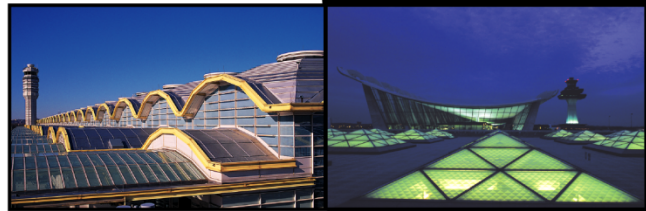


February  
2014

# air traffic statistics

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Prepared by the Office of Finance

Department of Internal Controls, Compliance and  
Financial Strategy



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

## Air Traffic Summary February 2014

### Passenger Activity (in Millions)

		Current Month			Year-to-Date			Last 12 Months		
		DCA	IAD	System	DCA	IAD	System	DCA	IAD	System
<b>Commercial Total</b>	<b>Passengers</b>	1.4	1.3	2.7	2.9	2.8	5.7	20.4	21.8	42.1
	<b>% Change</b>	(3.5%)	(7.6%)	(5.6%)	(1.7%)	(6.1%)	(4.0%)	2.0%	(2.8%)	(0.6%)
<b>Commercial Dom</b>	Passengers	1.4	0.9	2.3	2.8	1.9	4.7	19.9	14.6	34.6
	% Change	(3.5%)	(9.9%)	(6.2%)	(1.6%)	(9.6%)	(5.0%)	1.9%	(5.8%)	(1.5%)
<b>Commercial Int'l</b>	Passengers	< 0.1	0.4	0.4	0.1	0.9	1.0	0.4	7.0	7.4
	% Change	(7.5%)	(2.2%)	(2.5%)	(9.4%)	1.6%	1.0%	3.4%	4.1%	4.0%

Note: System totals may not sum due to rounding.

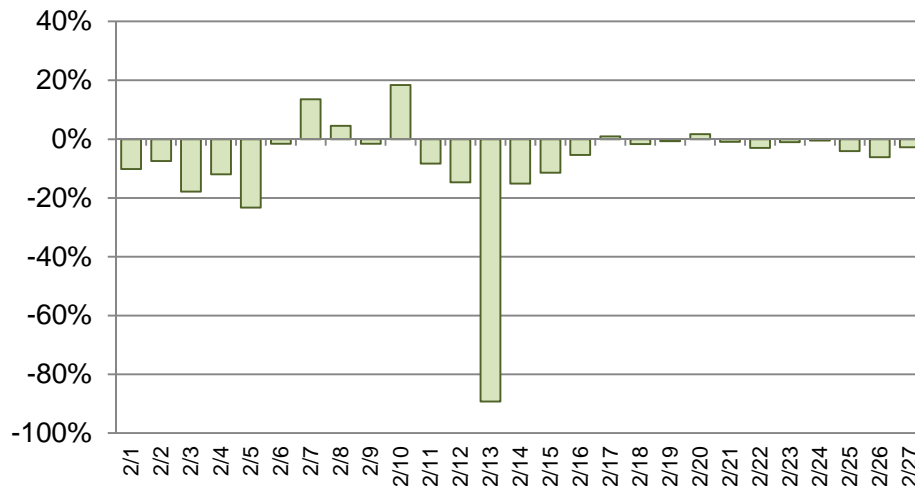
U.S. industry average passenger enplanements as reported by Airlines for America (A4A):

Enplanements	Current Month	Year-to-Date
System	0.2%	0.8%
Domestic	(0.3%)	0.1%
International	3.3%	4.4%

### Airports Authority System

- Combined, passenger activity declined 5.6% and operations fell 7.8% in February 2014 primarily as a result of poor weather conditions. The chart below depicts the daily percentage change in operations from 2013 for the combined system. The effects of the inclement weather are most apparent on February 13, when 5.9 inches of snow fell on Reagan National and 11.7 inches fell on Dulles International, resulting in an 89% reduction in total operations for the day. For the month of February, Reagan recorded 11.2 inches of snowfall and Dulles recorded 16.3 inches.

### Change in Operations from February 2013



## Ronald Reagan Washington National Airport

- Domestic passenger activity declined 3.5% and commercial operations fell 7.1% in February as a result of snowfall and other poor weather conditions during the month. Total passenger traffic at Reagan National exceeded Dulles passenger volume for the first time since February 2013. Significant activity by carrier follows:

Airline	Comments
US Airways	<ul style="list-style-type: none"> <li>4.8% decline in passenger activity, 7.4% decline in operations</li> <li>New service to Key West in January 2014</li> <li>Increased service to Albany, Jacksonville, Wilmington, NC and Manchester, NH in April 2013, Detroit in May 2013, Rochester, NY in September 2013, Greensboro, NC in November 2013, and Philadelphia and West Palm Beach in January 2014</li> <li>Discontinued service to Myrtle Beach in January 2014 and reduced service to Islip, Omaha, and Tallahassee in April 2013, Buffalo in January 2014</li> </ul>
American	<ul style="list-style-type: none"> <li>2.3% increase in passenger activity, 4.9% decline in operations</li> <li>Additional daily departure to Miami in December 2013</li> </ul>
Delta	<ul style="list-style-type: none"> <li>0.1% decrease in passenger traffic, 5.8% decline in operations</li> <li>Reduced service to Atlanta in September 2013 and Memphis in December 2013 and again in January 2014</li> <li>Added a daily departure to New York La Guardia in October 2013</li> </ul>
United	<ul style="list-style-type: none"> <li>15.1% decline in passenger activity, 12.4% decline in operations</li> <li>Reduced a daily departure to Cleveland in September 2013 and Chicago O'Hare in January 2014</li> </ul>

- Transborder passenger traffic declined 7.5% while commercial operations fell 11.1% as a result of poor weather and service reductions to Montreal, Nassau, and Toronto by US Airways.
- US Airways, including its regional affiliates, had the largest commercial passenger market share with 46.5%, a decrease compared to 47.3% in February 2013.

