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## **March 2009 Airline Traffic Data: System Traffic Down 9.1 Percent in March from 2008 and Down 10.3 Percent for January-to-March**

The number of scheduled domestic and international passengers on U.S. airlines in March 2009 declined by 9.1 percent from March 2008, dropping by 6.1 million to 61.0 million the Department of Transportation's Bureau of Transportation Statistics (BTS) today reported (Table 1). March was the 13th consecutive month with a decrease in passengers from the prior year.

BTS, a part of DOT's Research and Innovative Technology Administration, in a release of preliminary data, reported that U.S. airlines carried 8.6 percent fewer domestic passengers than in March 2008. International passengers on U.S. carriers decreased 12.3 percent, the largest year-to-year decline since December 2001 (Tables 7, 13).

For the first three months of 2009, the number of scheduled domestic and international passengers on U.S. airlines declined by 10.3 percent from the same period in 2008, dropping to 162.6 million, 18.7 million fewer than a year earlier (Table 2).

U.S. airlines carried 10.4 percent fewer domestic passengers and 10.0 percent less international passengers in the first three 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 three 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 three 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 2.3 million domestic and international flights in the first three months of 2009, 8.7 percent fewer than were operated during the same period in 2008 (Table 1). Domestic flights decreased 9.0 percent from the previous year while international flights were down 6.1 percent (Tables 7, 13).

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In March, U.S. airlines operated 818,000 scheduled domestic and international flights, down 6.5 percent from the number of flights operated in March 2008 (Table 1). The number of domestic flights decreased 6.6 percent in March from a year earlier while international flights were down 5.6 percent (Tables 7, 13).

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

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

Revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 11.0 percent in the first three months of 2009. In March, RPMs were down 10.9 percent.

Available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 8.8 percent in the first three months of 2009. In March, ASMs were down 7.6 percent.

Passenger load factor, passenger miles as a proportion of available seat-miles, was down 1.9 load factor points at 75.3 percent in the first three months of 2009. In March, load factor decreased 3.0 load factor points to 79.3 percent.

Flight stage length, the average non-stop distance flown per departure, was down 0.8 percent in the first three months of 2009. In March, flight stage length was down 1.3 percent.

Passenger trip length, the average distance flown per passenger, was down 0.8 percent in the first three months of 2009. In March, passenger trip length was down 2.0 percent.

Among U.S. airlines, Southwest carried 23.1 million passengers on its system in the first three months of 2009, the most of any airline (Table 3). In March, Southwest carried 9.0 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 three months of 2009, with 9.6 million domestic and international passenger boardings on U. S. carriers (Table 5). In March, Atlanta Hartsfield-Jackson was the busiest U.S. airport with 3.5 million domestic and international passenger boardings on U. S. carriers (Table 6).

**Domestic Air Travel (Tables 7-12)**

U.S. airlines carried 142.0 million scheduled domestic passengers during the first three months of 2009, down 10.4 percent from the 158.4 million carried during the same period in 2008 (Table 7). The passengers were carried on 2.1 million flights, down 9.0 percent from the number of flights operated in 2008 (Table 7).

In the most recent data month, March, the airlines carried 53.5 million scheduled domestic passengers, down 8.6 percent from the number of passengers carried during March 2008 (Table 8). The passengers were carried on 746,400 flights, down 6.6 percent from the 799,400 flights operated in March 2008 (Table 7).

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

Domestic revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 11.3 percent in the first three months of 2009. In March, domestic RPMs were down 10.1 percent.

Domestic available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 10.6 percent in the first three months of 2009. In March, domestic ASMs were down 8.8 percent.

Domestic passenger load factor, passenger miles as a proportion of available seat-miles, was down 0.6 load factor points at 76.6 percent in the first three months of 2009. In March, domestic load factor was down 1.2 load factor points at 81.1 percent.

Domestic flight stage length, the average non-stop distance flown per departure, was down 1.9 percent in the first three months of 2009. In March, domestic flight stage length was down 2.1 percent.

Domestic passenger trip length, the average distance flown per passenger, was down 1.1 percent in the first three months of 2009. In March, domestic passenger trip length was down 1.6 percent.

