska	295.7	7	398.6	-25.8
9	ExpressJet	254.6	8	333.3	-23.6
10	Continental Micronesia	183.5	10	217.3	-15.5

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

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**AIRLINE TRAFFIC PRESS RELEASE
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Table 16. Top 10 U.S. Airlines, ranked by February 2009 International Scheduled Enplanements

Passenger numbers in thousands (000)

Feb 2009 Rank	Carrier	Feb 2009 Enplaned Passengers	Feb 2008 Rank	Feb 2008 Enplaned Passengers	Pct. Change 2008-2009
1	American	1,394.9	1	1,607.6	-13.2
2	Continental	826.1	2	894.6	-7.7
3	Delta	726.6	5	786.5	-7.6
4	United	693.6	3	866.8	-20.0
5	Northwest	684.6	4	813.6	-15.9
6	US Airways	512.6	6	460.6	11.3
7	JetBlue	167.2	13	90.1	85.7
8	Alaska	142.2	7	195.6	-27.3
9	ExpressJet	124.4	8	164.7	-24.5
10	SkyWest	91.2	12	91.3	-0.1

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

Note: Percent changes based on numbers prior to rounding.

Table 17. Top 10 U.S. Airports, ranked by January-February 2009 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Jan-Feb 2009 Rank	Airport	Jan-Feb 2009 Enplaned Passengers	Jan-Feb 2008 Rank	Jan-Feb 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Miami	802.1	1	813.7	-1.4
2	Atlanta	578.6	2	602.2	-3.9
3	New York JFK	558.9	3	590.7	-5.4
4	Newark	525.6	4	559.2	-6.0
5	Houston Bush	488.0	5	507.2	-3.8
6	Chicago O'Hare	433.0	6	473.6	-8.6
7	Dallas/Ft. Worth	300.1	7	341.3	-12.1
8	Los Angeles	232.6	8	311.4	-25.3
9	Washington Dulles	214.2	12	218.3	-1.9
10	San Francisco	212.3	9	286.4	-25.9

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

* Numbers do not include international enplanements on foreign carriers

Note: Percent changes based on numbers prior to rounding.

- more -

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Table 18. Top 10 U.S. Airports, ranked by February 2009 International Scheduled Enplanements on U.S. Airlines*
Passenger numbers in thousands (000)

Feb 2009 Rank	Airport	Feb 2009 Enplaned Passengers	Feb 2008 Rank	Feb 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Miami	371.9	1	386.3	-3.7
2	Atlanta	266.0	2	293.0	-9.2
3	New York JFK	265.3	3	288.5	-8.0
4	Newark	250.7	4	272.3	-7.9
5	Houston Bush	235.1	5	253.6	-7.3
6	Chicago O'Hare	205.7	6	227.7	-9.6
7	Dallas/Ft. Worth	144.2	7	165.2	-12.7
8	Los Angeles	109.1	8	149.4	-27.0
9	Minneapolis	107.9	11	124.6	-13.4
10	San Francisco	99.8	9	140.8	-29.1

Source: Bureau of Transportation Statistics, T-100 International Market
* Numbers do not include international enplanements on foreign carriers
Note: Percent changes based on numbers prior to rounding.

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