## Washington Dulles International Airport

### Domestic Passenger Activity

- Weather-related cancellations resulted in a 9.9% decline in domestic commercial passenger activity and a 9.7% decline in operations compared to February 2013. Significant domestic activity by carrier follows:

Airline	Comments
United	<ul style="list-style-type: none"> <li>9.5% decrease in passenger activity, 8.6% decline in operations</li> <li>Discontinued service to Allentown/Bethlehem in March 2013, Albuquerque in December 2013, Manchester and Pensacola in April 2013, Clarksburg in July 2013, Ft. Lauderdale and Salt Lake City in December 2013 and reduced service to Greensboro, Minneapolis, and Syracuse in December 2013 and Binghamton, Charlottesville, Johnstown, Los Angeles, and State College in January 2014</li> <li>New service to Fayetteville in March 2013 and Grand Rapids in May 2013</li> <li>Increased service to Beckley, Cleveland, and Morgantown in July 2013; Austin in September; Newark in December; and Altoona and Columbia (SC) in January 2014</li> </ul>
Delta	<ul style="list-style-type: none"> <li>12.7% decline in passenger activity, 33.2% decline in operations</li> <li>Discontinued service to Cincinnati in March 2013 and New York La Guardia in January 2014, reduced service to New York (JFK) in January 2013 and again in December 2013 and Minneapolis in January 2014</li> </ul>

### International Passenger Activity

- February 2014 international commercial passenger traffic declined 2.2% and operations declined 5.9% compared to a year ago. Significant activity by carrier follows:

<b>Airline</b>	<b>Comments</b>
United	<ul style="list-style-type: none"><li>11.3% decrease in passenger activity and 12.3% decrease in operations</li><li>Reduced service to San Salvador in September 2013, Kuwait in October 2013, Toronto in November 2013, and Zurich in December 2013</li><li>Increased service to Aruba in January 2014</li><li>Resumed service to Guatemala City in January 2014</li></ul>
Etihad	<ul style="list-style-type: none"><li>New service to Abu Dhabi began in March 2013</li></ul>
Brussels	<ul style="list-style-type: none"><li>New service to Brussels began in June 2013</li></ul>

- United Airlines, including its regional affiliates, had the largest commercial passenger market share of 68.5%, a decrease compared to 70.2% in February 2013.

### Cargo Activity

- For the month of February, total cargo increased 2.0% from 2013. Domestic cargo declined 15.8% mainly due to a 17.1% decline in Dulles's largest domestic cargo carrier, FedEx, resulting from reductions in inbound freight as heavier shipments were shifted to ground service. FedEx activity at BWI declined 14.5%. Moreover, domestic cargo on United declined 21.6% as United has shifted to narrow-body aircraft.
- International cargo increased 13.3% due to increases on British Airways (40.2%) and United (4.8%), as well as Etihad and Brussels Airlines, both of which began operations in the past 12 months.

### **Baltimore-Washington International Airport**

- Current month commercial passenger activity vs. February 2013 decreased 7.0%.
- BWI surpassed Dulles by 60.6k commercial passengers (4.7%), but National's commercial passenger traffic exceeded BWI's by 26.5K passengers (2.0%). International passenger volume increased 13.7% to 56.0K compared to 49.3K in February 2013.
- Southwest had the largest passenger market share with 71.0%, compared to 70.9% in February 2013.
- Cargo activity totaled 7.7k metric tonnes, a 9.1% decline from a year earlier.

**Ronald Reagan Washington National Airport**  
 SH&E Air Traffic Schedule Activity  
 February 2014 vs. February 2013

February 2014:	Departures	Airlines*	Unduplicated Cities
<b>Domestic</b>			
<b>Passenger service (daily) information -</b>			
Air Carrier	179	10	--
Regional	<u>241</u>	<u>13</u>	--
Domestic Total	420	23	85
<b>Transborder/International</b>			
<b>Passenger service (weekly) information -</b>			
Air Carrier	0	0	--
Regional	<u>90</u>	<u>4</u>	--
Transborder/International Total	90	4	4

February 2013:	Departures	Airlines*	Unduplicated Cities
<b>Domestic</b>			
<b>Passenger service (daily) information -</b>			
Air Carrier	184	10	--
Regional	<u>234</u>	<u>12</u>	--
Domestic Total	418	22	77
<b>Transborder/International</b>			
<b>Passenger service (weekly) information -</b>			
Air Carrier	26	1	--
Regional	<u>82</u>	<u>3</u>	--
Transborder/International Total	108	4	3

\* The following airlines are counted as one airline:  
 Southwest and AirTran

# Washington Dulles International Airport

SH&E Air Traffic Schedule Activity

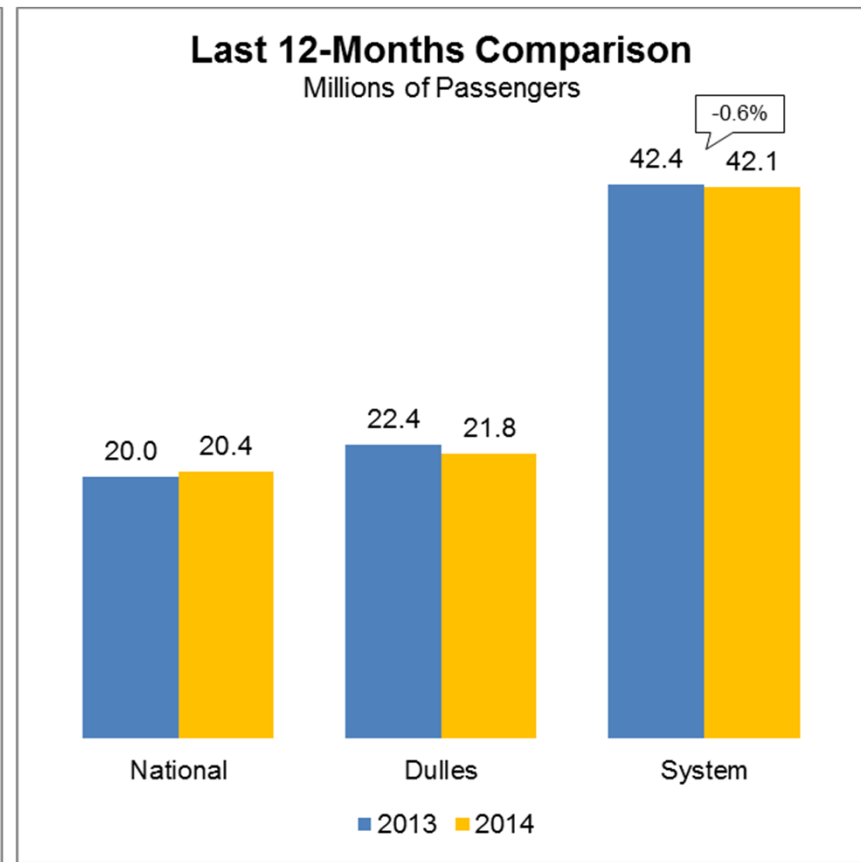
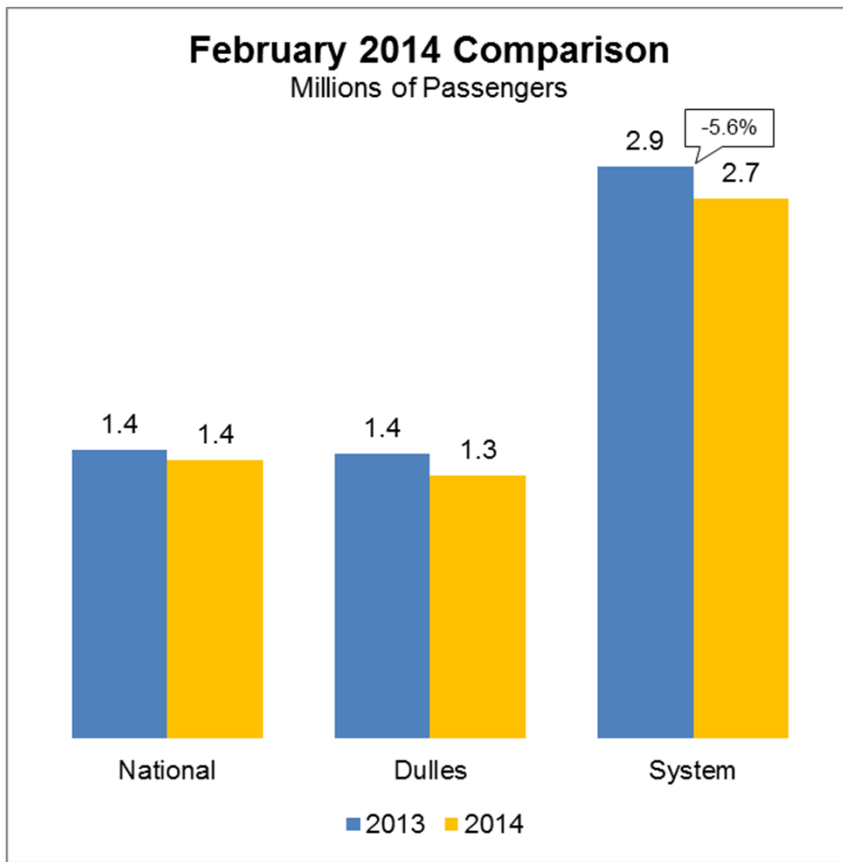
February 2014 vs. February 2013

