



BTS Data

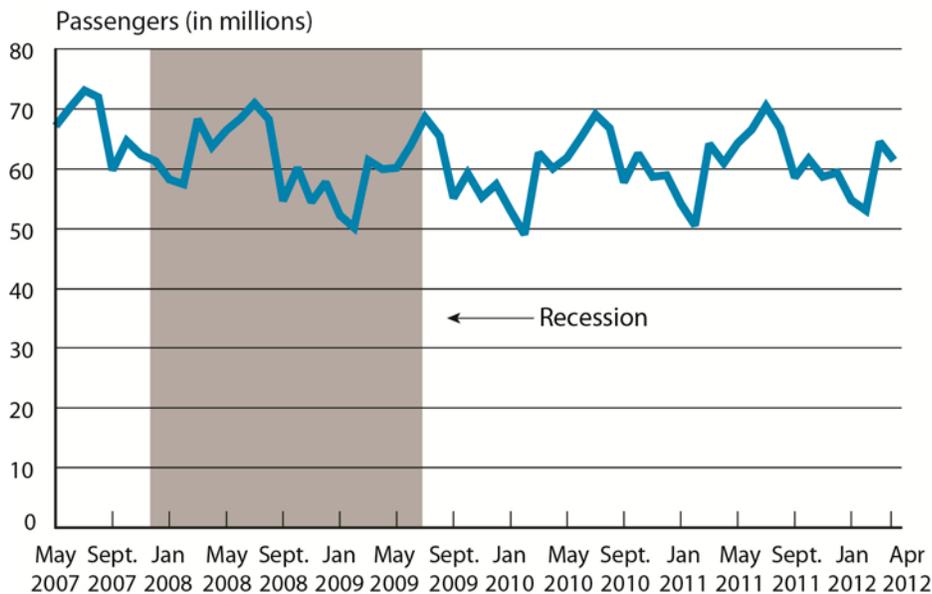
BTS 34-12
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Contact: Dave Smallen
Tel: 202-366-5568

April 2012 Airline System Traffic Up 1.6 Percent from April 2011

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) reported today that U.S. airlines carried 61.5 million scheduled domestic and international passengers in April 2012, 1.5 percent more domestic passengers and 1.7 percent more international passengers than in April 2011. These changes resulted in a systemwide increase of 1.6 percent in passengers from April 2011 (Tables 1, 7, 13). The April 2012 passenger total was 3.0 percent above that of two years ago in April 2010 (Table 2).

BTS, a part of DOT's Research and Innovative Technology Administration, also reported in a release of preliminary data that the system load factor of 82.6 percent, domestic load factor of 83.5 percent, and international load factor of 80.5 percent were all record highs for the month of April (Tables 1, 7, 13).

Passengers on All U.S. Scheduled Airlines (Domestic & International), May 2007-April 2012



SOURCE for Recession Dates: National Bureau of Economic Research, US Business Cycle Expansions and Contractions

AIRLINE TRAFFIC PRESS RELEASE

ADD ONE

U.S. airlines carried 233.5 million total system passengers during the first four months of 2012, up 2.5 percent from the same period in 2011 (Table 2). Domestically, they carried 203.4 million passengers, up 2.5 percent from 2011 (Table 8). Internationally, they carried 30.1 million passengers, up 2.5 percent from 2011 (Table 14). See Tables 2, 8 and 14 of [Air Traffic Press Releases](#) for previous year numbers.

Additional traffic numbers can be found on the [BTS website](#) in the Airlines and Airports box. Click on a link in the column on the right. For more historical numbers, see [Traffic](#) on the BTS website.

