

| | | | |
|-------------------------|---------|-----------|-------|
| 1 51p | 6 44p | E UA 1551 | 0 738 |
| AKAR, SENEGAL | | | |
| 9 31p | 10 05a† | DL 416 | 0 752 |
| DAKAR, SENEGAL | | | |
| 12 15a | 6 25a | J DL 217 | 0 752 |
| 3 50a | 7 45a | J SA 203 | 0 343 |
| DELHI, INDIA | | | |
| 2 25p | 9 00p† | AI 102 | 0 77W |
| 8 40p | 9 20p† | UA 82 | 0 777 |
| DELHI, INDIA | | | |
| 1 35a | 9 35a | J AI 101 | 0 77W |
| 11 55p | 4 45a† | E UA 83 | 0 777 |
| DHA, QATAR | | | |
| 10 20p | 6 40p† | QR 702 | 0 77W |
| DOHA, QATAR | | | |
| 8 09a | 2 05p | J OR 701 | 0 77W |
| DUBAI, U.A.E | | | |
| 10 40a | 8 10a† | EK 204 | 0 388 |
| 10 20p | 10 55p† | EK 206 | 1 77W |
| 11 00p | 8 30p† | EK 202 | 0 388 |
| DUBAI, U.A.E | | | |
| 2 25a | 7 45a | J EK 203 | 0 388 |
| 8 30a | 1 50p | J EK 201 | 0 388 |
| 9 05a | 7 00p | J EK 205 | 1 77W |
| DUBLIN, REP. OF IRELAND | | | |
| 6 30p | 5 15a† | EI 194 | 0 330 |
| 7 00p | 7 00a† | UA 23 | 0 752 |
| 7 05p | 6 50a† | AA 290 | 0 757 |
| 9 40p | 8 25a† | EI 108 | 0 330 |
| 10 00p | 9 30a† | DL 411 | 0 75W |
| DUBLIN, REP. OF IRELAND | | | |
| 8 55a | 11 50a | J AA 291 | 0 757 |
| 9 00a | 11 50a | J UA 22 | 0 752 |
| 10 50a | 1 25p | J EI 105 | 0 330 |
| 11 15a | 1 40p | J DL 91 | 0 75W |
| 3 30p | 6 05p | J EI 109 | 0 330 |
| DUESSELDORF, GERMANY | | | |

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|---------------------------------------|------------|-----------|-----------|-------|
| 12 50a | 5 40a† | CX 845 | 0 77W | |
| 2 00a | 2 15p† | CX 841 | 0 77W | |
| 1 55p | 7 00p† | CX 831 | 0 77W | |
| 3 35p | 8 35p† | UA 117 | 0 777 | |
| 9 15p | 7 00a† | CX 889 | 1 77W | |
| From HONG KONG, HONG KONG (SAR) CHINA | | | | |
| 1 00a | 6 00a | J CX 888 | 1 77W | |
| 9 35a | 12 10p | J DX 830 | 0 77W | |
| 11 25a | 1 45p | E UA 116 | 0 777 | |
| 4 20p | 7 15p | J CX 840 | 0 77W | |
| 7 45p | 10 25p | J CX 846 | 0 77W | |
| To ISTANBUL, TURKEY | | | | |
| 12 55p | 5 45a† | TK 4 | 0 330 | |
| 11 15p | 3 55p† | TK 12 | 0 77W | |
| From ISTANBUL, TURKEY | | | | |
| 7 25a | 11 25a | J TK 3 | 0 330 | |
| 1 25p | 5 20p | J TK 1 | 0 77W | |
| To JEDDAH, SAUDI ARABIA | | | | |
| 18 46 | 8 30p | J 4 15p | SV 0020 | 0 777 |
| From JEDDAH, SAUDI ARABIA | | | | |
| 13 46 | 6 15a | 11 30a | J SV 0021 | 0 777 |
| To JOHANNESBURG, SOUTH AFRICA | | | | |
| 10 40a | 8 25a† | SA 204 | 0 343 | |
| JOHANNESBURG, SOUTH AFRICA | | | | |
| 7 45a | † J SA 203 | 1 343 | | |
| From KARACHI, PAKISTAN | | | | |
| 2 30p | J PK 721 | 2 777 | | |
| From KINGSTON, JAMAICA | | | | |
| 9 30a | 5 50a | BW 16 | 0 758 | |
| 10 55p | 4 45p | BW 14 | 0 738 | |
| 5 00p | 7 20p | BW 6 | 1 738 | |
| 2 59p | J 03p | B6 59 | 0 320 | |
| From LISBON, PORTUGAL | | | | |
| X14 5 55p | E 6 00a† | TR 104 | 0 332 | |
| 4567 8 10p | E 6 10a† | UA 54 | 0 752 | |
| From LISBON, PORTUGAL | | | | |
| 15M 10 15a | 1 35p | E UA 65 | 0 752 | |
| X14 12 35p | 3 50p | ETP 103 | 0 332 | |
| To LONDON, UNITED KINGDOM | | | | |
| 7 30a | J 7 40p | HVS 026 | 0 346 | |
| 7 50a | E 8 00p | HVS 018 | 0 333 | |
| 8 30a | E 8 15p | HBA 178 | 0 744 | |
| 9 10a | E 8 25p | HUA 922 | 0 763 | |
| 9 50a | J 9 45p | HAA 142 | 0 779 | |
| 5 30p | E 6 20p† | HUA 110 | 0 753 | |
| 6 00p | E 6 20a† | HVS 004 | 0 333 | |
| 6 10p | E 6 20a† | HAA 100 | 0 77W | |
| 6 21p | J 6 35a† | HDL 401 | 0 754 | |
| 6 50p | E 6 45a† | HBA 184 | 0 777 | |
| X6 6 55p | J 7 15a† | CBA 002 | 0 318 | |
| 7 15p | E 7 25p | HUA 23 | 0 777 | |
| 7 20p | J 7 20a | HBA 176 | 0 777 | |
| 7 25p | J 7 35a† | HAA 106 | 0 77W | |
| X4 7 30p | J 7 35a† | HVS 046 | 0 744 | |
| 7 30p | J 7 40a† | HDL 402 | 0 75W | |
| 8 15p | J 8 15a† | HBA 116 | 0 777 | |
| 8 30p | J 8 35a† | HAA 104 | 0 777 | |
| 8 55p | J 8 45a† | HAA 172 | 0 744 | |
| 6 55p | J 9 00a† | HVS 046 | 0 744 | |
| 8 55p | E 9 25a† | HUA 178 | 0 752 | |
| 9 00p | J 9 00a† | HUA 102 | 0 777 | |
| 9 10p | E 9 05p† | HVS 002 | 0 744 | |
| 9 15p | E 9 25a† | HDL 403 | 0 763 | |
| 9 20p | E 9 00a† | HBA 100 | 0 716 | |
| X56 9 35p | J 10 05a† | CBA 001 | 0 316 | |
| 10 00p | E 10 15a† | HUA 940 | 0 763 | |
| X3 10 25p | E 10 00a† | HBA 186 | 0 788 | |
| 10 35p | 10 50a† | HVS 010 | 0 333 | |
| To MANAGUA, NICARAGUA | | | | |
| 7 12 08p | E 7 38p | UA 1421 | 1 730 | |
| From MANAGUA, NICARAGUA | | | | |
| 3 8 08a | 5 53p | L UA 1423 | 1 730 | |
| 6 8 08a | 5 03p | E UA 1423 | 1 730 | |
| 5 8 08a | 7 25p | E UA 1423 | 1 730 | |
| From MONTENEGRO, MONTENEGRO | | | | |
| 7 12 08p | E 7 38p | UA 1421 | 1 730 | |
| From MANAGUA, NICARAGUA | | | | |
| 3 8 08a | 5 53p | L UA 1423 | 1 730 | |
| 6 8 08a | 5 03p | E UA 1423 | 1 730 | |
| 5 8 08a | 7 25p | E UA 1423 | 1 730 | |
| To MONTENEGRO, MONTENEGRO | | | | |
| 7 12 08p | E 7 38p | UA 1421 | 1 730 | |
| From MANAGUA, NICARAGUA | | | | |
| 3 8 08a | 5 53p | L UA 1423 | 1 730 | |
| 6 8 08a | 5 03p | E UA 1423 | 1 730 | |
| 5 8 08a | 7 25p | E UA 1423 | 1 730 | |
| To MANCHESTER, UNITED KINGDOM | | | | |
| 7 05p | J 7 25p† | AA 218 | 0 750 | |
| 7 25p | E 7 50p† | UA 81 | 0 750 | |
| From MANCHESTER, UNITED KINGDOM | | | | |
| 9 00a | 12 10p | E UA 80 | 0 750 | |
| 10 30a | 1 30p | J AA 211 | 0 750 | |
| 26 12 20p | 2 30p | J PK 321 | 0 750 | |
| To MANILA, PHILIPPINES | | | | |
| 12 30p | 10 50p† | DL 175 | 1 344 | |
| From MANILA, PHILIPPINES | | | | |
| 7 45a | 1 14p | J DL 175 | 1 344 | |
| To MEDELLIN, COLOMBIA | | | | |
| 187 7 55p | J 1 35p | AV 043 | 0 719 | |
| From MEDELLIN, COLOMBIA | | | | |
| 537 11 45p | 3 10a† | AV 043 | 0 719 | |
| To MEXICO CITY, MEXICO | | | | |
| X5 12 15a | 5 05a | AM 401 | 0 350 | |
| X87 7 25a | † 1 35a | 40 2943 | 0 350 | |
| 8 15a | 9 50p | AM 401 | 0 350 | |
| X6 10 00a | 9 10p | 40 2943 | 0 350 | |
| X8 11 29a | 1 11p | UA 224 | 1 757 | |
| From MONTENEGRO, MONTENEGRO | | | | |
| 15 12 54p | 9 34p | UA 431 | 1 320 | |

AIRPORT TRAFFIC REPORT



- John F. Kennedy International Airport
- Newark Liberty International Airport
- LaGuardia Airport
- Stewart International Airport
- Atlantic City International Airport
- Teterboro Airport

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April 1, 2014

A remarkable
year for our
airport system

Our three major
commercial
airports showed
growth in 2013

I am happy to share the Port Authority Aviation Department's 2013 Annual Traffic Report, which provides important statistics on air traffic at our regional aviation facilities, including comparative data on airports worldwide and the multitude of destinations our airports offer our customers.

2013 IN PERSPECTIVE

It was a remarkable year for our airport system as we celebrated a number of passenger records, including an all-time mark for most passengers served by the entire airport system – 112.5 million air travelers. This eclipsed the former mark of 110 million set in 2007, and was 3.2 million more than in 2012.

Six other records were set in 2013:

- Most international passengers, airport system: 39.6 million
- Most passengers, JFK: 50.4 million
- Most international passengers, JFK: 26.5 million
- Most passengers, LGA: 26.7 million
- Most domestic passengers, LGA: 24.9 million
- Most international passengers, LGA: 1.7 million

Our three major commercial airports showed growth in 2013: JFK was up 2.3 percent, EWR up 3 percent, and LGA up 3.9 percent.

The Port Authority also expanded its aviation portfolio in 2013 as it took management control of Atlantic City International Airport. While the Atlantic City data is not included in 2013 regional totals because we did not assume management until midway through the year, current trends at Atlantic City will boost the region's base numbers by nearly a million passengers annually when we include it in the 2014 reports.

Unfortunately, the record-breaking passenger pace did not extend to cargo. Suffering from deep-seated structural impediments, cargo had been weak in the two preceding years. It began 2013 with a relatively small negative number, but ended the year with a decline of 4 percent. As a result, 2013 cargo volumes were at 2 million tons, comparable to the recession levels of 1991 and 2009.

2014 OUTLOOK

Although air travel in 2014 has started on a difficult note with multiple storms creating delays and cancellations, the outlook for the full year remains optimistic. We anticipate 2014 passenger traffic to grow by 2.3 percent, which would establish another all-time record.

The 2014 passenger prediction is predicated on stronger U.S. and global economic growth. More importantly, there are strong indications that the 2014 economy is poised to accelerate because all the components of the GDP – consumption, investment, government, and exports-imports – are aligned positively. On the other hand, cargo likely will continue to lag economic growth due to existing structural problems, such as a shift from air to trucking, the opening of other gateways, and a move by cargo operators away from our airports to those in the Midwest and West to improve proximity to Asian markets and reduce costs.

We anticipate
2014 passenger
traffic to grow
by 2.3 percent

The attached statistics are a continuing reflection of the Aviation Department's desire to keep our stakeholders informed, and reaffirms our commitment to achieving regional prosperity through a unified system of airport facilities that offer safe and secure environments, an excellent customer experience, and environmentally sustainable and friendly services delivered by a first-rate staff.

A handwritten signature in black ink, appearing to read 'R. Tragale', written in a cursive style.