<b>February 2014:</b>	<b>Departures</b>	<b>Airlines*</b>	<b>Unduplicated Cities</b>
<b>Domestic</b>			
<b>Passenger service (daily) information -</b>			
Air Carrier	102	8	--
Regional	<u>173</u>	<u>14</u>	--
Domestic Total	275	22	78
<b>Transborder/International</b>			
<b>Passenger service (weekly) information -</b>			
Air Carrier	322	25	--
Regional	<u>78</u>	<u>4</u>	--
Transborder/International Total	400	29	41

<b>February 2013:</b>	<b>Departures</b>	<b>Airlines</b>	<b>Unduplicated Cities</b>
<b>Domestic</b>			
<b>Passenger service (daily) information -</b>			
Air Carrier	106	8	--
Regional	<u>182</u>	<u>14</u>	--
Domestic Total	288	22	84
<b>Transborder/International</b>			
<b>Passenger service (weekly) information -</b>			
Air Carrier	315	23	--
Regional	<u>79</u>	<u>4</u>	--
Transborder/International Total	394	27	38

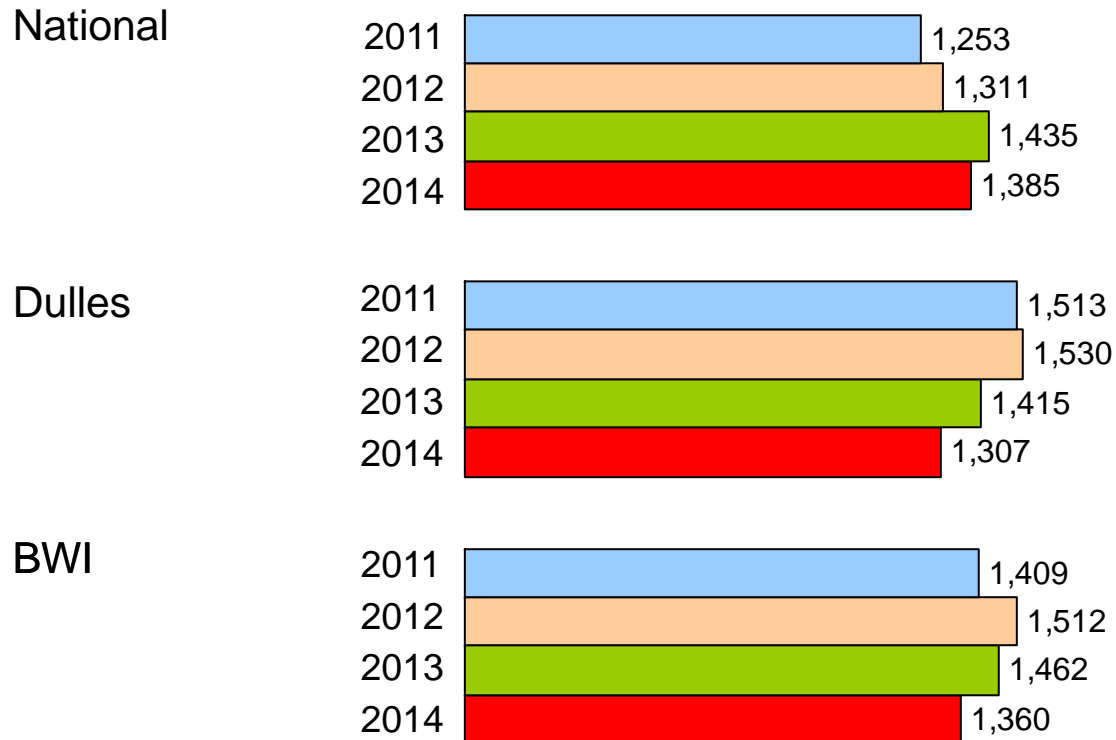
\* The following airlines are counted as one airline:  
Pacific Wings and Sun Air International

# Passenger Trends



\* System totals may not sum due to rounding.