Southwest carried 23.1 million domestic passengers in the first three months of 2009, the most of any airline (Table 9). In March, Southwest carried 9.0 million domestic passengers, the most of any airline (Table 10).

Atlanta Hartsfield-Jackson was the busiest domestic airport in the first three months of 2009, with 8.6 million domestic passenger boardings (Table 11). In March, Atlanta Hartsfield-Jackson was the busiest domestic airport with 3.1 million domestic passenger boardings (Table 12).

**International Air Travel (Tables 13-18)**

U.S. airlines carried 20.6 million scheduled international passengers during the first three months of 2009, down 10.0 percent from the 22.9 million carried during the same period in 2008 (Table 14). The passengers were carried on 203,300 flights, down 6.1 percent from the 216,600 flights operated in 2008 (Table 13).

In the most recent data month, March, the airlines carried 7.4 million scheduled international passengers, down 12.3 percent from the number of passengers carried during March 2008. The passengers were carried on 71,700 flights, down 5.6 percent from the 75,900 flights operated in March 2008 (Table 13).

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

International revenue passenger-miles (RPMs), a measure of the number of passengers and the distance flown, were down 10.4 percent in the first three months of 2009. In March, international RPMs were down 13.0 percent.

International available seat-miles (ASMs), a measure of airline capacity using the number of seats and the distance flown, were down 4.3 percent in the first three months of 2009. In March, international ASMs were down 4.7 percent.

International passenger load factor, passenger miles as a proportion of available seat-miles, was down 4.9 load factor points to 72.5 percent in the first three months of 2009. In March, international load factor was down 7.1 load factor points to 75.2 percent.

International flight stage length, the average non-stop distance flown per departure, was up 1.8 percent in the first three months of 2009. In March, international flight stage length was up 1.3 percent.

International passenger trip length, the average distance flown per passenger, was down 0.5 percent in the first three months of 2009. In March, international passenger trip length was down 0.7 percent.

American carried 4.7 million international passengers in the first three months of 2009, the most of any U.S. airline (Table 15). In March, American carried 1.6 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 three months of 2009, with 1.2 million international passenger boardings (Table 17). In March, Miami was the busiest U.S. airport for international travel on U.S. carriers with 413,300 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 84 carriers as of June 8 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_information/air_carrier_traffic_statistics/).

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

For domestic numbers through March and international numbers through December by origin as well as by carrier, 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 March, U.S. carriers reported 218,473 foreign point-to-point passengers. For January through March, U.S. carriers reported 662,987 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled July 16 for the release of April traffic data.

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

	Monthly			Year-to-Date		
	Mar 2008	Mar 2009	Change %	2008	2009	Change %
Passengers (in millions)	67.1	61.0	-9.1	181.3	162.6	-10.3
Flights (in thousands)	875.3	818.0	-6.5	2,539.0	2,317.5	-8.7
Revenue Passenger Miles (in billions)	73.1	65.1	-10.9	197.0	175.3	-11.0
Available Seat-Miles (in billions)	88.9	82.1	-7.6	255.1	232.7	-8.8
Load Factor*	82.3	79.3	-3.0	77.2	75.3	-1.9
Flight Stage Length**	731.2	721.8	-1.3	725.4	719.5	-0.8
Passenger Trip Length***	1,090.4	1,068.5	-2.0	1,086.6	1,077.9	-0.8

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

\*Change in load factor points

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

\*\*\* The average distance flown per passenger in miles

Note: 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	1.0	51.8	-10.2
February	54.1	56.5	4.4	49.8	-11.8
<b>March</b>	<b>67.2</b>	<b>67.1</b>	<b>-0.1</b>	<b>61.0</b>	<b>-9.1</b>
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	-7.0		
November	61.9	54.1	-12.7		
December	60.8	57.4	-5.7		
<b>3 Mo. Total</b>	<b>178.4</b>	<b>181.3</b>	<b>1.6</b>	<b>162.6</b>	<b>-10.3</b>
<b>Yr. Total</b>	<b>769.6</b>	<b>741.4</b>	<b>-3.7</b>		

