

**Metropolitan Washington Airports Authority**  
**Washington Dulles International Airport**  
**Directional Airline Traffic Report**  
**Cargo (Tonnes)**  
**October 2012**

Airline	Domestic			International			Total		
	Enplaned	Deplaned	Total	Enplaned	Deplaned	Total	Enplaned	Deplaned	Total
<b>Aer Lingus</b>									
Freight and Express	0	0	0	19	46	65	19	46	65
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>65</b>	<b>19</b>	<b>46</b>	<b>65</b>
<b>Aeroflot</b>									
Freight and Express	0	0	0	1	0	1	1	0	1
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Air France</b>									
Freight and Express	0	0	0	208	472	680	208	472	680
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208</b>	<b>472</b>	<b>680</b>	<b>208</b>	<b>472</b>	<b>680</b>
<b>All Nippon</b>									
Freight and Express	0	0	0	372	789	1,161	372	789	1,161
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>372</b>	<b>789</b>	<b>1,161</b>	<b>372</b>	<b>789</b>	<b>1,161</b>
<b>American</b>									
Freight and Express	30	25	54	0	0	0	30	25	54
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>30</b>	<b>25</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>25</b>	<b>54</b>
<b>Austrian</b>									
Freight and Express	0	0	0	91	181	272	91	181	272
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>181</b>	<b>272</b>	<b>91</b>	<b>181</b>	<b>272</b>
<b>Avianca</b>									
Freight and Express	0	0	0	1	0	1	1	0	1
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>British Airways</b>									
Freight and Express	0	0	0	355	624	979	355	624	979
Mail	0	0	0	0	3	3	0	3	3
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>355</b>	<b>627</b>	<b>982</b>	<b>355</b>	<b>627</b>	<b>982</b>

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<b>COPA</b>									
Freight and Express	0	0	0	3	0	3	3	0	3
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>
<b>Delta</b>									
Freight and Express	7	14	21	0	0	0	7	14	21
Mail	12	9	21	0	0	0	12	9	21
<b>OCT 2012 Totals</b>	<b>19</b>	<b>22</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>22</b>	<b>42</b>
<b>Emirates</b>									
Freight and Express	0	0	0	241	273	515	241	273	515
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>273</b>	<b>515</b>	<b>241</b>	<b>273</b>	<b>515</b>
<b>Ethiopian Airlines</b>									
Freight and Express	0	0	0	38	74	112	38	74	112
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>74</b>	<b>112</b>	<b>38</b>	<b>74</b>	<b>112</b>
<b>Evergreen International</b>									
Freight and Express	0	1	1	58	0	58	58	1	58
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>0</b>	<b>58</b>	<b>58</b>	<b>1</b>	<b>58</b>
<b>ExpressJet (Delta Connection)</b>									
Freight and Express	0	0	0	0	0	0	0	0	0
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Federal Express</b>									
Freight and Express	2,748	2,871	5,620	0	0	0	2,748	2,871	5,620
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>2,748</b>	<b>2,871</b>	<b>5,620</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,748</b>	<b>2,871</b>	<b>5,620</b>
<b>GAF</b>									
Freight and Express	0	0	0	25	15	40	25	15	40
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>15</b>	<b>40</b>	<b>25</b>	<b>15</b>	<b>40</b>

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<b>Icelandair</b>									
Freight and Express	0	0	0	2	30	32	2	30	32
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>32</b>	<b>2</b>	<b>30</b>	<b>32</b>
<b>JetBlue</b>									
Freight and Express	1	2	3	0	0	0	1	2	3
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>KLM Royal Dutch</b>									
Freight and Express	0	0	0	146	326	472	146	326	472
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>326</b>	<b>472</b>	<b>146</b>	<b>326</b>	<b>472</b>
<b>Kalitta Air</b>									
Freight and Express	0	6	6	0	0	0	0	6	6
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
<b>Korean Air</b>									
Freight and Express	0	0	0	77	196	273	77	196	273
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>196</b>	<b>273</b>	<b>77</b>	<b>196</b>	<b>273</b>
<b>Lufthansa</b>									
Freight and Express	0	0	0	318	968	1,286	318	968	1,286
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>318</b>	<b>968</b>	<b>1,286</b>	<b>318</b>	<b>968</b>	<b>1,286</b>
<b>Mountain Air Cargo</b>									
Freight and Express	0	8	8	0	0	0	0	8	8
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>
<b>National (Murray Air Cargo)</b>									
Freight and Express	0	0	0	9	0	9	9	0	9
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>9</b>