# Total Passengers Four Year Comparison of the Month of January (Thousands)









**Commercial Passenger Market Share and Percent Change of Top Airlines  
in the Washington and Baltimore Region**

February 2014				February 2013			
<b>National</b>	<b>Top Airlines*</b>	<b>Percent Change</b>	<b>Passengers</b>	<b>Market Share</b>	<b>Top Airlines*</b>	<b>Passengers</b>	<b>Market Share</b>
	1. US Airways	-5.2%	643,077	46.5%	1. US Airways	678,662	47.3%
	2. American	2.3%	199,950	14.5%	2. Delta	200,180	14.0%
	3. Delta	-0.1%	199,914	14.5%	3. American	195,444	13.6%
	4. United	-15.1%	108,476	7.8%	4. United	127,761	8.9%
	5. JetBlue	-1.5%	86,235	6.2%	5. JetBlue	87,506	6.1%
	6. Southwest + Airtran	14.5%	68,804	5.0%	6. Southwest + Airtran	60,110	4.2%
	7. Alaska	-5.6%	28,713	2.1%	7. Frontier	31,739	2.2%
	8. Frontier	-33.1%	21,241	1.5%	8. Alaska	30,418	2.1%
	9. Air Canada	14.9%	15,148	1.1%	9. Air Canada	13,188	0.9%
	10. Virgin America	11.7%	5,888	0.4%	10. Virgin America	5,270	0.4%
	11. All Other Airlines	46.1%	5,393	0.4%	11. All Other Airlines	3,692	0.3%
<b>Total Commercial Passengers</b>	<b>-3.6%</b>	<b>1,382,839</b>	<b>100.0%</b>	<b>Total Commercial Passengers</b>	<b>1,433,970</b>	<b>100.0%</b>	
<b>Dulles</b>	<b>Top Airlines*</b>	<b>Percent Change</b>	<b>Passengers</b>	<b>Market Share</b>	<b>Top Airlines*</b>	<b>Passengers</b>	<b>Market Share</b>
	1. United	-9.9%	887,266	68.5%	1. United	984,722	70.2%
	2. Delta	-11.5%	53,081	4.1%	2. Delta	59,982	4.3%
	3. American	3.1%	45,982	3.5%	3. American	44,613	3.2%
	4. Southwest	-13.1%	32,175	2.5%	4. Southwest	37,027	2.6%
	5. US Airways	-3.8%	23,547	1.8%	5. Virgin America	26,795	1.9%
	6. Virgin America	-22.4%	20,794	1.6%	6. JetBlue	25,887	1.8%
	7. JetBlue	-25.0%	19,408	1.5%	7. US Airways	24,488	1.7%
	8. British Airways	4.2%	19,288	1.5%	8. British Airways	18,518	1.3%
	9. TACA	1.8%	14,474	1.1%	9. Qatar Amiri Air	14,528	1.0%
	10. Qatar Amiri Air	-1.2%	14,359	1.1%	10. TACA	14,215	1.0%
	11. All Other Airlines	8.2%	165,316	12.8%	11. All Other Airlines	152,749	10.9%
<b>Total Commercial Passengers</b>	<b>-7.7%</b>	<b>1,295,690</b>	<b>100.0%</b>	<b>Total Commercial Passengers</b>	<b>1,403,524</b>	<b>100.0%</b>	
<b>Baltimore</b>	<b>Top Airlines*</b>	<b>Percent Change</b>	<b>Passengers</b>	<b>Market Share</b>	<b>Top Airlines*</b>	<b>Passengers</b>	<b>Market Share</b>
	1. Southwest + Airtran	-6.8%	963,475	71.0%	1. Southwest + Airtran	1,034,232	70.9%
	2. Delta	-10.3%	118,549	8.7%	2. Delta	132,190	9.1%
	3. US Airways	-12.1%	84,895	6.3%	3. US Airways	96,626	6.6%
	4. United + Continental	-16.0%	64,244	4.7%	4. United + Continental	76,472	5.2%
	5. American	-1.5%	57,955	4.3%	5. American	58,854	4.0%
	6. Spirit	96.7%	31,511	2.3%	6. Spirit	23,733	1.6%
	7. JetBlue	-31.7%	16,217	1.2%	7. JetBlue	16,020	1.1%
	8. British Airways	-4.1%	5,704	0.4%	8. British Airways	5,950	0.4%
	9. All Other Airlines	-6.1%	13,774	1.0%	9. All Other Airlines	14,674	1.0%
	<b>Total Commercial Passengers</b>	<b>-7.0%</b>	<b>1,356,324</b>	<b>100.0%</b>	<b>Total Commercial Passengers</b>	<b>1,458,751</b>	<b>100.0%</b>

\* Includes affiliated regional carriers

**Commercial Passenger Market Share Summary**

	Feb 2014	Feb 2013	Change
<b>Total Passengers</b>			
National	34.3%	33.4%	0.9%
Dulles	32.1%	32.7%	-0.6%
Baltimore	33.6%	34.0%	-0.3%
<b>Domestic Passengers</b>			
National	38.2%	36.9%	1.3%
Dulles	25.3%	26.2%	-0.9%
Baltimore	36.6%	37.0%	-0.4%
<b>International Passengers</b>			
National	5.4%	5.8%	-0.4%
Dulles	82.9%	84.0%	-1.1%
Baltimore	11.7%	10.2%	1.5%

Totals may not sum due to rounding.

**Metropolitan Washington Airports Authority**  
**Ronald Reagan Washington National Airport**  
**Monthly Air Traffic Summary Report**  
**February 2014**