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-March 2009 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Mar 2009 Rank	Carrier	Jan-Mar 2009 Enplaned Passengers	Jan-Mar 2008 Rank	Jan-Mar 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	23.050	1	24.709	-6.7
2	American	20.333	2	23.051	-11.8
3	Delta	15.675	3	17.028	-7.9
4	United	13.112	4	15.245	-14.0
5	US Airways	12.408	5	13.534	-8.3
6	Continental	10.154	7	11.704	-13.2
7	Northwest	9.771	6	12.307	-20.6
8	AirTran	5.333	8	5.712	-6.6
9	JetBlue	5.267	9	5.497	-4.2
10	SkyWest	4.707	10	5.079	-7.3

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 March 2009 System\* Scheduled Enplanements**

Passenger numbers in millions (000,000)

Mar 2009 Rank	Carrier	Mar 2009 Enplaned Passengers	Mar 2008 Rank	Mar 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	8.988	1	9.310	-3.5
2	American	7.424	2	8.241	-9.9
3	Delta	5.673	3	6.441	-11.9
4	United	4.945	4	5.748	-14.0
5	US Airways	4.518	5	4.959	-8.9
6	Continental	3.846	7	4.365	-11.9
7	Northwest	3.655	6	4.579	-20.2
8	AirTran	2.046	8	2.196	-6.8
9	JetBlue	1.971	9	2.062	-4.4
10	Skywest	1.740	10	1.890	-7.9

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-March 2009 System\* Scheduled Enplanements on U.S. Airlines\*\***

Passenger numbers in millions (000,000)

Jan-Mar 2009 Rank	Airport	Jan-Mar 2009 Enplaned Passengers	Jan-Mar 2008 Rank	Jan-Mar 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	9.552	1	10.104	-5.5
2	Chicago O'Hare	6.501	2	7.306	-11.0
3	Dallas/Ft.Worth	6.028	3	6.459	-6.7
4	Denver	5.429	4	5.681	-4.4
5	Los Angeles	4.801	5	5.433	-11.6
6	Phoenix	4.494	7	4.994	-10.0
7	Las Vegas	4.377	6	5.070	-13.7
8	Houston Bush	4.334	8	4.706	-7.9
9	Charlotte	4.018	12	4.078	-1.5
10	Orlando	3.846	9	4.384	-12.3

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 March 2009 System\* Scheduled Enplanements on U.S. Airlines\*\***

Mar 2009 Rank	Airport	Mar 2009 Enplaned Passengers	Mar 2008 Rank	Mar 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	3.466	1	3.778	-8.3
2	Chicago O'Hare	2.529	2	2.788	-9.3
3	Dallas/Ft.Worth	2.233	3	2.263	-1.3
4	Denver	2.058	4	2.116	-2.7
5	Los Angeles	1.792	5	1.996	-10.2
6	Phoenix	1.706	7	1.865	-8.5
7	Las Vegas	1.661	6	1.865	-11.0
8	Houston Bush	1.623	8	1.682	-3.5
9	Charlotte	1.461	12	1.480	-1.2
10	Orlando	1.456	9	1.628	-10.6

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			Year-to-Date		
	Mar 2008	Mar 2009	Change %	2008	2009	Change %
Passengers (in millions)	58.6	53.5	-8.6	158.4	142.0	-10.4
Flights (in thousands)	799.4	746.4	-6.6	2,322.4	2,114.2	-9.0
Revenue Passenger Miles (in billions)	51.7	46.5	-10.1	139.2	123.5	-11.3
Available Seat-Miles (in billions)	62.9	57.3	-8.8	180.4	161.3	-10.6
Load Factor*	82.3	81.1	-1.2	77.1	76.6	-0.6
Flight Stage Length**	638.2	624.7	-2.1	633.0	620.7	-1.9
Passenger Trip Length***	883.2	869.1	-1.6	878.6	869.3	-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: 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
<b>March</b>	<b>59.2</b>	<b>58.6</b>	<b>-1.1</b>	<b>53.5</b>	<b>-8.6</b>
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		
<b>3 Mo. Total</b>	<b>157.0</b>	<b>158.4</b>	<b>0.9</b>	<b>142.0</b>	<b>-10.4</b>
<b>Yr. Total</b>	<b>679.2</b>	<b>649.9</b>	<b>-4.3</b>		