Load Factor and Capacity

The first four months of 2012 continued 2011's trend of all-time high system and domestic load factors, with an international load factor that declined from the record high set in 2010. The international load factor from January through April 2012 remained below that for the same period in 2010 although the international load factor reached an all-time high for the month of April (Tables 1, 7, 13). Domestic capacity, measured by available seat-miles, decreased 0.3 percent in April 2012 compared to April 2011. Revenue passenger miles (RPMs) increased by 1.4 percent, resulting in the record-high domestic load factor (Table 7). The international load factor in April increased as airlines reduced capacity by 1.4 percent while RPMs increased by 2.0 percent (Table 13). Systemwide capacity was down 0.7 percent compared to a 1.6 percent increase in RPMs (Table 1). See Tables 1, 7 and 13 of [Air Traffic Press Releases](#) for previous year numbers.

Top Airlines

Monthly: In April, Southwest Airlines carried more total system passengers than any other U.S. airline (Table 4). Southwest Airlines carried the most domestic passengers (Table 10). United Airlines, following its merger with Continental Airlines, carried the most international passengers (Table 16). The top 10 US airlines carried 82.4 percent of systemwide passengers, an increase from the 70.1 percent in April 2011.

Year-to-date: During the first four months of 2012, Southwest Airlines, following its merger with AirTran, carried more total system passengers than any other U.S. airline (Table 3). Southwest carried the most domestic passengers (Table 9). United Airlines, following its merger with Continental Airlines, carried the most international passengers (Table 15). The top 10 US airlines carried 72.7 percent of systemwide passengers, an increase from the 63.9 percent during the first three months of 2010.

Southwest and AirTran began reporting jointly as Southwest in April 2012. Numbers reported as Southwest in this release for January-March 2012 and for previous years do not include AirTran's numbers.

United and Continental began reporting jointly as United in January 2012. Numbers reported as United in this release for previous years do not include Continental's numbers.

ExpressJet Airlines and Atlantic Southeast Airlines began reporting jointly as ExpressJet in January 2012. Numbers reported as ExpressJet in this release for previous years do not include Atlantic Southeast's numbers.

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ADD TWO

Top Airports

Monthly: In April, 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 International than at any other U.S. airport (Table 18).

Year-to-date: During the first four months of 2012, 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).

For other year-to-date and monthly comparisons, see the following tables:

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

Table 1 (April and January through April 2011 and 2012):

Passengers

Flights

Revenue passenger-miles (RPMs)

Available seat-miles (ASMs)

Passenger load factor

Flight stage length

Passenger trip length

Table 2

System scheduled enplanements on U.S. airlines by month since January 2010

Airline Rankings

Table 3

January through April: Top 10 airlines by scheduled passenger enplanements

Table 4

April: Top 10 airlines by scheduled passenger enplanements

Airport Rankings

Table 5

January through April: Top 10 airports by scheduled passenger enplanements on U.S. airlines

Table 6

April: Top 10 airports by scheduled passenger enplanements on U.S. airlines

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**AIRLINE TRAFFIC PRESS RELEASE
ADD THREE**

Scheduled Domestic Air Travel (Tables 7-12)

Table 7 (April and January through April):

Domestic passengers
Domestic flights
Domestic revenue passenger-miles (RPMs)
Domestic available seat-miles (ASMs)
Domestic passenger load factor
Domestic flight stage length
Domestic passenger trip length

Table 8

Domestic scheduled enplanements on U.S. airlines by month since January 2010

Airline Rankings

Table 9

January through April: Top 10 domestic airlines by scheduled passenger enplanements

Table 10

April: Top 10 domestic airlines by scheduled passenger enplanements

Airport Rankings

Table 11

January through April: Top 10 domestic airports by scheduled passenger enplanements

Table 12

April: Top 10 domestic airports by scheduled passenger enplanements

Scheduled International Air Travel on U.S. Airlines (Tables 13-18)

Table 13 (April and January through April):

International passengers
International flights
International revenue passenger-miles on U.S. airlines (RPMs)
International available seat-miles on U.S. airlines (ASMs)
International passenger load factor on U.S. airlines
International flight stage length on U.S. airlines
International passenger trip length on U.S. airlines