Ralph Tragale
Assistant Director
Aviation Customer, Industry and External Affairs

John F. Kennedy International Airport

HISTORY

- Construction for a new international airport began in 1942 under a New York City contract on the site of the Idlewild Golf Course in Queens, New York City.
- The Port Authority of New York and New Jersey began operating the soon-to-open airport on June 1, 1947, under a lease with the City of New York.
- On July 1, 1948, commercial flights began flying into and out of the newly opened New York International Airport.
- The airport was rededicated John F. Kennedy International Airport on December 24, 1963, in memory of the nation's 35th president.
- On February 7, 1964, the Beatles arrived for the first time in the United States and entertained reporters and the public at a press conference in the former International Arrivals Building. Over the decades, the airport has been a gateway for numerous presidents and dignitaries, including thousands who have arrived throughout the years for the annual United Nations Assembly.
- In 2000, JFK welcomed its one-billionth passenger.
- In 2004, the Port Authority and the City of New York concluded an agreement that ensures the agency's continued operation of JFK through 2050.
- JFK made airport history on March 19, 2007, when the A380, the world's largest passenger aircraft, touched down on U.S. soil for the first time in a route proving test, and again on August 1, 2008, when an Emirates Airline A380 landed at JFK—the first regularly scheduled arrival of the A380 in the United States.
- In 2013, JFK surpassed 50 million annual passengers for the first time in its history.

SIZE AND LOCATION

JFK covers 4,930 acres, including 880 acres in the Central Terminal Area. The airport has more than 30 miles of roadway. It is located on Jamaica Bay in the southeastern section of Queens County, New York City, 15 miles by highway from midtown Manhattan.

AVIATION ROLE

JFK has been recognized for decades as the premier U.S. gateway for passengers and cargo. JFK is the busiest airport in the New York City metropolitan area, and among the busiest in North America and the world. In 2013, the airport handled a record 50.4 million

passengers, and more than 1.3 million tons of cargo. The airport handled about 26.5 million international passengers in 2013, also an all-time record. About 80 airlines operate out of the airport, serving more than 150 nonstop destinations.

EMPLOYMENT AND ECONOMIC IMPACT

About 37,000 people are employed at the airport. The airport contributes about \$37.3 billion in economic activity to the New York-New Jersey metropolitan region, generating about 256,000 total jobs and \$13.4 billion in annual wages.

INVESTMENT

The City of New York invested about \$150 million in the original construction of the airport. Since then, the Port Authority has invested more than \$11 billion in JFK.

REDEVELOPMENT

Recent JFK redevelopment works includes several major projects undertaken by the Port Authority and its airline and airport partners, including JetBlue's Terminal 5 and T5i, and American Airlines' Terminal 8, along with parking garages for both terminals. Delta Air Lines partnered with the Port Authority and Terminal 4 to build a new state-of-the-art terminal space at Terminal 4 to replace the antiquated space it occupied in Terminal 3. The \$1.2 billion expansion, which enhanced capacity by nine passenger gates and added space for more aircraft parking, opened in May 2013. A \$457 million rehabilitation of Runway 4L-22R is under way, and will include new runway safety areas, navigational aids, and operational enhancements to increase safety, efficiency and reduce delays. The Port Authority also invested nearly \$350 million to completely reconstruct JFK's Bay Runway, the airport's main runway and one of the longest commercial runways in the country. The reconstruction project was completed within budget and ahead of schedule, and incorporated a series of efficiency enhancements that will reduce delays at JFK by about 10,500 hours per year.

CENTRAL TERMINAL AREA (CTA)

JFK has six airline terminals surrounded by a dual ring of peripheral taxiways. The original CTA was enlarged from 655 to 880 acres by relocating taxiways to provide needed space for expanding the passenger terminals. There are more than 125 aircraft gates serving the six terminals. The CTA also includes a central heating and air conditioning plant.

TERMINALS

- A consortium of airlines – Air France, Japan Airlines, Korean Air, and Lufthansa – built the 11-gate international Terminal 1 on the site of the old Eastern Airlines Terminal. It opened in 1998.
- Delta Air Lines operates Terminal 2 and completed the expansion of Terminal 4 during 2013. Delta vacated Terminal 3 when the newly expanded Terminal 4 opened in May 2013. After 50 years of service to JFK, Terminal 3 was demolished.
- The 1.5-million-square-foot, common-use Terminal 4 opened in May 2001. Terminal 4 includes separate levels for departures and arrivals, consolidated ticketing and baggage operations, improved customer facilities, duty-free retail shops, and a wide variety of eateries. A Welcome Center opened in 2009. Delta Air Lines redeveloped a portion of the terminal by adding nine new gates, and other enhancements and amenities, which opened in 2013. JetBlue's Terminal 5 opened in 2008. The Port Authority provided nearly \$800 million toward the jointly financed, 26-gate, 635,000-square-foot terminal, which is designed to handle up to 20 million passengers per year. In 2012, JetBlue broke ground on T5i, a 145,000-square-foot expansion to accommodate JetBlue international arrivals. The project is expected to be complete in 2015.
- A \$251-million redevelopment project was completed at British Airways' Terminal 7. The project expanded and reconfigured the terminal for greater efficiency. Improvements included new ticketing and check-in areas, new retail outlets, and a new departure and arrival roadway system. United Airlines also operates out of Terminal 7.
- American Airlines' Terminal 8 opened in 2007 and serves domestic and international passengers on three concourses. Terminal 8 includes expanded check-in areas, top name-brand shops and eateries, and numerous services.
- The Port Authority has completed renovations of JFK's historic TWA Flight Center in advance of a redevelopment program to create hotel space and related services in the Central Terminal Area.

ROADWAY ACCESS AND GROUND TRANSPORTATION

A roadway configuration in the Central Terminal Area divides the roadway network into five terminal areas so motorists can make direct connections

between terminals, parking lots, and airport expressways. In addition to AirTrain JFK, the airport is served by taxis, airport coaches, and several car rental agencies.

AIRTRAIN JFK

Opened in 2003, the light-rail system connects JFK with the Long Island Rail Road and New York City subway and bus lines. More than 6 million paid passengers used the system in 2013, and millions more rode the free portion of the system to connect between terminals, and to parking lots and rental car areas. Recent improvements include digital signage, expanded closed-circuit television and audio recording systems for monitoring critical communications.

PARKING

JFK offers more than 15,000 public parking spaces and includes five garages. E-ZPass Plus, which allows customers to use their E-ZPass to pay for parking, is available in all parking lots and garages, except for the overflow lot. A reservation system was introduced in 2011.

CARGO

JFK is one of the world's leading international air cargo centers. The airport offers nearly 4 million square feet of modern, state-of-the-art cargo warehouse and office space. The entire air cargo area is designated as a Foreign-Trade Zone. JFK serves the world's key air cargo markets through

a strong mix of long-haul, direct and nonstop all-cargo aircraft and wide-body passenger aircraft flights.

RUNWAYS/TAXIWAYS

JFK's runway system consists of two pairs of parallel runways (4L-22R, 4R-22L and 13L-31R, 13R-31L) aligned at right angles. Total runway length is nine miles.

- The Bay Runway reconstruction project expanded 13R-31L from 150 to 200 feet wide in 2011.
- All runways have high-intensity runway edge lighting, centerline and taxiway exit lighting, and are grooved to improve skid resistance and minimize hydroplaning.
- Taxiways total 25 miles in length. Standard width is 75 feet with 25-foot heavy-duty shoulders and 25-foot erosion control pavement on each side. Other features include the taxiway centerline light system and a sign system, illuminated at night to provide directional information for taxiing aircraft.
- The Port Authority invested \$200 million for taxiway and airside rehabilitation to prepare for the A380 aircraft, and more than \$150 million was dedicated to fund technical and customer service initiatives to combat airport delays.

AIR TRAFFIC CONTROL TOWER

The 321-foot air traffic control tower opened in 1994 and includes

communications, radar, and wind shear alert systems.

SAFETY AND SECURITY

- The airport features the world's first Engineered Materials Arresting System (EMAS), comprised of specially designated aerated cement blocks that crumble under the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency. Two airport runway ends currently feature an EMAS and a third EMAS is planned.
- The Port Authority has invested hundreds of millions of dollars to make JFK and all its airports the vanguard of aviation safety and security. Recent initiatives include enhanced security access control systems, hardened perimeters, widespread and expanded use of closed-circuit television cameras, and a \$120 million project to implement additional bollard barrier systems on terminal frontages.
- Efforts by the Port Authority and more than 1,000 members of the National Alliance to Advance NextGen have moved our nation's airports closer to implementing a state-of-the-art satellite-based system of air traffic management that will greatly improve efficiency and safety in our airspaces. JFK is one of a handful of U.S. airports to implement NextGen technologies.

Newark Liberty International Airport

HISTORY

- The metropolitan area's first major airport, Newark Airport was built by the City of Newark on 68 acres of marshland. After the airport's opening on October 1, 1928, it quickly became the world's busiest commercial airport.
- During World War II, the airport was operated by the Army Air Corps.
- After the Port Authority assumed responsibility for Newark Airport's operations on March 22, 1948, the agency added an instrument runway, a passenger terminal, a control tower, and an air cargo center.
- The Central Terminal Area was constructed and opened in 1973. Other construction during the early 1970s included the Port Authority Administration Building, the Central Heating and Refrigeration Plant, and taxiways and roadways.
- In 1989, a two-building maintenance complex opened.
- In 1996, the International Arrivals Facility opened in Terminal B, and the automated monorail began operating between terminals and parking lots.
- Terminal C opened in 1998 as the hub of Continental Airlines.
- In 2001, the monorail was extended to the Northeast Corridor and renamed AirTrain Newark.
- In 2002, the airport was renamed Newark Liberty International Airport to memorialize all those who lost their lives on September 11, 2001. Also in 2002, the Port Authority and the City of Newark agreed to extend the lease through 2065.

SIZE AND LOCATION

Newark Airport covers 2,027 acres, including a 425-acre Central Terminal Area. The airport is bordered by the New Jersey Turnpike, Interstate 78 and U.S. Routes 1-9 in the cities of Newark and Elizabeth, N.J.

AVIATION ROLE

Newark Airport is among the busiest North American and international airports. In 2013, more than 35 million passengers used Newark Airport, including 11.3 million international passengers. Twenty-five airlines operate out of the airport, serving nearly 160 nonstop destinations.

EMPLOYMENT AND ECONOMIC IMPACT

About 20,000 people are employed at Newark Airport. The airport contributes about \$22.9 billion in economic activity to the New York-New Jersey

metropolitan region, generating about 162,000 total jobs and \$8.3 billion in annual wages.

INVESTMENT

The City of Newark spent more than \$8.2 million on the construction and development of Newark Airport. The U.S. government spent more than \$15.1 million prior to 1948. Since assuming the airport's lease in 1948, the Port Authority has invested more than \$5 billion at the airport.

REDEVELOPMENT

A major capital program at Newark Airport combined about \$3.8 billion in Port Authority, federal, and private funds and delivered numerous improvements, including AirTrain Newark, new ticket counters, parking garages, terminal upgrades, and runway and taxiway improvements. A \$347 million modernization of Terminal B was recently completed.

CENTRAL TERMINAL AREA (CTA)

The 425-acre oval Central Terminal Area was built as part of a large-scale airport redevelopment program in the 1960s and early 1970s. The CTA consists of three passenger terminals: A, B, and C.

PASSENGER TERMINALS

- Construction of Terminal A began in October 1967, and the facility opened in August 1973. With 27 gates, the terminal branches out into three circular satellite buildings. The satellites contain flight departure lounges, and airline and passenger service facilities. The main terminal building measures approximately 800 by 165 feet. Planning for the redevelopment of Terminal A is well under way. A Welcome Center was recently added.
- Terminal B's modernization expanded the two-level facility into three levels. Highlights include new inline baggage screening systems and passenger screening systems, a new baggage claim hall, new departure areas, new ticket counters, additional passenger lounges and concessions, and a new Welcome Center. Terminal B has 15 international arrivals gates.
- Terminal C opened in 1998 Continental Airlines' Global Gateway project in 2001 added 600,000 square feet of space and turned the facility into a three-level terminal with two levels for departures. The C-3 concourse added 19 gates – bringing the terminal's total to 59 – a huge retail and concessions space, and U.S. Customs facilities. The state-of-the-art International Arrivals Facility, also completed by Continental,

added another 1,500-passengers-per-hour arrival capacity to Newark Liberty. A new Welcome Center also was added. In 2010, Continental merged with United Airlines.

ROADWAYS

To reduce congestion and improve airport access, roadways were widened and reconfigured in the passenger terminal area and airport entrances, giving vehicles the option to bypass terminals and proceed directly to parking areas.

AIRTRAIN NEWARK

AirTrain Newark, Newark Airport's automated monorail, opened for service on-airport between terminals and parking lots in 1996. The system was extended to a new station on the Northeast Corridor Rail Line in 2001, providing passengers with connections to NJ Transit and Amtrak trains for links between the airport and New York City, Philadelphia, points across New Jersey, and beyond. About 2.3 million paid riders used the system in 2012 to connect to the airport at the Northeast Corridor Rail Link station, along with millions of others who used the system free of charge to travel between passenger terminals, and to connect to parking lots and rental car areas.

PARKING

Newark Airport offers more than 18,400 parking spaces. The airport features two parking garages: a six-level facility at AirTrain Station P4 that offers optional valet service, and another facility across from Terminal C. E-ZPass Plus, which allows customers to use their E-ZPass to pay for parking, is accepted at all parking lots. A reservation system was introduced in 2011.