Description	Enplaned	Deplaned	Total	Year Ago	% Change
<b>Aircraft Operations</b>					
Commercial:					
Air Carrier:					
Domestic			8,579	9,588	- 10.5
International			8	8	0.0
Transborder			0	182	- 100.0
<b>Total - Air Carrier</b>			<b>8,587</b>	<b>9,778</b>	<b>- 12.2</b>
Regional:					
Domestic			10,914	11,394	- 4.2
International			26	47	- 44.7
Transborder			674	559	20.6
<b>Total - Regional</b>			<b>11,614</b>	<b>12,000</b>	<b>- 3.2</b>
Commercial:					
Domestic			19,493	20,982	- 7.1
Transborder			708	796	- 11.1
<b>Total - Commercial</b>			<b>20,201</b>	<b>21,778</b>	<b>- 7.2</b>
Non-Commercial:					
General Aviation			304	507	- 40.0
Military			259	74	250.0
<b>Total - Non-Commercial</b>			<b>563</b>	<b>581</b>	<b>- 3.1</b>
<b>Grand Total - Aircraft Operations</b>			<b>20,764</b>	<b>22,359</b>	<b>- 7.1</b>
<b>Passengers</b>					
Commercial:					
Air Carrier Domestic:					
Scheduled	444,581	452,672	897,253	952,883	- 5.8
Chartered	0	0	0	0	0.0
<b>Total - Domestic Air Carrier</b>	<b>444,581</b>	<b>452,672</b>	<b>897,253</b>	<b>952,883</b>	<b>- 5.8</b>
Air Carrier International:					
Scheduled	529	346	875	1,032	- 15.2
Chartered	0	0	0	0	0.0
<b>Total - International Air Carrier</b>	<b>529</b>	<b>346</b>	<b>875</b>	<b>1,032</b>	<b>- 15.2</b>
Air Carrier Transborder:					
Scheduled	0	0	0	7,349	- 100.0
Chartered	0	0	0	0	0.0
<b>Total - Transborder Air Carrier</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,349</b>	<b>- 100.0</b>
<b>Total - Air Carrier</b>	<b>445,110</b>	<b>453,018</b>	<b>898,128</b>	<b>961,264</b>	<b>- 6.6</b>
Regional:					
Domestic	226,648	233,198	459,846	453,273	1.5
International	828	749	1,577	2,853	- 44.7
Transborder	11,181	12,107	23,288	16,580	40.5
<b>Total - Regional</b>	<b>238,657</b>	<b>246,054</b>	<b>484,711</b>	<b>472,706</b>	<b>2.5</b>
Commercial:					
Domestic	671,229	685,870	1,357,099	1,406,156	- 3.5
Transborder	12,538	13,202	25,740	27,814	- 7.5
<b>Total - Commercial</b>	<b>683,767</b>	<b>699,072</b>	<b>1,382,839</b>	<b>1,433,970</b>	<b>- 3.6</b>
Non-Commercial:					
General Aviation	589	565	1,154	800	44.3
Military	320	305	625	575	8.7
<b>Total - Non-Commercial</b>	<b>909</b>	<b>870</b>	<b>1,779</b>	<b>1,375</b>	<b>29.4</b>
<b>Grand Total - Passengers</b>	<b>684,676</b>	<b>699,942</b>	<b>1,384,618</b>	<b>1,435,345</b>	<b>- 3.5</b>

**Metropolitan Washington Airports Authority**  
**Ronald Reagan Washington National Airport**  
**Monthly Air Traffic Summary Report**  
**February 2014**

<b>Description</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>	<b>Year Ago</b>	<b>% Change</b>
<b>Cargo - Tonnes</b>					
Mail:					
Domestic	7	0	7	0	34,666.0
International	0	0	0	0	0.0
Transborder	0	0	0	0	0.0
<b>Total - Mail:</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>34,666.0</b>
Freight + Express:					
Domestic	93	59	152	132	15.7
International	0	0	0	0	0.0
Transborder	0	0	0	0	0.0
<b>Total - Freight + Express:</b>	<b>93</b>	<b>59</b>	<b>152</b>	<b>132</b>	<b>15.7</b>
Mail Plus Freight + Express:					
Domestic	101	59	160	132	21.3
Transborder	0	0	0	0	0.0
<b>Grand Total - Cargo</b>	<b>101</b>	<b>59</b>	<b>160</b>	<b>132</b>	<b>21.3</b>

**NOTE:** Figures may not sum to total due to rounding.

**Metropolitan Washington Airports Authority**  
**Ronald Reagan Washington National Airport**  
**Monthly Air Traffic Summary Report**  
**January 2014 - February 2014**

Description	Enplaned	Deplaned	Total	Year Ago	% Change
<b>Aircraft Operations</b>					
Commercial:					
Air Carrier:					
Domestic			18,125	19,861	- 8.7
International			18	18	0.0
Transborder			0	408	- 100.0
<b>Total - Air Carrier</b>			<b>18,143</b>	<b>20,287</b>	<b>- 10.6</b>
Regional:					
Domestic			23,017	24,196	- 4.9
International			40	61	- 34.4
Transborder			1,362	1,245	9.4
<b>Total - Regional</b>			<b>24,419</b>	<b>25,502</b>	<b>- 4.2</b>
Commercial:					
Domestic			41,142	44,057	- 6.6
Transborder			1,420	1,732	- 18.0
<b>Total - Commercial</b>			<b>42,562</b>	<b>45,789</b>	<b>- 7.0</b>
Non-Commercial:					
General Aviation			941	1,035	- 9.1
Military			303	172	76.2
<b>Total - Non-Commercial</b>			<b>1,244</b>	<b>1,207</b>	<b>3.1</b>
<b>Grand Total - Aircraft Operations</b>			<b>43,806</b>	<b>46,996</b>	<b>- 6.8</b>
<b>Passengers</b>					
Commercial:					
Air Carrier Domestic:					
Scheduled	926,061	937,549	1,863,610	1,936,273	- 3.8
Chartered	0	0	0	0	0.0
<b>Total - Domestic Air Carrier</b>	<b>926,061</b>	<b>937,549</b>	<b>1,863,610</b>	<b>1,936,273</b>	<b>- 3.8</b>
Air Carrier International:					
Scheduled	894	973	1,867	2,271	- 17.8
Chartered	0	0	0	0	0.0
<b>Total - International Air Carrier</b>	<b>894</b>	<b>973</b>	<b>1,867</b>	<b>2,271</b>	<b>- 17.8</b>
Air Carrier Transborder:					
Scheduled	0	0	0	16,358	- 100.0
Chartered	0	0	0	0	0.0
<b>Total - Transborder Air Carrier</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,358</b>	<b>- 100.0</b>
<b>Total - Air Carrier</b>	<b>926,955</b>	<b>938,522</b>	<b>1,865,477</b>	<b>1,954,902</b>	<b>- 4.6</b>
Regional:					
Domestic	471,579	482,048	953,627	926,562	2.9
International	1,122	1,222	2,344	3,593	- 34.8
Transborder	23,434	23,719	47,153	34,450	36.9
<b>Total - Regional</b>	<b>496,135</b>	<b>506,989</b>	<b>1,003,124</b>	<b>964,605</b>	<b>4.0</b>
Commercial:					
Domestic	1,397,640	1,419,597	2,817,237	2,862,835	- 1.6
Transborder	25,450	25,914	51,364	56,672	- 9.4
<b>Total - Commercial</b>	<b>1,423,090</b>	<b>1,445,511</b>	<b>2,868,601</b>	<b>2,919,507</b>	<b>- 1.7</b>
Non-Commercial:					
General Aviation	1,232	1,200	2,432	1,679	44.8
Military	730	710	1,440	1,166	23.5
<b>Total - Non-Commercial</b>	<b>1,962</b>	<b>1,910</b>	<b>3,872</b>	<b>2,845</b>	<b>36.1</b>
<b>Grand Total - Passengers</b>	<b>1,425,052</b>	<b>1,447,421</b>	<b>2,872,473</b>	<b>2,922,352</b>	<b>- 1.7</b>