Table 14

International scheduled enplanements on U.S. airlines by month since January 2010

Airline Rankings

Table 15

January through April: Top 10 U.S. airlines by scheduled international passenger enplanements

**AIRLINE TRAFFIC PRESS RELEASE
ADD FOUR**

Table 16

April: Top 10 U.S. airlines by scheduled international passenger enplanements

Airport Rankings

Table 17

January through April: Top 10 airports by scheduled international passenger enplanements on U.S. airlines

Table 18

April: Top 10 airports by scheduled international passenger enplanements on U.S. airlines

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 79 carriers as of July 11 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/.

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

For domestic numbers through April and international numbers through January by origin as well as by carrier, 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 April, U.S. carriers reported 195,225 foreign point-to-point passengers. For January through April, U.S. carriers reported 785,315 foreign point-to-point passengers.

Data are subject to revision. BTS has scheduled Aug. 23 for the release of May 2012 traffic data.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD FIVE**

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

	Monthly			Year-to-date		
	Apr 2011	Apr 2012	Change %	2011	2012	Change %
Passengers (in millions)	60.5	61.5	1.6	227.9	233.5	2.5
Flights (in thousands)	790.4	774.8	-2.0	3,059.0	3,035.7	-0.8
Revenue Passenger Miles (in billions)	66.7	67.8	1.6	251.1	257.2	2.4
Available Seat-Miles (in billions)	82.7	82.1	-0.7	319.5	321.1	0.5
Load Factor*	80.7	82.6	1.9	78.6	80.1	1.5
Flight Stage Length**	745.5	751.9	0.9	742.5	750.8	1.1
Passenger Trip Length***	1,102.5	1,103.0	0.0	1,101.7	1,101.3	0.0

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.

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

	2010	2011	2010- 2011 Pct. Change	2012	2011- 2012 Pct. Change
January	52.6	53.7	2.2	54.4	1.4
February	48.7	50.1	2.9	53.1	6.1
March	62.2	63.6	2.2	64.5	1.4
April	59.7	60.5	1.5	61.5	1.6
May	61.5	63.9	3.9		
June	65.0	66.2	1.9		
July	68.4	69.9	2.2		
August	66.3	66.3	0.1		
September	57.4	58.1	1.2		
October	62.1	61.2	-1.5		
November	58.2	58.3	0.2		
December	58.6	59.1	0.8		
4 Mo. Total	223.1	227.9	2.1	233.5	2.5
Yr. Total	720.5	730.8	1.4		

Source: Bureau of Transportation Statistics, T-100 Market

Note: Percent changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD SIX**

Table 3. Top 10 U.S. Airlines, ranked by January-April 2012 System* Scheduled Enplanements
Passenger numbers in millions (000,000)

Jan-Apr 2012 Rank	Carrier	Jan-Apr 2012 Enplaned Passengers	Jan-Apr 2011 Rank	Jan-Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Southwest**	37.212	1	34.823	-
	AirTran	5.189	8	7.626	-
	WN/FL Combined	42.401	-	42.449	-0.1
2	Delta	35.587	2	34.650	2.7
3	United***	29.624	5	15.867	-
	Continental	N/A	6	14.328	-
	UA/CO Combined	29.624	-	30.195	-1.9
4	American	27.920	3	27.229	2.5
5	US Airways	17.823	4	16.902	5.5
6	ExpressJet****	9.920	12	4.781	-
	Atlantic Southeast	N/A	13	4.390	-
	EV/XE Combined	9.920	-	9.172	8.2
7	JetBlue	2.474	7	2.184	13.3
8	SkyWest	2.125	9	1.936	9.7
9	American Eagle	1.584	12	1.420	11.6
10	Alaska	1.511	10	1.467	3.0

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** The merged Southwest and AirTran began reporting jointly in April 2012. Previous numbers, including Jan-March 2012, were reported separately.

*** United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

**** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

Note: Percent changes based on numbers prior to rounding.