CARGO

Newark Airport is the overnight express package center for the NY/NJ region, offering a full range of short-, medium-, and long-haul services to domestic and international destinations. In 2010, FedEx agreed to continue hub operations at Newark Liberty and committed to a 20-year lease extension. FedEx also plans to install its largest rooftop solar electric system, which could provide more than 15 percent of the hub's energy needs. Newark Liberty handled about 820,000 tons of cargo in 2012.

RUNWAYS AND TAXIWAYS

- The airport has two parallel runways (4R-22L and 4L-22R) and a third runway (11-29) that is primarily used for commuter aircraft traffic. Runway

4R-22L is 10,000 feet long by 150 feet wide, and Runway 4L-22R is 11,000 feet long by 150 feet wide. Both runways have displaced thresholds because of controlling obstructions. Visual aids include high-intensity edge and centerline lighting, and high-speed exit taxiway centerline lighting. More than 12 miles of 75-foot-wide taxiways link the three runways with the central terminal and cargo areas. A \$42 million rehabilitation of Runway 4R-22L was completed in 2012, and a \$47 million rehabilitation of Runway 4L-22R is in its initial stages.

- Runway 4R-22L is having its approach lighting system changed to an ALSP-2, and additional high-speeds P2 and P3 will be completed in 2013.
- The Port Authority is investing nearly \$32 million in a taxiway rehabilitation project that will include two new high-speed taxiways to reduce delays.

PORT AUTHORITY ADMINISTRATION BUILDING

In 2002, reconstruction of the landmark Newark Liberty International Airport

Administration Building (Building One) was completed. The 100,000-square-foot building incorporates a new emergency response facility within the airport's original 1935 central terminal building, which is a National Historic Landmark. The facility houses most of the Port Authority's airport staff.

AIR TRAFFIC CONTROL TOWER

A 325-foot air traffic control tower was commissioned in 2003, the fourth in the airport's history. The rooftop of the Port Authority Administration Building (see above) features what is believed to be the first air traffic control tower ever built.

SAFETY AND SECURITY

- The Port Authority has invested hundreds of millions of dollars to make Newark Liberty and all its airports the vanguard of aviation safety and security. Recent initiatives include enhanced security access control systems, hardened perimeters, widespread and expanded use of closed-circuit television cameras, and a \$120 million project to implement additional bollard barrier systems on terminal frontages.

- Efforts by the Port Authority and more than 1,000 members of the National Alliance to Advance NextGen have moved our nation's airports closer to implementing a state-of-the-art satellite-based system of air traffic management that will greatly improve efficiency and safety in our airspaces. Newark Liberty is one of a handful of U.S. airports to implement NextGen technologies.

- The airport includes an Engineered Materials Arresting System (EMAS), comprised of specially designed aerated cement blocks that crumble under the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency. One end of Runway 11-29 features EMAS and another is planned for the opposite end.

HISTORY

- At the turn of the century, the airport site, then commonly known as North Beach, was occupied by the Gala Amusement Park.
- In 1929, the 105-acre site was purchased by the Curtiss-Wright Co. and developed into a private flying field. Originally called the Glenn H. Curtiss Airport, it later became known as Curtiss-Wright Field.
- The City of New York purchased Curtiss-Wright Field in 1935 and renamed it North Beach Airport. On September 9, 1937, ground was broken for a new airport, which, on October 15, 1939, was dedicated as New York City Municipal Airport.
- Eighteen days later, on November 2, 1939, the airport was renamed New York Municipal Airport-LaGuardia Field to honor New York City's Mayor, Fiorello LaGuardia, who had been instrumental in founding the airport.
- On December 2, 1939, the airport opened to commercial traffic. It soon became known simply as LaGuardia Airport.
- The Port Authority of New York and New Jersey began operating LaGuardia Airport in 1947.

SIZE AND LOCATION

LaGuardia Airport covers 680 acres. It borders Flushing and Bowery bays in the northwestern section of Queens County, New York City, about eight miles by highway from midtown Manhattan.

AVIATION ROLE

LaGuardia Airport is one of the nation's leading domestic gateways for business travel, and is the primary business/short-haul airport for New York City. LaGuardia Airport set a new all-time record in 2013 with more than 26.7 million passengers, including a record 1.7 million international passengers. Eleven airlines serve more than 65 nonstop destinations at LaGuardia Airport, which relative to its size holds the distinction of being the most efficient airport in the world, handling more passengers per acre per year than any other airport.

EMPLOYMENT AND ECONOMIC IMPACT

LaGuardia Airport employs about 11,000 people. The airport contributes about \$15.6 billion in economic activity to the New York-New Jersey metropolitan region, generating about 116,000 total jobs and \$5.7 billion in annual wages.

INVESTMENT

Original construction by the City of New York cost \$40 million. The Port Authority's total capital investment in the airport to date is \$1.4 billion.

REDEVELOPMENT

Planning is well under way for a \$2.4 billion redevelopment of Terminal B and a \$1.2 billion investment in airport infrastructure. An \$86 million electrical substation currently under construction will provide a more reliable and robust source of power for the airport. In 2010, the Port Authority completed the airport's new Police Crisis Command Center and Aircraft Rescue and Firefighting Facility.

PASSENGER TERMINALS

- Originally known as the Overseas Terminal, then the Marine Air Terminal (MAT), Terminal A is the original airport terminal building. It served international flights on flying boats through the 1940s. On September 1, 1991, Delta Air Lines began shuttle operations to Boston and Washington, D.C. at Terminal A, which accommodates six gates. In 2011, Delta added daily shuttle service to Chicago. General aviation also operates from the terminal through a fixed-based operator. In 1995, Terminal A was designated an historic landmark. A \$7 million restoration of the terminal was completed in 2004.
- Dedicated on April 17, 1964, Terminal B (also known as the Central Terminal Building) serves most of the airport's scheduled domestic airlines. It is 1,300 feet long and 180 feet wide, with approximately 750,000 square feet of floor space. Originally constructed at a cost of \$36 million and then expanded and modernized for \$340 million in the 1990s, the terminal consists of a four-story central section, two three-story wings, and four concourses that accommodate 35 aircraft contact gate positions. The terminal offers two food courts, Welcome Centers in the east and west wings, and MetroCard dispensing machines for those who wish to use New York City public transportation.
- Opened in September 1992 and costing \$200 million, Terminal C comprises approximately 300,000 square feet of space with 21 aircraft contact gates. Operated by Delta Air Lines and hosting US Airways and Canadian carrier WestJet, the terminal features an innovative mix of food, retail, and concessions integrated into the gate holdroom areas and a Welcome Center on the arrivals level.

- Terminal D, which consists of 10 gates, opened at the east end of the airport in June 1983. In 2010, Delta Air Lines began to improve the terminal's food, retail, and concessions options, and the Port Authority opened a Welcome Center on the arrivals level. With Delta's takeover of the US Airways lease of Terminal C in 2011, Delta expanded its operations into Terminal C. Investing nearly \$100 million in its terminal complex to improve customer access, speed baggage handling, and improve the concessions and customer service experience, in 2012 Delta opened a 600 foot long enclosed walkway connecting Terminals C and D.

PARKING

LaGuardia Airport offers more than 6,400 public parking spaces, including a 2,650-space, five-level parking garage; E-Z Pass Plus in all parking lots; Express Pay machines in Lots 2, 4, and 5; and a 55-space metered lot. In 2011, the airport introduced a Premium Parking program that enables customers the ability to reserved parking spaces. In 2013, the Port Authority's Board of Commissioners authorized a new \$82.9 million East Parking Garage, a critical early step toward the airport's modernization that will culminate with the replacement of Terminal B.

RUNWAYS

There are two main runways, 4-22 and 13-31. Each is 7,000 feet long by 150 feet wide. In a \$40 million project completed in 1967 by the Port Authority, both runways were extended over the bays around the airport to their present lengths. The runway extensions are supported upon a 50-acre, L-shaped, pile-supported concrete deck structure. All runways have high-intensity runway edge lighting, centerline, and taxiway exit lighting and are grooved for added traction during wet weather. Touchdown zone lighting was added on Runway 13 in 2005 and on Runways 4 and 22 in 2009 as part of the runway rehabilitation programs.

AIR TRAFFIC CONTROL TOWER

The Federal Aviation Administration commissioned a new 233-foot-tall, state-of-the-art air traffic control tower in October 2010. The new tower features the latest aviation technology, including a system that tracks the surface movement of aircraft and vehicles, enhancing safety and efficiency. The \$100 million tower replaced an iconic hourglass-shaped tower that had served the airport since 1964.

SECURITY AND SAFETY

- The Port Authority has invested billions to make LaGuardia and all its airports the vanguard of aviation safety and security. Recent initiatives include enhanced security access control systems, hardened perimeters, widespread and expanded use of closed-circuit television cameras, and a \$120 million project to implement additional bollard barrier systems on terminal frontages.
- Efforts by the Port Authority and more than 1,000 members of the National

Alliance to Advance NextGen have moved our nation's airports closer to implementing a state-of-the-art, satellite-based system of air traffic management that will greatly improve efficiency and safety in our airspaces. In 2012, the FAA and Port Authority implemented a Category II approach at LaGuardia, which improves the airport's ability to land aircraft during adverse weather conditions.

- LaGuardia's runways feature Engineered Materials Arresting Systems (EMAS), comprised of specially

designed aerated cement blocks that crumble under the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency. Currently, two of LaGuardia's four runway ends feature EMAS with EMAS scheduled to be installed on the remaining two by the end of 2015.

HISTORY

- In 1930, Archie Stewart, an aviation buff and descendant of prominent local dairy farmer Lachlan Stewart, along with his uncle, Samuel Lachlan Stewart, donated 220 acres of land to the City of Newburgh to be used as an airport.
- In 1934, Douglas MacArthur proposed flight training for cadets, and the City of Newburgh transferred the land to the U.S. government for \$1. Construction begins and a small dirt airstrip was cleared and graded.
- In 1939, the U.S. Military Academy at West Point built the first airfield at Stewart for cadet aviation training. The north entrance to the USMA was named after the old Stewart farm, "Stoney Lonesome."
- In 1948, the airfield became Stewart Air Force Base.
- In 1970, Stewart Airport was acquired by the State of New York. Operating responsibility was later transferred to the New York State Department of Transportation (DOT).
- In the 1980s, several business enterprises began operations at Stewart after the DOT and Urban Development Corporation began planning for the development of the airport.
- In 1980, Runway 9-27 is expanded to nearly 12,000 feet in length, allowing it to accommodate any large aircraft in the world.
- In 1981, U.S. hostages held in Iran returned to the United States via Stewart Airport.
- In 1990, scheduled air carrier service began as American Airlines offered the first commercial flights.
- On March 31, 2000, Stewart Airport became the nation's first privatized commercial airport under a 99-year lease agreement with National Express.
- On November 1, 2007, the Port Authority purchased the remaining 93 years of the operating lease for \$78.5 million.

SIZE AND LOCATION

Stewart Airport covers 2,400 acres. It is located at the intersection of the New York State Thruway (Interstate 87) and Interstate 84, in Newburgh/New Windsor in Orange County, New York, less than 60 miles north of Manhattan.

AVIATION ROLE

Stewart Airport is an economical, convenient alternative to the New York/New Jersey metropolitan region's airports. Several commercial and charter

airlines operate at the airport, offering direct access to a number of major U.S. hubs with connections to virtually anywhere in the world. Stewart handled more than 320,000 passengers and nearly 17,500 tons of cargo in 2013.

EMPLOYMENT AND ECONOMIC IMPACT

About 2,700 people work at Stewart Airport. The airport contributes about \$450 million in economic activity to its region, generating about 3,300 total jobs and more than \$160 million in annual wages. More than half the capital projects initiated by the Port Authority have been awarded to local firms and contractors.

INVESTMENT

A project slated to invest approximately \$100 million to rehabilitate and modernize both runways is under way and expected to be completed in mid-2015, representing the largest investment ever made in a single project in Stewart's history. Since the Port Authority took over Stewart Airport in November 2007, it has invested an additional \$100 million-plus to make improvements. Investments planned for 2014 include \$42 million in improvements to infrastructure, safety and security projects, parking, roadways, terminal upgrades, customer service, and amenities.

REDEVELOPMENT

In 1991, Stewart International became the first facility to receive \$5 million in funding under the Federal Aviation Administration's (FAA) Military Airport Program for capital improvements to airports that were formerly military facilities or military/civil aircraft-use facilities. That same year, the FAA awarded Stewart a \$900,000 grant to fund a master plan update, conduct an environmental review, and prepare a noise study. The airport also received \$13 million in federal funding for infrastructure rehabilitation. In 1992, the FAA awarded another \$3 million for terminal expansion and redesign. A 50,000-square-foot air cargo building opened in 1990. In 2007, the Port Authority initiated its redevelopment program. Recent upgrades include a Federal Inspection Services facility to accommodate international flights. In December 2011, the Port Authority Board of Commissioners approved a \$20 million expansion of the airport's passenger terminal. Design work is under way for the expansion. Construction is expected to begin in 2015, and the project will be complete in 2017. The Port Authority also is

building a new \$10 million regional crime lab for the New York State Police as part of an agreement that ensures the police force continues to guard and protect the airport.