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<b>PSA</b>									
Freight and Express	3	0	3	0	0	0	3	0	3
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>
<b>Qatar Amiri Air</b>									
Freight and Express	0	0	0	651	387	1,038	651	387	1,038
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>651</b>	<b>387</b>	<b>1,038</b>	<b>651</b>	<b>387</b>	<b>1,038</b>
<b>SAS</b>									
Freight and Express	0	0	0	120	313	433	120	313	433
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>313</b>	<b>433</b>	<b>120</b>	<b>313</b>	<b>433</b>
<b>Saudi Arabian</b>									
Freight and Express	0	0	0	140	5	145	140	5	145
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>5</b>	<b>145</b>	<b>140</b>	<b>5</b>	<b>145</b>
<b>South African</b>									
Freight and Express	0	0	0	243	45	288	243	45	288
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243</b>	<b>45</b>	<b>288</b>	<b>243</b>	<b>45</b>	<b>288</b>
<b>Southwest</b>									
Freight and Express	19	46	65	0	0	0	19	46	65
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>19</b>	<b>46</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>46</b>	<b>65</b>
<b>TACA International</b>									
Freight and Express	0	0	0	4	9	14	4	9	14
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>14</b>	<b>4</b>	<b>9</b>	<b>14</b>
<b>Turkish Airlines</b>									
Freight and Express	0	0	0	96	68	164	96	68	164
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>68</b>	<b>164</b>	<b>96</b>	<b>68</b>	<b>164</b>

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	Enplaned	Deplaned	Total	Enplaned	Deplaned	Total	Enplaned	Deplaned	Total
<b>United</b>									
Freight and Express	756	832	1,589	1,575	2,796	4,371	2,332	3,628	5,960
Mail	150	211	361	225	81	305	375	291	667
<b>OCT 2012 Totals</b>	<b>907</b>	<b>1,043</b>	<b>1,950</b>	<b>1,800</b>	<b>2,877</b>	<b>4,677</b>	<b>2,707</b>	<b>3,920</b>	<b>6,627</b>
<b>United Parcel Service</b>									
Freight and Express	542	586	1,129	0	0	0	542	586	1,129
Mail	0	22	22	0	0	0	0	22	22
<b>OCT 2012 Totals</b>	<b>542</b>	<b>608</b>	<b>1,151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>542</b>	<b>608</b>	<b>1,151</b>
<b>Virgin Atlantic</b>									
Freight and Express	0	0	0	234	199	433	234	199	433
Mail	0	0	0	0	0	0	0	0	0
<b>OCT 2012 Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>234</b>	<b>199</b>	<b>433</b>	<b>234</b>	<b>199</b>	<b>433</b>
		<b>Domestic Total</b>			<b>International Total</b>			<b>Total</b>	
<b>Report Totals</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>	<b>Enplaned</b>	<b>Deplaned</b>	<b>Total</b>
Freight and Express	4,106	4,392	8,498	5,028	7,815	12,843	9,134	12,207	21,342
Mail	163	241	404	225	84	309	388	325	713
<b>Grand Total</b>	<b>4,269</b>	<b>4,633</b>	<b>8,903</b>	<b>5,253</b>	<b>7,899</b>	<b>13,152</b>	<b>9,522</b>	<b>12,533</b>	<b>22,055</b>

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