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-March 2009 Domestic Scheduled Enplanements**  
 Passenger numbers in millions (000,000)

Jan-Mar 2009 Rank	Carrier	Jan-Mar 2009 Enplaned Passengers	Jan-Mar 2008 Rank	Jan-Mar 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	Southwest	23.050	1	24.709	-6.7
2	American	15.652	2	17.720	-11.7
3	Delta	13.096	3	14.293	-8.4
4	US Airways	10.755	5	11.999	-10.4
5	United	10.724	4	12.365	-13.3
6	Northwest	7.535	6	9.681	-22.2
7	Continental	7.346	7	8.712	-15.7
8	AirTran	5.294	8	5.712	-7.3
9	JetBlue	4.754	9	5.201	-8.6
10	SkyWest	4.429	10	4.796	-7.6

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 March 2009 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Mar 2009 Rank	Carrier	Mar 2009 Enplaned Passengers	Mar 2008 Rank	Mar 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Southwest	8.988	1	9.310	-3.5
2	American	5.788	2	6.338	-8.7
3	Delta	4.732	3	5.388	-12.2
4	United	4.083	4	4.696	-13.1
5	US Airways	3.893	5	4.368	-10.9
6	Northwest	2.873	6	3.588	-19.9
7	Continental	2.788	7	3.226	-13.6
8	AirTran	2.028	8	2.196	-7.6
9	JetBlue	1.773	9	1.944	-8.8
10	Skywest	1.643	10	1.784	-7.9

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-March 2009 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Jan-Mar 2009 Rank	Airport	Jan-Mar 2009 Enplaned Passengers	Jan-Mar 2008 Rank	Jan-Mar 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	8.644	1	9.134	-5.4
2	Chicago O'Hare	5.807	2	6.536	-11.1
3	Dallas/Ft. Worth	5.559	3	5.933	-6.3
4	Denver	5.241	4	5.479	-4.3
5	Los Angeles	4.437	6	4.939	-10.2
6	Las Vegas	4.340	5	5.031	-13.7
7	Phoenix	4.280	7	4.805	-10.9
8	Orlando	3.815	8	4.360	-12.5
9	Charlotte	3.734	10	3.794	-1.6
10	Houston Bush	3.565	9	3.890	-8.4

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 March 2009 Domestic Scheduled Enplanements**

Passenger numbers in millions (000,000)

Mar 2009 Rank	Airport	Mar 2009 Enplaned Passengers	Mar 2008 Rank	Mar 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Atlanta	3.136	1	3.410	-8.0
2	Chicago O'Hare	2.268	2	2.491	-9.0
3	Dallas/Ft.Worth	2.064	3	2.078	-0.6
4	Denver	1.990	4	2.041	-2.5
5	Los Angeles	1.661	6	1.815	-8.5
6	Las Vegas	1.647	5	1.852	-11.1
7	Phoenix	1.631	7	1.798	-9.3
8	Orlando	1.444	8	1.617	-10.7
9	Charlotte	1.353	12	1.372	-1.4
10	Houston Bush	1.341	11	1.374	-2.4

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		
	Mar 2008	Mar 2009	Change %	2007	2008	Change %
Passengers (in millions)	8.5	7.4	-12.3	22.9	20.6	-10.0
Flights (in thousands)	75.9	71.7	-5.6	216.6	203.3	-6.1
Revenue Passenger Miles (in billions)	21.4	18.6	-13.0	57.8	51.8	-10.4
Available Seat-Miles (in billions)	26.0	24.8	-4.7	74.7	71.5	-4.3
Load Factor*	82.3	75.0	-7.3	77.4	72.4	-5.0
Flight Stage Length**	1,711.3	1,734.0	1.3	1,716.7	1,747.9	1.8
Passenger Trip Length***	2,520.0	2,502.0	-0.7	2,527.5	2,516.0	-0.5