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AIRLINE TRAFFIC PRESS RELEASE
ADD SEVEN

Table 4. Top 10 U.S. Airlines, ranked by April 2012 System* Scheduled Enplanements
Passenger numbers in millions (000,000)

Apr 2012 Rank	Carrier	Apr 2012 Enplaned Passengers	Apr 2011 Rank	Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Southwest**	11.246	2	9.224	-
	AirTran	N/A	8	2.110	-
	WN/FL Combined	11.246	-	11.334	-0.8
2	Delta	9.610	1	9.361	2.7
3	United***	7.863	5	4.124	-
	Continental	N/A	6	3.796	-
	UA/CO Combined	7.863	-	7.920	-0.7
4	American	7.129	3	7.121	0.1
5	US Airways	4.538	4	4.400	3.1
6	ExpressJet****	2.624	11	1.429	-
	Atlantic Southeast	N/A	13	1.169	-
	EV/XE Combined	2.624	-	2.598	1.0
7	JetBlue	2.474	7	2.184	13.3
8	SkyWest	2.125	9	1.936	9.7
9	American Eagle	1.584	12	1.420	11.6
10	Alaska	1.511	10	1.467	3.0

Source: Bureau of Transportation Statistics, T-100 Market

* System equals domestic plus international

** The merged Southwest and AirTran began reporting jointly in April 2012. Previous numbers, including Jan-March 2012, were reported separately.

*** United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

**** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

Note: Percent changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD EIGHT**

Table 5. Top 10 U.S. Airports, ranked by January-April 2012 System* Scheduled Enplanements on U.S. Airlines**
Passenger numbers in millions (000,000)

Jan-Apr 2012 Rank	Airport	Jan-Apr 2012 Enplaned Passengers	Jan-Apr 2011 Rank	Jan-Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Atlanta	14.059	1	13.281	5.9
2	Chicago O'Hare	9.234	2	8.934	3.4
3	Dallas/Fort Worth	8.570	3	8.337	2.8
4	Denver	7.812	4	7.799	0.2
5	Los Angeles	7.810	5	7.336	6.5
6	Phoenix	6.455	6	6.423	0.5
7	Charlotte	6.369	7	6.006	6.1
8	Las Vegas	5.970	8	5.831	2.4
9	Houston Bush	5.820	9	5.761	1.0
10	San Francisco	5.555	12	5.043	10.2

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.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

Table 6. Top 10 U.S. Airports ranked by April 2012 System* Scheduled Enplanements on U.S. Airlines**
Passenger numbers in millions (000,000)

Apr 2012 Rank	Airport	Apr 2012 Enplaned Passengers	Apr 2011 Rank	Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Atlanta	3.775	1	3.613	4.5
2	Chicago O'Hare	2.458	2	2.411	2.0
3	Dallas/Fort Worth	2.186	3	2.179	0.4
4	Los Angeles	2.054	4	1.984	3.5
5	Denver	1.974	5	1.973	0.0
6	Charlotte	1.649	7	1.576	4.6
7	Phoenix	1.644	6	1.660	-0.9
8	Las Vegas	1.574	8	1.524	3.3
9	Houston Bush	1.519	9	1.490	2.0
10	San Francisco	1.500	12	1.371	9.4

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.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

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AIRLINE TRAFFIC PRESS RELEASE
ADD NINE

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

	Monthly			Year-to-date		
	Apr 2011	Apr 2012	Change %	2011	2012	Change %
Passengers (in millions)	52.9	53.7	1.5	198.5	203.4	2.5
Flights (in thousands)	720.1	704.3	-2.2	2,781.4	2,754.0	-1.0
Revenue Passenger Miles (in billions)	46.6	47.2	1.4	175.0	179.1	2.3
Available Seat-Miles (in billions)	56.7	56.5	-0.3	218.8	220.0	0.6
Load Factor*	82.2	83.5	1.3	80.0	81.4	1.4
Flight Stage Length**	637.7	646.0	1.3	635.8	643.5	1.2
Passenger Trip Length***	881.0	880.1	-0.1	881.9	880.5	-0.2

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.