**Metropolitan Washington Airports Authority**  
**Ronald Reagan Washington National Airport**  
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<u>Description</u>	<u>Enplaned</u>	<u>Deplaned</u>	<u>Total</u>	<u>Year Ago</u>	<u>% Change</u>
<b>Cargo - Tonnes</b>					
Mail:					
Domestic	24	10	34	0	20,276.9
International	0	0	0	0	0.0
Transborder	0	0	0	0	0.0
Total - Mail:	24	10	34	0	20,276.9
Freight + Express:					
Domestic	175	92	267	308	- 13.5
International	0	0	0	0	0.0
Transborder	0	0	0	0	500.0
Total - Freight + Express:	175	92	267	308	- 13.5
Mail Plus Freight + Express:					
Domestic	199	102	301	309	- 2.5
Transborder	0	0	0	0	500.0
<b>Grand Total - Cargo</b>	<b>199</b>	<b>102</b>	<b>301</b>	<b>309</b>	<b>- 2.4</b>

**NOTE:** Figures may not sum to total due to rounding.

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Description	Enplaned	Deplaned	Total	Year Ago	% Change
<b>Aircraft Operations</b>					
Commercial:					
Air Carrier:					
Domestic			121,464	123,534	- 1.7
International			334	328	1.8
Transborder			700	2,618	- 73.3
<b>Total - Air Carrier</b>			<b>122,498</b>	<b>126,480</b>	<b>- 3.1</b>
Regional:					
Domestic			151,019	146,661	3.0
International			385	428	- 10.0
Transborder			8,109	7,770	4.4
<b>Total - Regional</b>			<b>159,513</b>	<b>154,859</b>	<b>3.0</b>
Commercial:					
Domestic			272,483	270,195	0.8
Transborder			9,528	11,144	- 14.5
<b>Total - Commercial</b>			<b>282,011</b>	<b>281,339</b>	<b>0.2</b>
Non-Commercial:					
General Aviation			4,963	6,416	- 22.6
Military			2,484	1,309	89.8
<b>Total - Non-Commercial</b>			<b>7,447</b>	<b>7,725</b>	<b>- 3.6</b>
<b>Grand Total - Aircraft Operations</b>			<b>289,458</b>	<b>289,064</b>	<b>0.1</b>
<b>Passengers</b>					
Commercial:					
Air Carrier Domestic:					
Scheduled	6,680,580	6,677,719	13,358,299	13,447,888	- 0.7
Chartered	0	0	0	0	0.0
<b>Total - Domestic Air Carrier</b>	<b>6,680,580</b>	<b>6,677,719</b>	<b>13,358,299</b>	<b>13,447,888</b>	<b>- 0.7</b>
Air Carrier International:					
Scheduled	15,911	14,864	30,775	33,277	- 7.5
Chartered	0	0	0	0	0.0
<b>Total - International Air Carrier</b>	<b>15,911</b>	<b>14,864</b>	<b>30,775</b>	<b>33,277</b>	<b>- 7.5</b>
Air Carrier Transborder:					
Scheduled	17,470	17,960	35,430	121,048	- 70.7
Chartered	0	0	0	0	0.0
<b>Total - Transborder Air Carrier</b>	<b>17,470</b>	<b>17,960</b>	<b>35,430</b>	<b>121,048</b>	<b>- 70.7</b>
<b>Total - Air Carrier</b>	<b>6,713,961</b>	<b>6,710,543</b>	<b>13,424,504</b>	<b>13,602,213</b>	<b>- 1.3</b>
Regional:					
Domestic	3,294,584	3,291,420	6,586,004	6,118,305	7.6
International	11,838	11,956	23,794	26,902	- 11.6
Transborder	155,157	152,306	307,463	203,141	51.4
<b>Total - Regional</b>	<b>3,461,579</b>	<b>3,455,682</b>	<b>6,917,261</b>	<b>6,348,348</b>	<b>9.0</b>
Commercial:					
Domestic	9,975,164	9,969,139	19,944,303	19,566,193	1.9
Transborder	200,376	197,086	397,462	384,368	3.4
<b>Total - Commercial</b>	<b>10,175,540</b>	<b>10,166,225</b>	<b>20,341,765</b>	<b>19,950,561</b>	<b>2.0</b>
Non-Commercial:					
General Aviation	7,967	7,736	15,703	13,332	17.8
Military	3,914	3,824	7,738	10,901	- 29.0
<b>Total - Non-Commercial</b>	<b>11,881</b>	<b>11,560</b>	<b>23,441</b>	<b>24,233</b>	<b>- 3.3</b>
<b>Grand Total - Passengers</b>	<b>10,187,421</b>	<b>10,177,785</b>	<b>20,365,206</b>	<b>19,974,794</b>	<b>2.0</b>



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<b>Description</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>	<b>Year Ago</b>	<b>% Change</b>
<b>Cargo - Tonnes</b>					
Mail:					
Domestic	54	36	90	7	1,281.6
International	0	0	0	0	0.0
Transborder	0	0	0	0	- 100.0
<b>Total - Mail:</b>	<b>54</b>	<b>36</b>	<b>90</b>	<b>7</b>	<b>1,276.6</b>
Freight + Express:					
Domestic	1,064	739	1,803	5,374	- 66.5
International	0	0	0	0	943.5
Transborder	1	1	2	0	292.5
<b>Total - Freight + Express:</b>	<b>1,065</b>	<b>740</b>	<b>1,805</b>	<b>5,375</b>	<b>- 66.4</b>
Mail Plus Freight + Express:					
Domestic	1,118	775	1,893	5,381	- 64.8
Transborder	1	1	2	1	287.7
<b>Grand Total - Cargo</b>	<b>1,119</b>	<b>776</b>	<b>1,895</b>	<b>5,381</b>	<b>- 64.8</b>