PASSENGER TERMINAL

Stewart Airport's terminal features an expansive lobby with 37 check-in stations, several check-in kiosks, shared-use terminal equipment, a checkpoint lane with the latest generation full-body scanner, two Explosive Detection System baggage screening systems, and a new Federal Inspection Service facility to efficiently process international arrivals. The terminal also includes seven passenger gates and jet-boarding bridges, ticket counters, an electronic flight information display system, a spacious baggage claim area, and car rental agency counters. The concourse features top-notch concessions, an ATM, and Wi-Fi service.

ROADWAY ACCESS AND GROUND TRANSPORTATION

The MetroNorth-Port Jervis rail line offers a direct link to Hoboken, N.J., from the Salisbury Mills station. The Hudson Line provides a direct link to Grand Central Terminal from the Beacon station. Amtrak service is provided from Poughkeepsie and Croton-Harmon. Some area hotels offer free shuttle service. Limousine service is provided by Visconti Limousine Service. Car rental agencies are located in the passenger terminal. Shortline/Coach USA offers daily round-trip bus service from Stewart Airport to the Port Authority Bus Terminal. The Newburgh-Beacon Shuttle offers weekday service from Stewart Airport to the Metro-North Hudson Line at the Beacon train station.

PARKING

The airport offers approximately 2,000 parking spaces in short- and long-term lots within walking distance of the terminal.

CARGO

Stewart International maintains 536,800 square feet of air cargo facilities. The airport handles a variety of cargo, including oversized freight, express packages and livestock. The airport is home to the New York Animal Import Center. Fed Ex and UPS operate regularly scheduled flights at the airport. A USDA inspection facility is located on the airport.

RUNWAYS

Stewart Airport has two runways: Runway 9-27 is 11,817 feet long and Runway 16-34 is 6,004 feet long. Both runways are 150 feet wide.

AIR TRAFFIC CONTROL TOWER

A state-of-the-art control tower was commissioned by the FAA in 2006 and is open 24 hours a day.

SECURITY AND SAFETY

- On-airport security at Stewart Airport is provided by the New York State Police.
- Efforts by the Port Authority and more than 1,000 members of the National Alliance to Advance NextGen have moved our nation's airports closer to implementing a state-of-the-art satellite-based system of air traffic management that will greatly improve efficiency and safety in our airspaces.

HISTORY

- Opened in 1910, Atlantic City International Airport was one of the nation's first municipal airfields and accommodated both land and sea planes.
- In 1940, Atlantic City's government purchased a vast parcel of land comprising 4,312 acres and a reservoir for the construction of a more modern airport to replace its 1910 facility. Construction began in 1941 and was completed in earnest to meet the national security needs of a nation at war.
- In 1942, the U.S. Navy leased the airport from Atlantic City and, on April 24, 1943, commissioned the Naval Air Station Atlantic City (NASAC). The airport became a base for the Navy's Fighter Training Unit, the Air Development Squadron 3, which developed and tested war strategy, and the Combat Information Center, a precursor to today's air traffic control tower.
- In 1958, the US Navy decommissioned the airport. The airport's lease reverted to its original owner, Atlantic City. The city transferred the lease of all but 84 acres to the U.S. government. The Federal Aviation Administration (FAA) operated the airport from 1958 to 1992. Atlantic City held reversionary interest in the lease, which stipulated that ownership of the property may revert to Atlantic City if the FAA no longer has use of the airport. The city retained 84 acres in Egg Harbor Township, NJ, where the Civil Terminal Building and related support facilities stood.
- On September 24, 1992, the South Jersey Transportation Authority (SJTA) acquired the Civil Terminal Building from Atlantic City and the city's reversionary interest in lands owned by the United States. The SJTA agreed to operate the airport as a public airport for the useful life of the airport facilities.
- On July 1, 2013, the Port Authority of New York and New Jersey entered into a 15-year agreement with the South Jersey Transportation Authority to provide management services at Atlantic City International Airport.

SIZE AND LOCATION

Atlantic City Airport covers nearly 5,300 acres. It is located in Egg Harbor Township, NJ, 12 miles from Atlantic City and 60 miles from Philadelphia, minutes from Exit 9 of the Atlantic City Expressway, a major thoroughfare accessible from I-95 and the Garden State Parkway.

AVIATION ROLE

Atlantic City International Airport serves residents of central and southern New Jersey and Pennsylvania. It is a well-situated alternative to the region's big New York City and Philadelphia airports. As a joint-use airport with unrestricted airspace, the airport experiences fewer delays compared to regional airports that operate in congested airspace. The airport can accommodate more than 3 million passengers each year and offers scheduled nonstop service to destinations in Florida and Myrtle Beach with connections to Latin America, the Caribbean Islands, and Mexico, along with seasonal service to Atlanta, Boston, Chicago, Detroit, and West Palm Beach. Additional cities scheduled for new service in 2014 include Chicago and Houston.

The airport is part of the U.S. Emergency Contingency Plan pursuant to §42301 of the FAA Modernization and Reform Act of 2012 to reduce excessive tarmac delays. As part of this plan, the airport may be used for diversions. It is also part of an aviation complex that includes the FAA's William J. Hughes Technical Center, which houses the US Department of Homeland Security Transportation Security Laboratory, Air National Guard, 177th Fighter Wing "Jersey Devils," US Coast Guard, and the Federal Air Marshal Training Facility.

EMPLOYMENT AND ECONOMIC IMPACT

About 700 people are employed at Atlantic City Airport, which contributes about \$465 million in economic activity to the New Jersey region.

REDEVELOPMENT

In 2005, the airport completed a taxiway relocation project, designed to allow room for future terminal and parking expansion. In 2008, Atlantic City International Airport erected a \$26.3-million six-story parking garage, with 1,400 spaces. The parking garage is located directly across the street from the terminal. In 2011, a \$27-million, 75,000-square-foot terminal expansion was completed. The modernization project included a new federal inspection station, a state-of-the-art international gateway, additional passenger loading bridges and gates, technological upgrades, baggage carousel enhancements, additional retail space, and improved check-in capabilities.

On July 12, 2013, Atlantic City International Airport opened a new 40,700-square-foot Airport Rescue and Fire Fighting (ARFF) station.

The station comprises drive-through apparatus bays permitting vehicles to be immediately poised to respond to an airport emergency. The ARFF station replaces a half-century-old facility leased by the FAA. The new station significantly improves emergency staff's ability to respond to structural fires, aircraft incidents, and motor vehicle collisions. As part of the Atlantic County mutual aid network, the ARFF provides emergency assistance to surrounding communities when needed. Construction of the \$15.4-million ARFF facility was largely funded through an FAA grant. Under construction adjacent to the airport is the Stockton Aviation Research and Technology Park, a research center dedicated to the advancement of new air traffic control technologies.

PASSENGER TERMINAL

Atlantic City Airport's passenger terminal, the Civil Terminal Building, opened in 1961. The two-story, 180,000-square-foot terminal features ten gates, nine jet-boarding bridges, ticket counters, and gate areas. Other amenities include Hudson News, three restaurants, and two ATMs. High-speed broadband wireless connectivity via free Wi-Fi service is available on the second floor of the terminal.

PARKING

The airport offers 3,562 short-term, daily, and economy long-term parking spaces. A six-story parking garage with a covered walkway is located within steps of the terminal. Within walking distance is a surface parking lot. A cell phone lot is conveniently located near the terminal. Car rental agencies (Avis, Budget, Hertz, and Enterprise) are located in the parking garage directly across from the passenger terminal. Taxi and limousine services are also available on site.

RUNWAYS

Atlantic City Airport has two runways: Runway 4/22 is 6,144 feet long by 150 feet wide and constructed of asphalt/concrete. Runway 13/31 is 10,000 feet long by 150 feet wide and constructed of asphalt.

AIR TRAFFIC CONTROL TOWER

A state-of-the-art control tower was commissioned by the FAA in 1987. Open 24 hours per day, the tower is staffed by FAA-certified air-traffic controllers.

SAFETY AND SECURITY

Atlantic City Airport is a designated test site for emerging security technologies

through a Cooperative Research and Development Agreement with the U.S. Department of Homeland Security's Transportation Security Laboratory.

HISTORY

- Teterboro Airport is the oldest operating airport in the New York City metropolitan region.
- Walter C. Teter acquired the property in 1917, and the first flight took place in 1919.
- During World War I, North American Aviation operated a manufacturing plant on the site. After the war, the airport served as a base of operation for Anthony Fokker, the Dutch aircraft designer.
- During World War II, the U.S. Army and U.S. Air Force operated the airport.
- The Port Authority purchased the airport on April 1, 1949, from Fred L. Wehran, a private owner.
- The airport was leased to Pan Am World Airways by the Port Authority in 1970. The airport then passed to its successor organization, Johnson Controls, until December 1, 2000, when the Port Authority re-assumed full responsibility for the operation of the airport.

SIZE AND LOCATION

Teterboro Airport covers 827 acres. It borders the municipalities of Teterboro, Hasbrouck Heights, Little Ferry, Moonachie, and Wood-Ridge in Bergen County, N.J., at the intersection of U.S. Highway 46 and Route 17.

AVIATION ROLE

Teterboro Airport, designated as a reliever airport for general aviation in the New York-New Jersey region, is a 24-hour public-use facility that offers visual non-precision and all-weather precision landing capabilities. The airport does not permit scheduled commercial operations, and prohibits aircraft with operating weights in excess of 100,000 pounds.

EMPLOYMENT AND ECONOMIC IMPACT

Teterboro Airport supports more than 15,500 jobs paying \$789 million in annual wages, and generates nearly \$2.1 billion in annual sales activity.

INVESTMENT

Since 1970, about \$375 million has been invested to upgrade the airport's facilities and open new areas of service to the aviation community.

REDEVELOPMENT

Plans were under way in 2014 to develop 25 acres of unimproved land at Teterboro that will deliver more efficient operations by better meeting the needs of newer, more efficient aircraft through improvements to aeronautical areas. Primary improvements include three

new 40,000-square-foot hangars, one new 30,000-square-foot hangar, a modernized terminal building, and paved parking for as many as 40 aircraft.

BUSINESS SERVICES

- Fixed-Based Operations – Teterboro Airport is served by five fixed-based operators that provide a range of services for private aircraft.
- Charter/Aircraft Leasing – Companies can charter an aircraft either to supplement their own aircraft or to travel if they do not own an airplane.
- Cargo – Teterboro Airport provides services for couriers. It is also the hub for many small-package cargo shipments.
- Public Service – Teterboro Airport serves as the primary receiving point for hearts and other human organs used for life-saving transplant operations performed at medical centers throughout the region.
- International Travel – Customs clearance services are available at the airport.

FACILITIES

Twenty-three hangars at the airport have a total area of approximately 572,000 square feet. One large office building with an area of approximately 134,400 square feet includes the airport management office. Additional office and shop space at fixed-base operator and tenant locations totals about 252,000 square feet. Aircraft rescue and fire fighting and maintenance facilities are located at the airport.

RUNWAYS AND TAXIWAYS

Runway 6-24 (NE/SW) is 6,015 feet long and 150 feet wide, and is equipped with High Intensity Runway Edge Lights (HIRL). Runway 6 approach has an Instrument Landing System (ILS) and a Medium Intensity Approach Lighting System-R (MALS-R). Runway 24 approach is equipped with a Precision Approach Path Indicator (PAPI) and Runway End Identifier Lights (REILS). Runway 6-24 underwent a complete rehabilitation in 2010, during which centerline lights were added to the runway and Touchdown Zone (TDZ) lights were added to Runway 6.

Runway 1-19 (North/South) is 7,000 feet long and 150 feet wide, and is equipped with HIRL and REILS. Runway 19 approach is equipped with a PAPI and Runway 1 approach is equipped with a Visual Approach Slope Indicator (VASI). Runway 19 approach has an ILS. Runway 1-19 was overlaid and grooved in the summer of 2000, which

included the installation of centerline lights and TDZ lights for Runway 19. Runway 1 is the preferred runway for noise abatement procedures. Runway 1-19 was rehabilitated in 2011, and included work to relocate nearby Redneck Avenue to create a Runway Safety Area and the installation of an EMAS.

The airport features approximately 4.2 miles of taxiways. Most are 60 feet wide and all are equipped with centerline lights and edge lighting systems.

CERTIFICATION STATUS

In 1973, Teterboro Airport voluntarily applied for and received certification for safety under Part 139 of the Federal Aviation Administration (FAA) Regulations. It was the first general aviation airport in the nation to have this certification. The certification requires that the airport operator meet prescribed operating and safety standards, terms, and conditions as required by the FAA. Teterboro Airport became the first civilian airport to receive International Organization for Standardization (ISO) certification for its Quality Management System (QMS). The QMS is currently registered as conforming to the requirements of ISO 9001:2008. The ISO establishes standards for ideal business practices and is recognized worldwide. Certification requires reviews of airport management's procedures and responsibilities, corrective and preventative actions, and internal quality control measures.

AIRCRAFT MOVEMENTS

2013 – 155,032
2010 – 149,530
2000 – 182,888
1990 – 191,118
1980 – 231,074

AIR TRAFFIC CONTROL TOWER

The control tower, which is open 24 hours a day, was constructed on the east side of the airport by the FAA and went into operation on October 29, 1975. A new tower is in design and expected to enter operations in 2017.