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

	2010	2011	2010-2011 Pct. Change	2012	2011-2012 Pct. Change
January	45.5	46.3	1.8	47.1	1.7
February	42.4	43.7	2.9	46.4	6.4
March	54.4	55.6	2.3	56.2	1.0
April	52.5	52.9	0.7	53.7	1.5
May	53.8	56.0	4.0		
June	56.7	57.8	1.9		
July	59.1	60.3	2.0		
August	57.4	57.4	0.1		
September	50.3	51.0	1.3		
October	54.8	54.1	-1.3		
November	51.4	51.6	0.4		
December	51.1	51.5	0.9		
4 Mo. Total	194.9	198.5	1.9	203.4	2.5
Yr. Total	629.5	638.2	1.4		

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

Note: Percent changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD TEN**

Table 9. Top 10 U.S. Airlines, ranked by January-April 2012 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Apr 2012 Rank	Carrier	Jan-Apr 2012 Enplaned Passengers	Jan- Apr 2011 Rank	Jan-Apr 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Southwest*	37.113	1	34.823	-
	AirTran	4.907	7	7.391	-
	WN/FL Combined	42.020	-	42.214	-0.5
2	Delta	29.202	2	28.292	3.2
3	United**	21.613	5	12.502	-
	Continental	-	6	9.708	-
	UA/CO Combined	21.613	-	22.210	-2.7
4	American	21.073	3	20.628	2.2
5	US Airways	15.636	4	14.732	6.1
6	ExpressJet***	9.098	12	4.344	-
	Atlantic Southeast	-	13	4.304	-
	EV/XE Combined	9.098	-	8.648	5.2
7	JetBlue	8.035	8	7.190	11.8
8	SkyWest	7.650	9	7.044	8.6
9	American Eagle	5.421	11	4.803	12.9
10	Alaska	5.105	10	4.905	4.1

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

* The merged Southwest and AirTran began reporting jointly in April 2012. Previous numbers, including Jan-March 2012, were reported separately.

** United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

*** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

Note: Percent changes based on numbers prior to rounding.

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**AIRLINE TRAFFIC PRESS RELEASE
ADD ELEVEN**

Table 10. Top 10 U.S. Airlines, ranked by April 2012 Domestic Scheduled Enplanements
Passenger numbers in millions (000,000)

Apr 2012 Rank	Carrier	Apr 2012 Enplaned Passengers	Apr 2011 Rank	Apr 2011 Enplaned Passengers	Pct. Change 2011- 2012
1	Southwest*	11.147	1	9.224	-
	AirTran	-	7	2.036	-
	WN/FL Combined	11.147	-	11.260	-1.0
2	Delta	7.968	2	7.708	3.4
3	United**	5.758	5	3.230	-
	Continental	-	6	2.595	-
	UA/CO Combined	5.758	-	5.825	-1.2
4	American	5.408	3	5.443	-0.7
5	US Airways	3.928	4	3.801	3.3
6	ExpressJet***	2.421	11	1.313	-
	Atlantic Southeast	-	13	1.148	-
	EV/XE Combined	2.421	-	2.461	-1.6
7	JetBlue	2.122	8	1.901	11.6
8	SkyWest	2.022	9	1.801	12.3
9	American Eagle	1.479	10	1.316	12.4
10	Alaska	1.342	12	1.292	3.9

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

* The merged Southwest and AirTran began reporting jointly in April 2012. Previous numbers, including Jan-March 2012, were reported separately.

** United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

*** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

Note: Percent changes based on numbers prior to rounding.