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<b>Description</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>	<b>Year Ago</b>	<b>% Change</b>
<b>Aircraft Operations</b>					
Commercial:					
Air Carrier:					
Domestic			4,570	5,218	- 12.4
International			2,463	2,541	- 3.1
Transborder			0	0	0.0
<b>Total - Air Carrier</b>			<b>7,033</b>	<b>7,759</b>	<b>- 9.4</b>
Regional:					
Domestic			9,622	10,505	- 8.4
International			49	0	100.0
Transborder			584	748	- 21.9
<b>Total - Regional</b>			<b>10,255</b>	<b>11,253</b>	<b>- 8.9</b>
Commercial:					
Domestic			14,192	15,723	- 9.7
International			3,096	3,289	- 5.9
<b>Total - Commercial</b>			<b>17,288</b>	<b>19,012</b>	<b>- 9.1</b>
Non-Commercial:					
General Aviation			3,080	3,238	- 4.9
Military			52	59	- 11.9
<b>Total - Non-Commercial</b>			<b>3,132</b>	<b>3,297</b>	<b>- 5.0</b>
<b>Grand Total - Aircraft Operations</b>			<b>20,420</b>	<b>22,309</b>	<b>- 8.5</b>
<b>Passengers</b>					
Commercial:					
Air Carrier Domestic:					
Scheduled	264,784	264,279	529,063	590,310	- 10.4
Chartered	168	267	435	934	- 53.4
<b>Total - Domestic Air Carrier</b>	<b>264,952</b>	<b>264,546</b>	<b>529,498</b>	<b>591,244</b>	<b>- 10.4</b>
Air Carrier International:					
Scheduled	184,275	185,526	369,801	375,937	- 1.6
Chartered	451	434	885	1,132	- 21.8
<b>Total - International Air Carrier</b>	<b>184,726</b>	<b>185,960</b>	<b>370,686</b>	<b>377,069</b>	<b>- 1.7</b>
Air Carrier Transborder:					
Scheduled	0	0	0	0	0.0
Chartered	0	0	0	0	0.0
<b>Total - Transborder Air Carrier</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
<b>Total - Air Carrier</b>	<b>449,678</b>	<b>450,506</b>	<b>900,184</b>	<b>968,313</b>	<b>- 7.0</b>
Regional:					
Domestic	183,763	185,949	369,712	406,985	- 9.2
International	1,378	795	2,173	0	100.0
Transborder	11,133	12,488	23,621	28,226	- 16.3
<b>Total - Regional</b>	<b>196,274</b>	<b>199,232</b>	<b>395,506</b>	<b>435,211</b>	<b>- 9.1</b>
Commercial:					
Domestic	448,715	450,495	899,210	998,229	- 9.9
International	197,237	199,243	396,480	405,295	- 2.2
<b>Total - Commercial</b>	<b>645,952</b>	<b>649,738</b>	<b>1,295,690</b>	<b>1,403,524</b>	<b>- 7.7</b>
Non-Commercial:					
General Aviation	5,928	5,301	11,229	11,277	- 0.4
Military	74	75	149	200	- 25.5
<b>Total - Non-Commercial</b>	<b>6,002</b>	<b>5,376</b>	<b>11,378</b>	<b>11,477</b>	<b>- 0.9</b>
<b>Grand Total - Passengers</b>	<b>651,954</b>	<b>655,114</b>	<b>1,307,068</b>	<b>1,415,001</b>	<b>- 7.6</b>

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<b>Description</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>	<b>Year Ago</b>	<b>% Change</b>
<b>Cargo - Tonnes</b>					
Mail:					
Domestic	169	382	551	406	35.8
International	198	40	238	47	408.4
<b>Total - Mail:</b>	<b>367</b>	<b>422</b>	<b>789</b>	<b>453</b>	<b>74.3</b>
Freight + Express:					
Domestic	3,262	2,764	6,026	7,402	- 18.6
International	5,580	8,143	13,722	12,276	11.8
<b>Total - Freight + Express:</b>	<b>8,841</b>	<b>10,907</b>	<b>19,748</b>	<b>19,677</b>	<b>0.4</b>
Mail Plus Freight + Express:					
Domestic	3,431	3,146	6,577	7,808	- 15.8
International	5,777	8,183	13,960	12,322	13.3
<b>Grand Total - Cargo</b>	<b>9,208</b>	<b>11,329</b>	<b>20,537</b>	<b>20,130</b>	<b>2.0</b>

**NOTE:** Figures may not sum to total due to rounding.

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Description	Enplaned	Deplaned	Total	Year Ago	% Change
<b>Aircraft Operations</b>					
Commercial:					
Air Carrier:					
Domestic			9,942	11,074	- 10.2
International			5,265	5,327	- 1.2
Transborder			0	5	- 100.0
<b>Total - Air Carrier</b>			<b>15,207</b>	<b>16,406</b>	<b>- 7.3</b>
Regional:					
Domestic			20,010	21,909	- 8.7
International			118	0	100.0
Transborder			1,159	1,550	- 25.2
<b>Total - Regional</b>			<b>21,287</b>	<b>23,459</b>	<b>- 9.3</b>
Commercial:					
Domestic			29,952	32,983	- 9.2
International			6,542	6,882	- 4.9
<b>Total - Commercial</b>			<b>36,494</b>	<b>39,865</b>	<b>- 8.5</b>
Non-Commercial:					
General Aviation			5,860	6,225	- 5.9
Military			63	117	- 46.2
<b>Total - Non-Commercial</b>			<b>5,923</b>	<b>6,342</b>	<b>- 6.6</b>
<b>Grand Total - Aircraft Operations</b>			<b>42,417</b>	<b>46,207</b>	<b>- 8.2</b>
<b>Passengers</b>					
Commercial:					
Air Carrier Domestic:					
Scheduled	572,508	572,073	1,144,581	1,256,759	- 8.9
Chartered	311	410	721	2,222	- 67.6
<b>Total - Domestic Air Carrier</b>	<b>572,819</b>	<b>572,483</b>	<b>1,145,302</b>	<b>1,258,981</b>	<b>- 9.0</b>
Air Carrier International:					
Scheduled	423,911	443,085	866,996	852,783	1.7
Chartered	1,024	829	1,853	2,278	- 18.7
<b>Total - International Air Carrier</b>	<b>424,935</b>	<b>443,914</b>	<b>868,849</b>	<b>855,061</b>	<b>1.6</b>
Air Carrier Transborder:					
Scheduled	0	0	0	0	0.0
Chartered	0	0	0	105	- 100.0
<b>Total - Transborder Air Carrier</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>- 100.0</b>
<b>Total - Air Carrier</b>	<b>997,754</b>	<b>1,016,397</b>	<b>2,014,151</b>	<b>2,114,147</b>	<b>- 4.7</b>
Regional:					
Domestic	380,612	373,136	753,748	840,610	- 10.3
International	2,878	2,170	5,048	0	100.0
Transborder	22,686	31,617	54,303	58,285	- 6.8
<b>Total - Regional</b>	<b>406,176</b>	<b>406,923</b>	<b>813,099</b>	<b>898,895</b>	<b>- 9.5</b>
Commercial:					
Domestic	953,431	945,619	1,899,050	2,099,591	- 9.6
International	450,499	477,701	928,200	913,451	1.6
<b>Total - Commercial</b>	<b>1,403,930</b>	<b>1,423,320</b>	<b>2,827,250</b>	<b>3,013,042</b>	<b>- 6.2</b>
Non-Commercial:					
General Aviation	10,902	10,530	21,432	21,642	- 1.0
Military	76	77	153	202	- 24.3
<b>Total - Non-Commercial</b>	<b>10,978</b>	<b>10,607</b>	<b>21,585</b>	<b>21,844</b>	<b>- 1.2</b>
<b>Grand Total - Passengers</b>	<b>1,414,908</b>	<b>1,433,927</b>	<b>2,848,835</b>	<b>3,034,886</b>	<b>- 6.1</b>