SAFETY AND SECURITY

- An Engineered Materials Arresting System (EMAS) was installed at the north end of Runway 6-24 at Teterboro Airport in 2006. It is comprised of beds of specially designed aerated cement blocks. These blocks crumble under the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency. Two additional EMAS were installed on the south end

of Runway 1-19 and the south end of Runway 6-24.

- The Port Authority has invested hundreds of millions of dollars to make Teterboro and all its airports the vanguard of aviation safety and security. Recent initiatives include enhanced security access control systems, hardened perimeters, widespread and expanded use of closed-circuit television cameras, and a \$120 million project to implement additional bollard barrier systems on terminal frontages.

- Efforts by the Port Authority and more than 1,000 members of the National Alliance to Advance NextGen have moved our nation's airports closer to implementing a state-of-the-art satellite-based system of air traffic management that will greatly improve efficiency and safety in our airspaces.

Domestic

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|--------|----------|-------------|--------|---------|
| 2000 | 106,102 | 672 | 10,410 | 87,722 | 2,480 | 13,324 | 220,710 |
| 2001 | 109,386 | 1,857 | 9,905 | 48,104 | 2,339 | 8,710 | 180,301 |
| 2002 | 113,473 | 93 | 9,899 | 45,027 | 1,910 | 10,364 | 180,766 |
| 2003 | 120,002 | 221 | 8,850 | 34,096 | 2,697 | 8,290 | 174,156 |
| 2004 | 141,019 | 204 | 8,933 | 43,963 | 1,769 | 8,734 | 204,622 |
| 2005 | 150,258 | 204 | 8,193 | 59,909 | 1,792 | 9,886 | 230,242 |
| 2006 | 166,970 | 217 | 7,419 | 64,904 | 1,247 | 9,656 | 250,413 |
| 2007 | 192,606 | 215 | 7,586 | 91,499 | 1,398 | 9,654 | 302,958 |
| 2008 | 187,501 | 50 | 6,820 | 83,354 | 1,679 | 8,621 | 288,025 |
| 2009 | 177,208 | 30 | 5,723 | 81,214 | 1,486 | 7,143 | 272,804 |
| 2010 | 168,811 | 39 | 5,942 | 68,644 | 1,266 | 7,743 | 252,445 |
| 2011 | 171,153 | 25 | 5,588 | 73,247 | 1,384 | 8,098 | 259,495 |
| 2012 | 175,552 | 22 | 5,363 | 58,814 | 880 | 9,724 | 250,355 |
| 2013 | 175,688 | 18 | 5,397 | 57,084 | 536 | 9,662 | 248,385 |

International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|--------|----------|-------------|--------|---------|
| 2000 | 103,120 | 2,615 | 13,927 | 4,179 | 697 | – | 124,538 |
| 2001 | 92,982 | 1,873 | 13,477 | 4,112 | 835 | – | 113,279 |
| 2002 | 87,366 | 1,909 | 13,999 | 2,859 | 758 | – | 106,891 |
| 2003 | 85,402 | 1,961 | 15,163 | 2,700 | 936 | – | 106,162 |
| 2004 | 94,219 | 1,382 | 15,027 | 3,726 | 1,110 | – | 115,464 |
| 2005 | 97,527 | 1,268 | 14,380 | 5,208 | 1,325 | – | 119,708 |
| 2006 | 106,491 | 1,023 | 13,417 | 5,813 | 1,270 | – | 128,014 |
| 2007 | 118,233 | 1,823 | 13,311 | 6,229 | 1,200 | – | 140,796 |
| 2008 | 125,785 | 488 | 10,926 | 11,962 | 1,205 | – | 150,366 |
| 2009 | 123,444 | 171 | 7,839 | 10,497 | 531 | – | 142,482 |
| 2010 | 124,710 | 188 | 9,387 | 9,711 | 529 | – | 144,525 |
| 2011 | 127,323 | 182 | 9,668 | 11,739 | 323 | – | 149,235 |
| 2012 | 130,864 | 693 | 8,539 | 11,124 | 153 | – | 151,373 |
| 2013 | 138,645 | 133 | 8,016 | 10,864 | 138 | – | 157,796 |

Domestic and International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|--------|----------|-------------|--------|---------|
| 2000 | 209,222 | 3,287 | 24,337 | 91,901 | 3,177 | 13,324 | 345,248 |
| 2001 | 202,368 | 3,730 | 23,382 | 52,216 | 3,174 | 8,710 | 293,580 |
| 2002 | 200,839 | 2,002 | 23,898 | 47,886 | 2,668 | 10,364 | 287,657 |
| 2003 | 205,404 | 2,182 | 24,013 | 36,796 | 3,633 | 8,290 | 280,318 |
| 2004 | 235,238 | 1,586 | 23,960 | 47,689 | 2,879 | 8,734 | 320,086 |
| 2005 | 247,785 | 1,472 | 22,573 | 65,117 | 3,117 | 9,886 | 349,950 |
| 2006 | 273,461 | 1,240 | 20,836 | 70,717 | 2,517 | 9,656 | 378,427 |
| 2007 | 310,839 | 2,038 | 20,897 | 97,728 | 2,598 | 9,654 | 443,754 |
| 2008 | 313,286 | 538 | 17,746 | 95,316 | 2,884 | 8,621 | 438,391 |
| 2009 | 300,652 | 201 | 13,562 | 91,711 | 2,017 | 7,143 | 415,286 |
| 2010 | 293,521 | 227 | 15,329 | 78,355 | 1,795 | 7,743 | 396,970 |
| 2011 | 298,476 | 207 | 15,256 | 84,986 | 1,707 | 8,098 | 408,730 |
| 2012 | 306,416 | 715 | 13,902 | 69,938 | 1,033 | 9,724 | 401,728 |
| 2013 | 314,333 | 151 | 13,413 | 67,948 | 674 | 9,662 | 406,181 |

* Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

Domestic

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|--------|----------|-------------|--------|---------|
| 2000 | 257,589 | 1,150 | 27,894 | 77,978 | 1,202 | 19,750 | 385,563 |
| 2001 | 240,827 | 859 | 26,553 | 89,968 | 1,415 | 14,778 | 374,400 |
| 2002 | 204,996 | 729 | 24,057 | 96,839 | 970 | 15,260 | 342,851 |
| 2003 | 189,214 | 1,255 | 24,469 | 110,717 | 668 | 14,064 | 340,387 |
| 2004 | 188,233 | 515 | 25,058 | 135,415 | 436 | 15,095 | 364,752 |
| 2005 | 180,606 | 322 | 24,719 | 138,979 | 362 | 14,992 | 359,980 |
| 2006 | 185,996 | 221 | 25,337 | 136,353 | 364 | 14,376 | 362,647 |
| 2007 | 181,414 | 386 | 23,902 | 126,779 | 206 | 14,786 | 347,473 |
| 2008 | 164,519 | 239 | 21,799 | 141,431 | 341 | 12,736 | 341,065 |
| 2009 | 144,577 | 418 | 18,475 | 144,368 | 408 | 11,443 | 319,689 |
| 2010 | 131,384 | 339 | 19,008 | 150,671 | 374 | 11,599 | 313,375 |
| 2011 | 138,804 | 524 | 18,736 | 142,164 | 367 | 11,420 | 312,015 |
| 2012 | 142,829 | 393 | 17,690 | 145,419 | 1,056 | 11,009 | 318,396 |
| 2013 | 144,757 | 400 | 16,897 | 145,979 | 1,604 | 11,341 | 320,978 |

International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|--------|
| 2000 | 57,536 | 1,680 | 1,970 | 3,353 | 187 | – | 64,726 |
| 2001 | 54,915 | 1,811 | 1,728 | 6,355 | 60 | – | 64,869 |
| 2002 | 51,299 | 1,078 | 2,133 | 7,979 | 477 | – | 62,966 |
| 2003 | 51,704 | 1,237 | 2,255 | 10,769 | 527 | – | 66,492 |
| 2004 | 57,192 | 668 | 2,069 | 11,989 | 776 | – | 72,694 |
| 2005 | 60,348 | 187 | 2,119 | 13,278 | 332 | – | 76,264 |
| 2006 | 62,082 | 131 | 2,900 | 17,277 | 221 | – | 82,611 |
| 2007 | 66,806 | 33 | 3,305 | 18,265 | 48 | – | 88,457 |
| 2008 | 71,356 | 85 | 3,363 | 18,135 | 46 | – | 92,985 |
| 2009 | 67,466 | 106 | 3,122 | 21,397 | 41 | – | 92,132 |
| 2010 | 72,439 | 178 | 3,134 | 20,113 | 81 | – | 95,945 |
| 2011 | 75,232 | 111 | 3,142 | 19,459 | 65 | – | 98,009 |
| 2012 | 72,690 | 78 | 2,406 | 20,499 | 58 | – | 95,731 |
| 2013 | 69,822 | 62 | 1,643 | 21,163 | 76 | – | 92,766 |

Domestic and International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|--------|----------|-------------|--------|---------|
| 2000 | 315,125 | 2,830 | 29,864 | 81,331 | 1,389 | 19,750 | 450,289 |
| 2001 | 295,742 | 2,670 | 28,281 | 96,323 | 1,475 | 14,778 | 439,269 |
| 2002 | 256,295 | 1,807 | 26,190 | 104,818 | 1,447 | 15,260 | 405,817 |
| 2003 | 240,918 | 2,492 | 26,724 | 121,486 | 1,195 | 14,064 | 406,879 |
| 2004 | 245,425 | 1,183 | 27,127 | 147,404 | 1,212 | 15,095 | 437,446 |
| 2005 | 240,954 | 509 | 26,838 | 152,257 | 694 | 14,992 | 436,244 |
| 2006 | 248,078 | 352 | 28,237 | 153,630 | 585 | 14,376 | 445,258 |
| 2007 | 248,220 | 419 | 27,207 | 145,044 | 254 | 14,786 | 435,930 |
| 2008 | 235,875 | 324 | 25,162 | 159,566 | 387 | 12,736 | 434,050 |
| 2009 | 212,043 | 524 | 21,597 | 165,765 | 449 | 11,443 | 411,821 |
| 2010 | 203,823 | 517 | 22,142 | 170,784 | 455 | 11,599 | 409,320 |
| 2011 | 214,036 | 635 | 21,878 | 161,623 | 432 | 11,420 | 410,024 |
| 2012 | 215,519 | 471 | 20,096 | 165,918 | 1,114 | 11,009 | 414,127 |
| 2013 | 214,579 | 462 | 18,540 | 167,142 | 1,680 | 11,341 | 413,744 |

* Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

Domestic

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|---------|
| 2000 | 232,988 | 239 | – | 103,658 | 1,387 | 18,992 | 357,264 |
| 2001 | 220,029 | 201 | – | 117,403 | 804 | 11,100 | 349,537 |
| 2002 | 187,812 | 91 | – | 141,362 | 522 | 13,530 | 343,317 |
| 2003 | 184,113 | 142 | – | 156,718 | 728 | 14,206 | 355,907 |
| 2004 | 192,263 | 141 | – | 169,657 | 831 | 14,777 | 377,669 |
| 2005 | 191,910 | 103 | – | 168,980 | 582 | 15,706 | 377,281 |
| 2006 | 189,222 | 59 | – | 173,975 | 333 | 14,390 | 377,979 |
| 2007 | 181,482 | 90 | – | 174,447 | 314 | 13,990 | 370,323 |
| 2008 | 175,060 | 52 | – | 169,650 | 490 | 10,866 | 356,118 |
| 2009 | 156,940 | 96 | – | 164,919 | 693 | 8,835 | 331,483 |
| 2010 | 161,675 | 88 | – | 165,636 | 498 | 9,416 | 337,313 |
| 2011 | 159,391 | 89 | – | 174,674 | 700 | 9,035 | 343,889 |
| 2012 | 161,560 | 154 | – | 169,142 | 599 | 9,239 | 340,694 |
| 2013 | 156,247 | 70 | – | 172,402 | 559 | 9,292 | 338,570 |

International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|--------|
| 2000 | 20,038 | 7 | – | 2,588 | 5 | – | 22,638 |
| 2001 | 19,294 | 13 | – | 174 | 8 | – | 19,489 |
| 2002 | 17,080 | 7 | – | 2,023 | 12 | – | 19,122 |
| 2003 | 15,527 | 1 | – | 3,520 | 6 | – | 19,054 |
| 2004 | 15,034 | – | – | 7,065 | 7 | – | 22,106 |
| 2005 | 17,467 | 2 | – | 6,117 | 4 | – | 23,590 |
| 2006 | 13,782 | – | – | 8,174 | 15 | – | 21,971 |
| 2007 | 12,615 | 12 | – | 8,586 | 11 | – | 21,224 |
| 2008 | 12,599 | 19 | – | 10,155 | 17 | – | 22,790 |
| 2009 | 11,093 | 2 | – | 11,783 | 27 | – | 22,905 |
| 2010 | 11,570 | 15 | – | 12,695 | 23 | – | 24,303 |
| 2011 | 10,835 | 20 | – | 11,099 | 27 | – | 21,981 |
| 2012 | 15,012 | – | – | 14,269 | 14 | – | 29,295 |
| 2013 | 16,460 | 2 | – | 16,501 | 32 | – | 32,995 |