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AIRLINE TRAFFIC PRESS RELEASE
ADD TWELVE

Table 11. Top 10 U.S. Airports, ranked by January-April 2012 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Jan-Apr 2012 Rank	Airport	Jan-Apr 2012 Enplaned Passengers	Jan-Apr 2011 Rank	Jan-Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Atlanta	12.772	1	11.999	6.4
2	Chicago O'Hare	8.363	2	7.993	4.6
3	Dallas/Fort Worth	7.844	3	6.636	2.7
4	Denver	7.591	4	7.557	0.4
5	Los Angeles	7.175	5	6.724	6.7
6	Phoenix	6.178	6	6.149	0.5
7	Las Vegas	5.965	7	5.825	2.4
8	Charlotte	5.939	8	5.584	6.4
9	Orlando	5.353	9	5.361	-0.2
10	San Francisco	5.029	11	4.559	10.3

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

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

Table 12. Top 10 U.S. Airports, ranked by April 2012 Domestic Scheduled Enplanements

Passenger numbers in millions (000,000)

Apr 2012 Rank	Airport	Apr 2012 Enplaned Passengers	Apr 2011 Rank	Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Atlanta	3.446	1	3.278	5.1
2	Chicago O'Hare	2.232	2	2.161	3.3
3	Dallas/Fort Worth	2.002	3	2.006	-0.2
4	Denver	1.919	4	1.914	0.3
5	Los Angeles	1.893	5	1.820	4.0
6	Phoenix	1.577	6	1.591	-0.9
7	Las Vegas	1.573	7	1.523	3.2
8	Charlotte	1.533	8	1.465	4.6
9	Orlando	1.413	9	1.393	1.4
10	San Francisco	1.354	10	1.239	9.2

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

Note: Percent changes based on numbers prior to rounding.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

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**AIRLINE TRAFFIC PRESS RELEASE
ADD THIRTEEN**

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

	Monthly			Year-to-date		
	Apr 2011	Apr 2012	Change %	2011	2012	Change %
Passengers (millions)	7.7	7.8	1.7	29.4	30.1	2.5
Flights (thousands)	70.3	70.5	0.3	277.6	281.7	1.5
Revenue Passenger Miles (billions)	20.2	20.6	2.0	76.0	78.1	2.7
Available Seat-Miles (billions)	26.0	25.6	-1.4	100.7	101.1	0.4
Load Factor*	77.7	80.5	2.8	75.5	77.3	1.8
Flight Stage Length**	1,848.1	1,808.7	-2.1	1,811.6	1,799.9	-0.6
Passenger Trip Length***	2,628.4	2,635.5	0.3	2,585.0	2,591.6	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.

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

	2010	2011	2010-2011 Pct. Change	2012	2011- 2012 Pct. Change
January	7.0	7.4	4.8	7.4	-0.3
February	6.2	6.4	2.9	6.7	4.4
March	7.8	7.9	1.7	8.3	4.2
April	7.2	7.7	7.1	7.8	1.7
May	7.6	7.9	3.2		
June	8.3	8.5	1.7		
July	9.3	9.6	3.3		
August	8.9	8.9	0.1		
September	7.0	7.1	0.6		
October	7.3	7.1	-3.0		
November	6.7	6.6	-1.9		
December	7.5	7.5	0.4		
4 Mo. Total	28.2	29.4	4.1	30.1	2.5
Yr. Total	91.0	92.5	1.7		

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
ADD FOURTEEN**

Table 15: Top 10 U.S. Airlines, ranked by January-April 2012 International Scheduled Enplanements

Passenger numbers in thousands (000)