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<b>Description</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>	<b>Year Ago</b>	<b>% Change</b>
<b>Cargo - Tonnes</b>					
Mail:					
Domestic	411	789	1,200	804	49.2
International	419	137	557	55	917.8
<b>Total - Mail:</b>	<b>830</b>	<b>927</b>	<b>1,757</b>	<b>859</b>	<b>104.6</b>
Freight + Express:					
Domestic	6,703	5,508	12,210	15,563	- 21.5
International	10,969	15,654	26,623	23,233	14.6
<b>Total - Freight + Express:</b>	<b>17,672</b>	<b>21,161</b>	<b>38,833</b>	<b>38,796</b>	<b>0.1</b>
Mail Plus Freight + Express:					
Domestic	7,113	6,297	13,410	16,367	- 18.1
International	11,389	15,791	27,180	23,287	16.7
<b>Grand Total - Cargo</b>	<b>18,502</b>	<b>22,088</b>	<b>40,590</b>	<b>39,655</b>	<b>2.4</b>

**NOTE:** Figures may not sum to total due to rounding.

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<b>Description</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>	<b>Year Ago</b>	<b>% Change</b>
<b>Aircraft Operations</b>					
Commercial:					
Air Carrier:					
Domestic			72,845	78,166	- 6.8
International			35,766	34,204	4.6
Transborder			8	17	- 52.9
<b>Total - Air Carrier</b>			<b>108,619</b>	<b>112,387</b>	<b>- 3.4</b>
Regional:					
Domestic			143,224	142,033	0.8
International			221	0	100.0
Transborder			10,164	10,864	- 6.4
<b>Total - Regional</b>			<b>153,609</b>	<b>152,897</b>	<b>0.5</b>
Commercial:					
Domestic			216,069	220,199	- 1.9
International			46,159	45,085	2.4
<b>Total - Commercial</b>			<b>262,228</b>	<b>265,284</b>	<b>- 1.2</b>
Non-Commercial:					
General Aviation			40,853	42,364	- 3.6
Military			930	745	24.8
<b>Total - Non-Commercial</b>			<b>41,783</b>	<b>43,109</b>	<b>- 3.1</b>
<b>Grand Total - Aircraft Operations</b>			<b>304,011</b>	<b>308,393</b>	<b>- 1.4</b>
<b>Passengers</b>					
Commercial:					
Air Carrier Domestic:					
Scheduled	4,371,695	4,422,226	8,793,921	9,449,919	- 6.9
Chartered	8,515	8,653	17,168	20,113	- 14.6
<b>Total - Domestic Air Carrier</b>	<b>4,380,210</b>	<b>4,430,879</b>	<b>8,811,089</b>	<b>9,470,032</b>	<b>- 7.0</b>
Air Carrier International:					
Scheduled	3,245,966	3,292,233	6,538,199	6,293,569	3.9
Chartered	5,555	5,701	11,256	13,073	- 13.9
<b>Total - International Air Carrier</b>	<b>3,251,521</b>	<b>3,297,934</b>	<b>6,549,455</b>	<b>6,306,642</b>	<b>3.9</b>
Air Carrier Transborder:					
Scheduled	0	0	0	0	0.0
Chartered	176	381	557	648	- 14.0
<b>Total - Transborder Air Carrier</b>	<b>176</b>	<b>381</b>	<b>557</b>	<b>648</b>	<b>- 14.0</b>
<b>Total - Air Carrier</b>	<b>7,631,907</b>	<b>7,729,194</b>	<b>15,361,101</b>	<b>15,777,322</b>	<b>- 2.6</b>
Regional:					
Domestic	2,919,954	2,880,492	5,800,446	6,045,810	- 4.1
International	5,199	4,625	9,824	0	100.0
Transborder	211,692	227,471	439,163	419,152	4.8
<b>Total - Regional</b>	<b>3,136,845</b>	<b>3,112,588</b>	<b>6,249,433</b>	<b>6,464,962</b>	<b>- 3.3</b>
Commercial:					
Domestic	7,300,164	7,311,371	14,611,535	15,515,842	- 5.8
International	3,468,588	3,530,411	6,998,999	6,726,442	4.1
<b>Total - Commercial</b>	<b>10,768,752</b>	<b>10,841,782</b>	<b>21,610,534</b>	<b>22,242,284</b>	<b>- 2.8</b>
Non-Commercial:					
General Aviation	74,851	74,525	149,376	150,557	- 0.8
Military	554	550	1,104	571	93.3
<b>Total - Non-Commercial</b>	<b>75,405</b>	<b>75,075</b>	<b>150,480</b>	<b>151,128</b>	<b>- 0.4</b>
<b>Grand Total - Passengers</b>	<b>10,844,157</b>	<b>10,916,857</b>	<b>21,761,014</b>	<b>22,393,412</b>	<b>- 2.8</b>

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<b>Description</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>	<b>Year Ago</b>	<b>% Change</b>
<b>Cargo - Tonnes</b>					
Mail:					
Domestic	2,171	4,155	6,327	4,160	52.1
International	5,852	4,366	10,218	2,970	244.0
<b>Total - Mail:</b>	<b>8,023</b>	<b>8,521</b>	<b>16,544</b>	<b>7,130</b>	<b>132.0</b>
Freight + Express:					
Domestic	44,237	39,997	84,234	104,762	- 19.6
International	57,216	96,301	153,518	152,611	0.6
<b>Total - Freight + Express:</b>	<b>101,454</b>	<b>136,299</b>	<b>237,752</b>	<b>257,374</b>	<b>- 7.6</b>
Mail Plus Freight + Express:					
Domestic	46,408	44,152	90,561	108,923	- 16.9
International	63,068	100,667	163,735	155,582	5.2
<b>Grand Total - Cargo</b>	<b>109,477</b>	<b>144,820</b>	<b>254,296</b>	<b>264,504</b>	<b>- 3.9</b>

**NOTE:** Figures may not sum to total due to rounding.