Domestic and International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|---------|
| 2000 | 253,026 | 246 | – | 106,246 | 1,392 | 18,992 | 379,902 |
| 2001 | 239,323 | 214 | – | 117,577 | 812 | 11,100 | 369,026 |
| 2002 | 204,892 | 98 | – | 143,385 | 534 | 13,530 | 362,439 |
| 2003 | 199,640 | 143 | – | 160,238 | 734 | 14,206 | 374,961 |
| 2004 | 207,297 | 141 | – | 176,722 | 838 | 14,777 | 399,775 |
| 2005 | 209,377 | 105 | – | 175,097 | 586 | 15,706 | 400,871 |
| 2006 | 203,004 | 59 | – | 182,149 | 348 | 14,390 | 399,950 |
| 2007 | 194,097 | 102 | – | 183,033 | 325 | 13,990 | 391,547 |
| 2008 | 187,659 | 71 | – | 179,805 | 507 | 10,866 | 378,908 |
| 2009 | 168,033 | 98 | – | 176,702 | 720 | 8,835 | 354,388 |
| 2010 | 173,245 | 103 | – | 178,331 | 521 | 9,416 | 361,616 |
| 2011 | 170,226 | 109 | – | 185,773 | 727 | 9,035 | 365,870 |
| 2012 | 176,572 | 154 | – | 183,411 | 613 | 9,239 | 369,989 |
| 2013 | 172,707 | 72 | – | 188,903 | 591 | 9,292 | 371,565 |

* Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

1.1.1 SWF

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2000 to 2013

Domestic

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|--------|
| 2000 | 9,215 | – | – | – | – | – | 9,215 |
| 2001 | 6,947 | – | – | – | – | – | 6,947 |
| 2002 | 7,732 | – | – | – | – | – | 7,732 |
| 2003 | 9,931 | – | – | – | – | – | 9,931 |
| 2004 | 11,967 | – | – | – | – | – | 11,967 |
| 2005 | 11,708 | – | – | – | – | – | 11,708 |
| 2006 | 543 | 32 | 1,559 | 7,230 | 141 | 73,644 | 83,149 |
| 2007 | 6,783 | – | 1,520 | 7,748 | 8 | 71,100 | 87,159 |
| 2008 | 5,441 | – | 1,602 | 6,740 | 12 | 58,840 | 72,635 |
| 2009 | 1,454 | – | 933 | 5,417 | 23 | 36,738 | 44,565 |
| 2010 | 1,426 | – | 903 | 5,349 | 194 | 39,175 | 47,047 |
| 2011 | 1,651 | – | 1,160 | 5,827 | 178 | 37,672 | 46,488 |
| 2012 | 1,768 | – | 1,261 | 5,699 | 130 | 33,286 | 42,144 |
| 2013 | 1,729 | – | 1,278 | 4,515 | 95 | 31,266 | 38,883 |

International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|-------|
| 2000 | 6 | – | – | – | – | – | 6 |
| 2001 | 9 | – | – | – | – | – | 9 |
| 2002 | 3 | – | – | – | – | – | 3 |
| 2003 | 9 | – | – | – | – | – | 9 |
| 2004 | 11 | – | – | – | – | – | 11 |
| 2005 | 28 | – | – | – | – | – | 28 |
| 2006 | 25 | 2 | 34 | 8 | – | – | 69 |
| 2007 | – | – | 20 | – | – | – | 20 |
| 2008 | – | – | 8 | – | – | – | 8 |
| 2009 | – | – | 3 | – | 3 | – | 6 |
| 2010 | – | – | – | – | – | – | – |
| 2011 | – | 20 | 1 | – | 21 | – | 42 |
| 2012 | – | – | 12 | – | 1 | – | 13 |
| 2013 | – | – | 20 | – | 2 | – | 22 |

Domestic and International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|--------|
| 2000 | 9,221 | – | – | – | – | – | 9,221 |
| 2001 | 6,956 | – | – | – | – | – | 6,956 |
| 2002 | 7,735 | – | – | – | – | – | 7,735 |
| 2003 | 9,940 | – | – | – | – | – | 9,940 |
| 2004 | 11,978 | – | – | – | – | – | 11,978 |
| 2005 | 11,736 | – | – | – | – | – | 11,736 |
| 2006 | 568 | 34 | 1,593 | 7,238 | 141 | 73,644 | 83,218 |
| 2007 | 6,783 | – | 1,540 | 7,748 | 8 | 71,100 | 87,179 |
| 2008 | 5,441 | – | 1,610 | 6,740 | 12 | 58,840 | 72,643 |
| 2009 | 1,454 | – | 936 | 5,417 | 26 | 36,738 | 44,571 |
| 2010 | 1,426 | – | 903 | 5,349 | 194 | 39,175 | 47,047 |
| 2011 | 1,651 | 20 | 1,161 | 5,827 | 199 | 37,672 | 46,530 |
| 2012 | 1,768 | – | 1,273 | 5,699 | 131 | 33,286 | 42,157 |
| 2013 | 1,729 | – | 1,298 | 4,515 | 97 | 31,266 | 38,905 |

* Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

Domestic

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|--------|
| 2000 | 14,518 | – | – | – | – | 29,879 | 44,397 |
| 2001 | 11,990 | 3,951 | – | – | – | 27,437 | 43,378 |
| 2002 | 11,977 | 3,370 | – | – | – | 29,666 | 45,013 |
| 2003 | 13,341 | 2,755 | – | – | – | 27,558 | 43,654 |
| 2004 | 14,230 | 3,129 | – | – | – | 29,667 | 47,026 |
| 2005 | 13,347 | 3,349 | – | – | – | 29,972 | 46,668 |
| 2006 | 13,627 | 4,001 | – | – | – | 30,605 | 48,233 |
| 2007 | 14,176 | 3,642 | – | – | – | 25,199 | 43,017 |
| 2008 | 11,218 | 3,298 | – | – | – | 24,905 | 39,421 |
| 2009 | 10,419 | 2,496 | – | – | – | 22,650 | 35,565 |
| 2010 | 12,957 | 2,639 | – | – | – | 22,671 | 38,267 |
| 2011 | 9,893 | 2,505 | – | – | – | 20,814 | 33,212 |
| 2012 | 8,723 | 2,187 | – | – | – | 20,223 | 31,133 |
| 2013 | 6,971 | 2,641 | – | – | 177 | 20,416 | 30,205 |

International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|-------|
| 2000 | – | – | – | – | – | – | – |
| 2001 | – | 36 | – | – | – | – | 36 |
| 2002 | – | – | – | – | – | – | – |
| 2003 | – | – | – | – | – | – | – |
| 2004 | – | 2 | – | – | – | – | 2 |
| 2005 | – | 3 | – | – | – | – | 3 |
| 2006 | – | – | – | – | – | – | – |
| 2007 | – | 1 | – | – | – | – | 1 |
| 2008 | – | – | – | – | – | – | – |
| 2009 | – | – | – | – | – | – | – |
| 2010 | – | – | – | – | – | – | – |
| 2011 | – | – | – | – | – | – | – |
| 2012 | – | 23 | – | – | – | – | 23 |
| 2013 | – | 37 | – | – | – | – | 37 |

Domestic and International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|--------|
| 2000 | 14,518 | – | – | – | – | 29,879 | 44,397 |
| 2001 | 11,990 | 3,987 | – | – | – | 27,437 | 43,414 |
| 2002 | 11,977 | 3,370 | – | – | – | 29,666 | 45,013 |
| 2003 | 13,341 | 2,755 | – | – | – | 27,558 | 43,654 |
| 2004 | 14,230 | 3,131 | – | – | – | 29,667 | 47,028 |
| 2005 | 13,347 | 3,352 | – | – | – | 29,972 | 46,671 |
| 2006 | 13,627 | 4,001 | – | – | – | 30,605 | 48,233 |
| 2007 | 14,176 | 3,643 | – | – | – | 25,199 | 43,018 |
| 2008 | 11,218 | 3,298 | – | – | – | 24,905 | 39,421 |
| 2009 | 10,419 | 2,496 | – | – | – | 22,650 | 35,565 |
| 2010 | 12,957 | 2,639 | – | – | – | 22,671 | 38,267 |
| 2011 | 9,893 | 2,505 | – | – | – | 20,814 | 33,212 |
| 2012 | 8,723 | 2,210 | – | – | – | 20,223 | 31,156 |
| 2013 | 6,971 | 2,678 | – | – | 177 | 20,416 | 30,242 |

Domestic

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|---------|---------|
| 2000 | – | – | – | – | – | 182,888 | 182,888 |
| 2001 | – | – | – | – | – | 175,980 | 175,980 |
| 2002 | – | – | – | – | – | 200,599 | 200,599 |
| 2003 | – | – | – | – | – | 193,807 | 193,807 |
| 2004 | – | – | – | – | – | 202,400 | 202,400 |
| 2005 | – | – | – | – | – | 196,129 | 196,129 |
| 2006 | – | – | – | – | – | 187,840 | 187,840 |
| 2007 | – | – | – | – | – | 182,101 | 182,101 |
| 2008 | – | – | – | – | – | 162,433 | 162,433 |
| 2009 | – | – | – | – | – | 137,890 | 137,890 |
| 2010 | – | – | – | – | – | 149,530 | 149,530 |
| 2011 | – | – | – | – | – | 152,247 | 152,247 |
| 2012 | – | – | – | – | – | 147,476 | 147,476 |
| 2013 | – | – | – | – | – | 155,032 | 155,032 |

International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|--------|-------|
| 2000 | – | – | – | – | – | – | – |
| 2001 | – | – | – | – | – | – | – |
| 2002 | – | – | – | – | – | – | – |
| 2003 | – | – | – | – | – | – | – |
| 2004 | – | – | – | – | – | – | – |
| 2005 | – | – | – | – | – | – | – |
| 2006 | – | – | – | – | – | – | – |
| 2007 | – | – | – | – | – | – | – |
| 2008 | – | – | – | – | – | – | – |
| 2009 | – | – | – | – | – | – | – |
| 2010 | – | – | – | – | – | – | – |
| 2011 | – | – | – | – | – | – | – |
| 2012 | – | – | – | – | – | – | – |
| 2013 | – | – | – | – | – | – | – |

Domestic and International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|-------|----------|-------------|---------|---------|
| 2000 | – | – | – | – | – | 182,888 | 182,888 |
| 2001 | – | – | – | – | – | 175,980 | 175,980 |
| 2002 | – | – | – | – | – | 200,599 | 200,599 |
| 2003 | – | – | – | – | – | 193,807 | 193,807 |
| 2004 | – | – | – | – | – | 202,400 | 202,400 |
| 2005 | – | – | – | – | – | 196,129 | 196,129 |
| 2006 | – | – | – | – | – | 187,840 | 187,840 |
| 2007 | – | – | – | – | – | 182,101 | 182,101 |
| 2008 | – | – | – | – | – | 162,433 | 162,433 |
| 2009 | – | – | – | – | – | 137,890 | 137,890 |
| 2010 | – | – | – | – | – | 149,530 | 149,530 |
| 2011 | – | – | – | – | – | 152,247 | 152,247 |
| 2012 | – | – | – | – | – | 147,476 | 147,476 |
| 2013 | – | – | – | – | – | 155,032 | 155,032 |

* Includes Air Taxi, Business & Private, Government flights. Helicopters are included.

1.1.1 REGION

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2000 to 2013

Domestic

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|--------|----------|-------------|---------|-----------|
| 2000 | 605,894 | 2,061 | 38,304 | 269,358 | 5,069 | 234,954 | 1,155,640 |
| 2001 | 577,189 | 2,917 | 36,458 | 255,475 | 4,558 | 210,568 | 1,087,165 |
| 2002 | 514,013 | 913 | 33,956 | 283,228 | 3,402 | 239,753 | 1,075,265 |
| 2003 | 503,260 | 1,618 | 33,319 | 301,531 | 4,093 | 230,367 | 1,074,188 |
| 2004 | 533,482 | 860 | 33,991 | 349,035 | 3,036 | 241,006 | 1,161,410 |
| 2005 | 534,482 | 629 | 32,912 | 367,868 | 2,736 | 236,713 | 1,175,340 |
| 2006 | 542,731 | 529 | 34,315 | 382,462 | 2,085 | 299,906 | 1,262,028 |
| 2007 | 562,285 | 691 | 33,008 | 400,473 | 1,926 | 291,631 | 1,290,014 |
| 2008 | 532,521 | 341 | 30,221 | 401,175 | 2,522 | 253,496 | 1,220,276 |
| 2009 | 480,179 | 544 | 25,131 | 395,918 | 2,610 | 202,049 | 1,106,431 |
| 2010 | 463,296 | 466 | 25,853 | 390,300 | 2,332 | 217,463 | 1,099,710 |
| 2011 | 470,999 | 638 | 25,484 | 395,912 | 2,629 | 218,472 | 1,114,134 |
| 2012 | 481,709 | 569 | 24,314 | 379,074 | 2,665 | 210,734 | 1,099,065 |
| 2013 | 478,421 | 488 | 23,572 | 379,980 | 2,794 | 216,593 | 1,101,848 |