Jan-Apr 2012 Rank	Carrier	Jan-Apr 2012 Enplaned Passengers	Jan-Apr 2011 Rank	Jan-Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	United*	8,011.4	4	3,364.9	-
	Continental	-	3	4,619.6	-
	UA/CO Combined	8,011.4	-	7,984.5	0.3
2	American	6,847.6	1	6,601.0	3.7
3	Delta	6,384.7	2	6,358.6	0.4
4	US Airways	2,187.9	5	2,170.4	0.8
5	JetBlue	1,286.4	6	1,029.7	24.9
6	ExpressJet**	822.5	10	437.4	-
	Atlantic Southeast	-	26	86.1	-
	EV/XE Combined	822.5	-	523.5	57.1
7	Alaska	672.1	7	662.0	1.5
8	American Eagle	402.5	11	358.1	12.4
9	Spirit	402.0	9	439.2	-8.5
10	SkyWest	395.5	8	526.6	-24.9

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

* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

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ADD FIFTEEN

Table 16. Top 10 U.S. Airlines, ranked by April 2012 International Scheduled Enplanements
 Passenger numbers in thousands (000)

Apr 2012 Rank	Carrier	Apr 2012 Enplaned Passengers	Apr 2011 Rank	Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	United*	2,105.2	4	894.4	-
	Continental	-	3	1,200.6	-
	UA/CO Combined	2,105.2	-	2,095.0	0.5
2	American	1,721.2	1	1,677.9	2.6
3	Delta	1,642.0	2	1,653.0	-0.7
4	US Airways	610.6	5	598.8	2.0
5	JetBlue	352.7	6	283.3	24.5
6	ExpressJet**	203.3	9	115.8	-
	Atlantic Southeast	-	27	21.0	-
	EV/XE Combined	203.3	-	136.8	48.6
7	Alaska	169.3	7	175.1	-3.3
8	American Eagle	105.2	11	103.6	1.6
9	SkyWest	103.0	8	135.2	-23.8
10	Spirit	101.2	10	115.4	-12.3

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

* United's 2012 number is the report of the merged United and Continental. The 2011 numbers were reported separately by United and Continental.

** ExpressJet's 2012 number is the report of the merged ExpressJet and Atlantic Southeast. The 2011 numbers were reported separately by ExpressJet and Atlantic Southeast.

Note: Percent changes based on numbers prior to rounding.

Table 17. Top 10 U.S. Airports, ranked by January-April 2012 International Scheduled Enplanements on U.S. Airlines*
 Passenger numbers in thousands (000)

Jan-Apr 2012 Rank	Airport	Jan-Apr 2012 Enplaned Passengers	Jan-Apr 2011 Rank	Jan-Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Miami	1,895.7	1	1,736.1	9.2
2	New York JFK	1,447.1	2	1,401.8	3.2
3	Atlanta	1,287.2	3	1,281.6	0.4
4	Newark	1,264.1	4	1,249.1	1.2
5	Houston Bush	1,081.7	5	1,093.7	-1.1
6	Chicago O'Hare	870.2	6	940.2	-7.4
7	Dallas/Fort Worth	726.1	7	700.7	3.6
8	Los Angeles	635.1	8	611.6	3.8
9	San Francisco	526.6	10	483.8	8.8
10	Philadelphia	503.6	9	492.4	2.3

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.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

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ADD SIXTEEN

Table 18. Top 10 U.S. Airports, ranked by April 2012 International Scheduled Enplanements on U.S. Airlines*

Passenger numbers in thousands (000)

Apr 2012 Rank	Airport	Apr 2012 Enplaned Passengers	Apr 2011 Rank	Apr 2011 Enplaned Passengers	Pct. Change 2011-2012
1	Miami	453.9	1	422.2	7.5
2	New York JFK	412.3	2	397.8	3.6
3	Newark	343.7	3	349.5	-1.7
4	Atlanta	328.7	4	334.2	-1.7
5	Houston Bush	270.7	5	266.5	1.6
6	Chicago O'Hare	226.6	6	249.3	-9.1
7	Dallas/Fort Worth	184.7	7	172.9	6.8
8	Los Angeles	161.1	8	163.7	-1.6
9	Philadelphia	148.0	9	142.8	3.6
10	San Francisco	146.0	10	131.7	10.9

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.

Note: For previous rankings see [BTS Air Traffic Press Releases](#)

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