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
<b>March</b>	<b>7.9</b>	<b>8.5</b>	<b>7.2</b>	<b>7.4</b>	<b>-12.3</b>
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		
<b>3 Mo. Total</b>	<b>21.4</b>	<b>22.9</b>	<b>7.0</b>	<b>20.6</b>	<b>-10.0</b>
<b>Yr. Total</b>	<b>90.5</b>	<b>91.5</b>	<b>1.2</b>		

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-March 2009 International Scheduled Enplanements**  
 Passenger numbers in thousands (000)

Jan-Mar 2009 Rank	Carrier	Jan-Mar 2009 Enplaned Passengers	Jan-Mar 2008 Rank	Jan-Mar 2008 Enplaned Passengers	Pct. Change 2008- 2009
1	American	4,680.7	1	5,330.3	-12.2
2	Continental	2,807.7	2	2,992.3	-6.2
3	Delta	2,579.0	4	2,735.4	-5.7
4	United	2,388.4	3	2,879.9	-17.1
5	Northwest	2,235.9	5	2,625.2	-14.8
6	US Airways	1,653.3	6	1,535.4	7.7
7	JetBlue	512.7	12	296.5	72.9
8	Alaska	459.8	7	625.6	-26.5
9	ExpressJet	409.5	8	531.1	-22.9
10	Continental Micronesia	281.8	10	331.9	-15.1

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

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**Table 16. Top 10 U.S. Airlines, ranked by March 2009 International Scheduled Enplanements**

Passenger numbers in thousands (000)

Mar 2009 Rank	Carrier	Mar 2009 Enplaned Passengers	Mar 2008 Rank	Mar 2008 Enplaned Passengers	Pct. Change 2008-2009
1	American	1,635.9	1	1,903.9	-14.1
2	Continental	1,057.4	2	1,138.4	-7.1
3	Delta	941.5	3	1,052.5	-10.5
4	United	862.2	4	1,051.6	-18.0
5	Northwest	781.8	5	990.8	-21.1
6	US Airways	625.0	6	590.8	5.8
7	JetBlue	198.4	10	118.4	67.5
8	Alaska	164.1	7	227.0	-27.7
9	ExpressJet	154.9	8	197.8	-21.7
10	Continental Micronesia	98.2	11	114.6	-14.3

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-March 2009 International Scheduled Enplanements on U.S. Airlines\***

Passenger numbers in thousands (000)

Jan-Mar 2009 Rank	Airport	Jan-Mar 2009 Enplaned Passengers	Jan-Mar 2008 Rank	Jan-Mar 2008 Enplaned Passengers	Pct. Change 2008-2009
1	Miami	1,215.4	1	1,261.4	-3.6
2	Atlanta	908.0	2	970.6	-6.5
3	New York JFK	878.0	3	954.6	-8.0
4	Newark	848.5	4	901.8	-5.9
5	Houston Bush	769.5	5	815.9	-5.7
6	Chicago O'Hare	694.2	6	770.2	-9.9
7	Dallas/Ft. Worth	468.7	7	526.4	-11.0
8	Los Angeles	363.5	8	493.3	-26.3
9	Washington Dulles	337.9	12	345.1	-2.1
10	Minneapolis	334.7	11	385.9	-13.3

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

<b>Mar 2009 Rank</b>	<b>Airport</b>	<b>Mar 2009 Enplaned Passengers</b>	<b>Mar 2008 Rank</b>	<b>Mar 2008 Enplaned Passengers</b>	<b>Pct. Change 2008-2009</b>
1	Miami	413.3	1	447.7	-7.7
2	Atlanta	329.4	2	368.4	-10.6
3	Newark	322.9	4	342.6	-5.8
4	New York JFK	319.2	3	363.9	-12.3
5	Houston Bush	281.5	5	308.8	-8.8
6	Chicago O'Hare	261.2	6	296.6	-11.9
7	Dallas/Ft. Worth	168.6	7	185.0	-8.9
8	Los Angeles	131.0	8	181.8	-28.0
9	Minneapolis	124.2	11	153.2	-18.9
10	Washington Dulles	123.7	13	126.8	-2.5

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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