International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|--------|----------|-------------|--------|---------|
| 2000 | 180,700 | 4,302 | 15,897 | 10,120 | 889 | – | 211,908 |
| 2001 | 167,200 | 3,697 | 15,205 | 10,641 | 903 | – | 197,646 |
| 2002 | 155,748 | 2,994 | 16,132 | 12,861 | 1,247 | – | 188,982 |
| 2003 | 152,642 | 3,199 | 17,418 | 16,989 | 1,469 | – | 191,717 |
| 2004 | 166,456 | 2,050 | 17,096 | 22,780 | 1,893 | – | 210,275 |
| 2005 | 175,370 | 1,457 | 16,499 | 24,603 | 1,661 | – | 219,590 |
| 2006 | 182,380 | 1,156 | 16,351 | 31,272 | 1,506 | – | 232,665 |
| 2007 | 197,654 | 1,868 | 16,636 | 33,080 | 1,259 | – | 250,497 |
| 2008 | 209,740 | 592 | 14,297 | 40,252 | 1,268 | – | 266,149 |
| 2009 | 202,003 | 279 | 10,964 | 43,677 | 602 | – | 257,525 |
| 2010 | 208,719 | 381 | 12,521 | 42,519 | 633 | – | 264,773 |
| 2011 | 213,390 | 333 | 12,811 | 42,297 | 436 | – | 269,267 |
| 2012 | 218,566 | 771 | 10,957 | 45,892 | 226 | – | 276,412 |
| 2013 | 224,927 | 197 | 9,679 | 48,528 | 248 | – | 283,579 |

Domestic and International

| YEAR | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL |
|------|---------------------|-------------------|--------|----------|-------------|---------|-----------|
| 2000 | 786,594 | 6,363 | 54,201 | 279,478 | 5,958 | 234,954 | 1,367,548 |
| 2001 | 744,389 | 6,614 | 51,663 | 266,116 | 5,461 | 210,568 | 1,284,811 |
| 2002 | 669,761 | 3,907 | 50,088 | 296,089 | 4,649 | 239,753 | 1,264,247 |
| 2003 | 655,902 | 4,817 | 50,737 | 318,520 | 5,562 | 230,367 | 1,265,905 |
| 2004 | 699,938 | 2,910 | 51,087 | 371,815 | 4,929 | 241,006 | 1,371,685 |
| 2005 | 709,852 | 2,086 | 49,411 | 392,471 | 4,397 | 236,713 | 1,394,930 |
| 2006 | 725,111 | 1,685 | 50,666 | 413,734 | 3,591 | 299,906 | 1,494,693 |
| 2007 | 759,939 | 2,559 | 49,644 | 433,553 | 3,185 | 291,631 | 1,540,511 |
| 2008 | 742,261 | 933 | 44,518 | 441,427 | 3,790 | 253,496 | 1,486,425 |
| 2009 | 682,182 | 823 | 36,095 | 439,595 | 3,212 | 202,049 | 1,363,956 |
| 2010 | 672,015 | 847 | 38,374 | 432,819 | 2,965 | 217,463 | 1,364,483 |
| 2011 | 684,389 | 971 | 38,295 | 438,209 | 3,065 | 218,472 | 1,383,401 |
| 2012 | 700,275 | 1,340 | 35,271 | 424,966 | 2,891 | 210,734 | 1,375,477 |
| 2013 | 703,348 | 685 | 33,251 | 428,508 | 3,042 | 216,593 | 1,385,427 |

* Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded – except at Teterboro.

Note: Region totals do not include ACY.

Domestic

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|--------------|---------------|---------------|--------------|----------------|------------------|
| Jan | 14,104 | – | 484 | 4,702 | 29 | 570 | 19,889 | -1.2% |
| Feb | 12,437 | 2 | 402 | 4,146 | 45 | 584 | 17,616 | -10% |
| Mar | 15,027 | 1 | 438 | 4,710 | 37 | 786 | 20,999 | -5% |
| Apr | 14,350 | – | 423 | 4,603 | 24 | 704 | 20,104 | -3% |
| May | 14,930 | 2 | 444 | 4,852 | 36 | 776 | 21,040 | 0.4% |
| Jun | 15,107 | 1 | 418 | 4,791 | 42 | 888 | 21,247 | -2.4% |
| Jul | 16,046 | 1 | 438 | 5,210 | 72 | 1,028 | 22,795 | 1.6% |
| Aug | 16,094 | 2 | 465 | 5,360 | 56 | 874 | 22,851 | 2.8% |
| Sep | 14,324 | 1 | 408 | 4,720 | 47 | 1,166 | 20,666 | -1.6% |
| Oct | 14,705 | – | 497 | 4,933 | 41 | 872 | 21,048 | 10.3% |
| Nov | 13,873 | 4 | 443 | 4,693 | 23 | 716 | 19,752 | 0.9% |
| Dec | 14,691 | 4 | 537 | 4,364 | 84 | 698 | 20,378 | -1.8% |
| Total 2013 | 175,688 | 18 | 5,397 | 57,084 | 536 | 9,662 | 248,385 | -0.8% |
| % Change 2012 to 2013 | 0.1% | -18.2% | 0.6% | -2.9% | -39.1% | -0.6% | -0.8% | |

International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|--------------|---------------|--------------|----------|----------------|------------------|
| Jan | 10,652 | 8 | 630 | 849 | 9 | – | 12,148 | 4.8% |
| Feb | 9,511 | 11 | 541 | 709 | 15 | – | 10,787 | -0.4% |
| Mar | 11,179 | 35 | 692 | 840 | 3 | – | 12,749 | 3.1% |
| Apr | 10,974 | 2 | 657 | 790 | 4 | – | 12,427 | 2.3% |
| May | 11,486 | 2 | 684 | 841 | 9 | – | 13,022 | 3.9% |
| Jun | 12,180 | 4 | 687 | 898 | 15 | – | 13,784 | 3.2% |
| Jul | 13,597 | 9 | 700 | 1,053 | 17 | – | 15,376 | 4.4% |
| Aug | 13,654 | 10 | 686 | 1,096 | 5 | – | 15,451 | 5.4% |
| Sep | 11,425 | 4 | 658 | 983 | 11 | – | 13,081 | 0.5% |
| Oct | 11,334 | 7 | 678 | 1,030 | 21 | – | 13,070 | 13.3% |
| Nov | 10,703 | 10 | 706 | 912 | 9 | – | 12,340 | 4.2% |
| Dec | 11,950 | 31 | 697 | 863 | 20 | – | 13,561 | 6.3% |
| Total 2013 | 138,645 | 133 | 8,016 | 10,864 | 138 | – | 157,796 | 4.2% |
| % Change 2012 to 2013 | 5.9% | -80.8% | -6.1% | -2.3% | -9.8% | – | 4.2% | |

Domestic and International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|---------------|---------------|---------------|--------------|----------------|------------------|
| Jan | 24,756 | 8 | 1,114 | 5,551 | 38 | 570 | 32,037 | 1% |
| Feb | 21,948 | 13 | 943 | 4,855 | 60 | 584 | 28,403 | -6.6% |
| Mar | 26,206 | 36 | 1,130 | 5,550 | 40 | 786 | 33,748 | -2.1% |
| Apr | 25,324 | 2 | 1,080 | 5,393 | 28 | 704 | 32,531 | -1% |
| May | 26,416 | 4 | 1,128 | 5,693 | 45 | 776 | 34,062 | 1.7% |
| Jun | 27,287 | 5 | 1,105 | 5,689 | 57 | 888 | 35,031 | -0.3% |
| Jul | 29,643 | 10 | 1,138 | 6,263 | 89 | 1,028 | 38,171 | 2.7% |
| Aug | 29,748 | 12 | 1,151 | 6,456 | 61 | 874 | 38,302 | 3.8% |
| Sep | 25,749 | 5 | 1,066 | 5,703 | 58 | 1,166 | 33,747 | -0.8% |
| Oct | 26,039 | 7 | 1,175 | 5,963 | 62 | 872 | 34,118 | 11.4% |
| Nov | 24,576 | 14 | 1,149 | 5,605 | 32 | 716 | 32,092 | 2.2% |
| Dec | 26,641 | 35 | 1,234 | 5,227 | 104 | 698 | 33,939 | 1.3% |
| Total 2013 | 314,333 | 151 | 13,413 | 67,948 | 674 | 9,662 | 406,181 | 1.1% |
| % Change 2012 to 2013 | 2.6% | -78.9% | -3.5% | -2.8% | -34.8% | -0.6% | 1.1% | |

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|---------------|----------------|--------------|---------------|----------------|------------------|
| Jan | 11,364 | 35 | 1,394 | 11,742 | 106 | 654 | 25,295 | 1.1% |
| Feb | 10,199 | 40 | 1,327 | 10,473 | 105 | 814 | 22,958 | -7.3% |
| Mar | 12,017 | 48 | 1,389 | 12,533 | 110 | 766 | 26,863 | -3.8% |
| Apr | 12,602 | 38 | 1,377 | 12,270 | 109 | 1,014 | 27,410 | -0.1% |
| May | 12,338 | 15 | 1,489 | 12,824 | 115 | 1,102 | 27,883 | 2.4% |
| Jun | 12,245 | 12 | 1,344 | 11,951 | 119 | 940 | 26,611 | -2.8% |
| Jul | 12,678 | 4 | 1,320 | 12,628 | 150 | 1,010 | 27,790 | 2% |
| Aug | 12,744 | 29 | 1,437 | 12,846 | 153 | 840 | 28,049 | -8.5% |
| Sep | 11,581 | 30 | 1,200 | 12,271 | 157 | 982 | 26,221 | 2.7% |
| Oct | 12,430 | 35 | 1,476 | 12,928 | 129 | 1,209 | 28,207 | 14% |
| Nov | 12,029 | 57 | 1,296 | 12,162 | 185 | 1,002 | 26,731 | 2.9% |
| Dec | 12,530 | 57 | 1,848 | 11,351 | 166 | 1,008 | 26,960 | 10.1% |
| Total 2013 | 144,757 | 400 | 16,897 | 145,979 | 1,604 | 11,341 | 320,978 | 0.8% |
| % Change 2012 to 2013 | 1.3% | 1.8% | -4.5% | 0.4% | 51.9% | 3% | 0.8% | |

International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|---------------|---------------|-------------|----------|---------------|------------------|
| Jan | 6,006 | 2 | 178 | 1,660 | 2 | - | 7,848 | -1.3% |
| Feb | 5,223 | 5 | 162 | 1,607 | 12 | - | 7,009 | -7% |
| Mar | 6,169 | 4 | 168 | 1,770 | 8 | - | 8,119 | -3.9% |
| Apr | 6,257 | 4 | 168 | 1,687 | 5 | - | 8,121 | -2.2% |
| May | 6,065 | 8 | 175 | 1,791 | 8 | - | 8,047 | -2.1% |
| Jun | 6,252 | - | 146 | 1,627 | 3 | - | 8,028 | -3.8% |
| Jul | 6,477 | 5 | 127 | 1,790 | 6 | - | 8,405 | -4.5% |
| Aug | 6,284 | - | 109 | 1,906 | 9 | - | 8,308 | -4.2% |
| Sep | 5,271 | 1 | 101 | 1,890 | 4 | - | 7,267 | -4.6% |
| Oct | 5,416 | 2 | 114 | 2,014 | 3 | - | 7,549 | 4.6% |
| Nov | 5,100 | 16 | 101 | 1,732 | 2 | - | 6,951 | -2% |
| Dec | 5,302 | 15 | 94 | 1,689 | 14 | - | 7,114 | -5.5% |
| Total 2013 | 69,822 | 62 | 1,643 | 21,163 | 76 | - | 92,766 | -3.1% |
| % Change 2012 to 2013 | -3.9% | -20.5% | -31.7% | 3.2% | 31% | - | -3.1% | |

Domestic and International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|---------------|----------------|--------------|---------------|----------------|------------------|
| Jan | 17,370 | 37 | 1,572 | 13,402 | 108 | 654 | 33,143 | 0.5% |
| Feb | 15,422 | 45 | 1,489 | 12,080 | 117 | 814 | 29,967 | -7.2% |
| Mar | 18,186 | 52 | 1,557 | 14,303 | 118 | 766 | 34,982 | -3.8% |
| Apr | 18,859 | 42 | 1,545 | 13,957 | 114 | 1,014 | 35,531 | -0.6% |
| May | 18,403 | 23 | 1,664 | 14,615 | 123 | 1,102 | 35,930 | 1.4% |
| Jun | 18,497 | 12 | 1,490 | 13,578 | 122 | 940 | 34,639 | -3.1% |
| Jul | 19,155 | 9 | 1,447 | 14,418 | 156 | 1,010 | 36,195 | 0.4% |
| Aug | 19,028 | 29 | 1,546 | 14,752 | 162 | 840 | 36,357 | -7.5% |
| Sep | 16,852 | 31 | 1,301 | 14,161 | 161 | 982 | 33,488 | 1% |
| Oct | 17,846 | 37 | 1,590 | 14,942 | 132 | 1,209 | 35,756 | 11.9% |
| Nov | 17,129 | 73 | 1,397 | 13,894 | 187 | 1,002 | 33,682 | 1.8% |
| Dec | 17,832 | 72 | 1,942 | 13,040 | 180 | 1,008 | 34,074 | 6.4% |
| Total 2013 | 214,579 | 462 | 18,540 | 167,142 | 1,680 | 11,341 | 413,744 | -0.1% |
| % Change 2012 to 2013 | -0.4% | -1.9% | -7.7% | 0.7% | 50.8% | 3% | -0.1% | |

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|----------|----------------|--------------|--------------|----------------|------------------|
| Jan | 12,700 | 5 | – | 14,213 | 29 | 724 | 27,671 | -0.2% |
| Feb | 11,587 | 1 | – | 12,415 | 50 | 650 | 24,703 | -11.4% |
| Mar | 13,463 | 3 | – | 14,378 | 40 | 824 | 28,708 | -4.7% |
| Apr | 13,306 | 10 | – | 14,776 | 41 | 714 | 28,847 | -2.2% |
| May | 13,459 | 11 | – | 14,559 | 58 | 720 | 28,807 | -3.2% |
| Jun | 13,040 | – | – | 14,057 | 53 | 800 | 27,950 | -2.6% |
| Jul | 13,243 | 14 | – | 14,250 | 57 | 790 | 28,354 | 0.7% |
| Aug | 13,703 | 4 | – | 15,659 | 42 | 798 | 30,206 | 2% |
| Sep | 12,649 | 8 | – | 14,105 | 70 | 922 | 27,754 | -0.2% |
| Oct | 13,523 | 2 | – | 15,811 | 43 | 832 | 30,211 | 11.6% |
| Nov | 12,803 | 7 | – | 13,885 | 30 | 770 | 27,495 | -0.2% |
| Dec | 12,771 | 5 | – | 14,294 | 46 | 748 | 27,864 | 4% |
| Total 2013 | 156,247 | 70 | – | 172,402 | 559 | 9,292 | 338,570 | -0.6% |
| % Change 2012 to 2013 | -3.3% | -54.5% | – | 1.9% | -6.7% | 0.6% | -0.6% | |

International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|----------|---------------|---------------|----------|---------------|------------------|
| Jan | 1,440 | – | – | 1,299 | 2 | – | 2,741 | 39.8% |
| Feb | 1,210 | – | – | 1,136 | 1 | – | 2,347 | 21.7% |
| Mar | 1,410 | – | – | 1,400 | 2 | – | 2,812 | 35.2% |
| Apr | 1,418 | 2 | – | 1,306 | 1 | – | 2,727 | 36.1% |
| May | 1,651 | – | – | 1,237 | 3 | – | 2,891 | 36.8% |
| Jun | 1,524 | – | – | 1,171 | 5 | – | 2,700 | 15.9% |
| Jul | 1,477 | – | – | 1,320 | – | – | 2,797 | 0.8% |
| Aug | 1,253 | – | – | 1,697 | 2 | – | 2,952 | -4.1% |
| Sep | 1,379 | – | – | 1,404 | 3 | – | 2,786 | -5.1% |
| Oct | 1,473 | – | – | 1,538 | 4 | – | 3,015 | 7.4% |
| Nov | 1,197 | – | – | 1,480 | 5 | – | 2,682 | 0% |
| Dec | 1,028 | – | – | 1,513 | 4 | – | 2,545 | -2% |
| Total 2013 | 16,460 | 2 | – | 16,501 | 32 | – | 32,995 | 12.6% |
| % Change 2012 to 2013 | 9.6% | – | – | 15.6% | 128.6% | – | 12.6% | |

Domestic and International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|----------|----------------|--------------|--------------|----------------|------------------|
| Jan | 14,140 | 5 | – | 15,512 | 31 | 724 | 30,412 | 2.4% |
| Feb | 12,797 | 1 | – | 13,551 | 51 | 650 | 27,050 | -9.3% |
| Mar | 14,873 | 3 | – | 15,778 | 42 | 824 | 31,520 | -2.1% |
| Apr | 14,724 | 12 | – | 16,082 | 42 | 714 | 31,574 | 0.2% |
| May | 15,110 | 11 | – | 15,796 | 61 | 720 | 31,698 | -0.6% |
| Jun | 14,564 | – | – | 15,228 | 58 | 800 | 30,650 | -1.3% |
| Jul | 14,720 | 14 | – | 15,570 | 57 | 790 | 31,151 | 0.7% |
| Aug | 14,956 | 4 | – | 17,356 | 44 | 798 | 33,158 | 1.4% |
| Sep | 14,028 | 8 | – | 15,509 | 73 | 922 | 30,540 | -0.7% |
| Oct | 14,996 | 2 | – | 17,349 | 47 | 832 | 33,226 | 11.2% |
| Nov | 14,000 | 7 | – | 15,365 | 35 | 770 | 30,177 | -0.1% |
| Dec | 13,799 | 5 | – | 15,807 | 50 | 748 | 30,409 | 3.5% |
| Total 2013 | 172,707 | 72 | – | 188,903 | 591 | 9,292 | 371,565 | 0.4% |
| % Change 2012 to 2013 | -2.2% | -53.2% | – | 3% | -3.6% | 0.6% | 0.4% | |

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|--------------|---------------|---------------|---------------|---------------|------------------|
| Jan | 136 | – | 114 | 364 | 5 | 2,073 | 2,692 | -15.7% |
| Feb | 135 | – | 106 | 311 | 1 | 1,839 | 2,392 | -36.7% |
| Mar | 185 | – | 112 | 390 | 2 | 2,701 | 3,390 | -17% |
| Apr | 134 | – | 106 | 378 | 6 | 2,861 | 3,485 | 0.4% |
| May | 124 | – | 104 | 387 | 15 | 3,068 | 3,698 | 11.4% |
| Jun | 126 | – | 106 | 356 | 7 | 3,093 | 3,688 | -1% |
| Jul | 184 | – | 121 | 389 | 2 | 3,087 | 3,783 | -2.2% |
| Aug | 179 | – | 104 | 403 | 16 | 2,882 | 3,584 | -9.3% |
| Sep | 126 | – | 89 | 381 | 12 | 2,806 | 3,414 | 0.7% |
| Oct | 128 | – | 116 | 404 | 4 | 2,694 | 3,346 | 1.7% |
| Nov | 136 | – | 95 | 375 | 13 | 2,455 | 3,074 | -14.9% |
| Dec | 136 | – | 105 | 377 | 12 | 1,707 | 2,337 | -4.9% |
| Total 2013 | 1,729 | – | 1,278 | 4,515 | 95 | 31,266 | 38,883 | -7.7% |
| % Change 2012 to 2013 | -2.2% | – | 1.3% | -20.8% | -26.9% | -6.1% | -7.7% | |

International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|--------------|----------|-------------|----------|--------------|------------------|
| Jan | – | – | 2 | – | – | – | 2 | 100% |
| Feb | – | – | 4 | – | – | – | 4 | 100% |
| Mar | – | – | – | – | – | – | – | – |
| Apr | – | – | 2 | – | – | – | 2 | 100% |
| May | – | – | – | – | – | – | – | 0% |
| Jun | – | – | 2 | – | – | – | 2 | 100% |
| Jul | – | – | 2 | – | 1 | – | 3 | 100% |
| Aug | – | – | 1 | – | 1 | – | 2 | 0% |
| Sep | – | – | – | – | – | – | – | – |
| Oct | – | – | – | – | – | – | – | – |
| Nov | – | – | 2 | – | – | – | 2 | -71.4% |
| Dec | – | – | 5 | – | – | – | 5 | 25% |
| Total 2013 | – | – | 20 | – | 2 | – | 22 | 69.2% |
| % Change 2012 to 2013 | – | – | 66.7% | – | 100% | – | 69.2% | |

Domestic and International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|--------------|---------------|---------------|---------------|---------------|------------------|
| Jan | 136 | – | 116 | 364 | 5 | 2,073 | 2,694 | -15.7% |
| Feb | 135 | – | 110 | 311 | 1 | 1,839 | 2,396 | -36.6% |
| Mar | 185 | – | 112 | 390 | 2 | 2,701 | 3,390 | -17.2% |
| Apr | 134 | – | 108 | 378 | 6 | 2,861 | 3,487 | 0.3% |
| May | 124 | – | 104 | 387 | 15 | 3,068 | 3,698 | 11.4% |
| Jun | 126 | – | 108 | 356 | 7 | 3,093 | 3,690 | -1% |
| Jul | 184 | – | 123 | 389 | 3 | 3,087 | 3,786 | -2.1% |
| Aug | 179 | – | 105 | 403 | 17 | 2,882 | 3,586 | -9.3% |
| Sep | 126 | – | 89 | 381 | 12 | 2,806 | 3,414 | 0.7% |
| Oct | 128 | – | 116 | 404 | 4 | 2,694 | 3,346 | 1.7% |
| Nov | 136 | – | 97 | 375 | 13 | 2,455 | 3,076 | -15.1% |
| Dec | 136 | – | 110 | 377 | 12 | 1,707 | 2,342 | -4.9% |
| Total 2013 | 1,729 | – | 1,298 | 4,515 | 97 | 31,266 | 38,905 | -7.7% |
| % Change 2012 to 2013 | -2.2% | – | 1% | -20.8% | -26.5% | -6.1% | -7.7% | |

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | GENERAL AVIATION* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|----------|----------|-------------|-------------------|---------------|------------------|
| Jan | 528 | 188 | - | - | 2 | 1,332 | 2,048 | -7.4% |
| Feb | 492 | 188 | - | - | - | 1,240 | 1,920 | -2.7% |
| Mar | 558 | 231 | - | - | - | 1,593 | 2,382 | -5.9% |
| Apr | 564 | 206 | - | - | 24 | 1,677 | 2,447 | -9.1% |
| May | 697 | 231 | - | - | 5 | 1,800 | 2,728 | -3.2% |
| Jun | 661 | 247 | - | - | 17 | 1,929 | 2,837 | -7.6% |
| Jul | 674 | 231 | - | - | 91 | 1,930 | 2,835 | -4.9% |
| Aug | 682 | 248 | - | - | 10 | 2,343 | 3,273 | 1.2% |
| Sep | 494 | 252 | - | - | 13 | 2,211 | 2,957 | 9.8% |
| Oct | 496 | 216 | - | - | 2 | 1,464 | 2,176 | -12.4% |
| Nov | 576 | 220 | - | - | 4 | 1,556 | 2,352 | 2.7% |
| Dec | 549 | 183 | - | - | 9 | 1,341 | 2,073 | 2.6% |
| Total 2013 | 6,971 | 2,641 | | | 177 | 20,416 | 30,205 | -3.1% |
| % Change 2012 to 2013 | -20.1% | 21% | - | - | 247% | 1% | -3.1% | -3.1% |

International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | GENERAL AVIATION* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|----------|----------|-------------|-------------------|--------------|------------------|
| Jan | - | 2 | - | - | - | - | 2 | 0% |
| Feb | - | 4 | - | - | - | - | 4 | 100% |
| Mar | - | 2 | - | - | - | - | 2 | -50% |
| Apr | - | 3 | - | - | - | - | 3 | 50% |
| May | - | 3 | - | - | - | - | 3 | -25% |
| Jun | - | 5 | - | - | - | - | 5 | 400% |
| Jul | - | 3 | - | - | - | - | 3 | 0% |
| Aug | - | 6 | - | - | - | - | 6 | 200% |
| Sep | - | 2 | - | - | - | - | 2 | 0% |
| Oct | - | 3 | - | - | - | - | 3 | 50% |
| Nov | - | 2 | - | - | - | - | 2 | 0% |
| Dec | - | 2 | - | - | - | - | 2 | 0% |
| Total 2013 | - | 37 | | | | | 37 | |
| % Change 2012 to 2013 | | 60.9% | - | - | - | | 60.9% | 60.9% |

Domestic and International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | GENERAL AVIATION* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|----------|----------|-------------|-------------------|---------------|------------------|
| Jan | 528 | 190 | - | - | 2 | 1,332 | 2,052 | -7.4% |
| Feb | 492 | 192 | - | - | - | 1,240 | 1,924 | -2.7% |
| Mar | 558 | 233 | - | - | - | 1,593 | 2,384 | -5.9% |
| Apr | 564 | 209 | - | - | 24 | 1,677 | 2,474 | -9.1% |
| May | 697 | 234 | - | - | 5 | 1,800 | 2,736 | -3.1% |
| Jun | 661 | 252 | - | - | 17 | 1,929 | 2,859 | -7.4% |
| Jul | 674 | 234 | - | - | 91 | 1,930 | 2,929 | -4.8% |
| Aug | 682 | 254 | - | - | 10 | 2,343 | 3,289 | 1.3% |
| Sep | 494 | 254 | - | - | 13 | 2,211 | 2,972 | 9.8% |
| Oct | 496 | 219 | - | - | 2 | 1,464 | 2,181 | -12.4% |
| Nov | 576 | 222 | - | - | 4 | 1,556 | 2,358 | 2.7% |
| Dec | 549 | 185 | - | - | 9 | 1,341 | 2,084 | 1.6% |
| Total 2013 | 6,971 | 2,678 | | | 177 | 20,416 | 30,242 | -2.9% |
| % Change 2012 to 2013 | -20.1% | 21.4% | - | - | 247% | 1% | -2.9% | -2.9% |

*General Aviation Data is exclusively General Aviation flight counts from the FAA Tower.

Domestic

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|-------|----------|-------------|----------------|----------------|------------------|
| Jan | - | - | - | - | - | 11,081 | 11,081 | 3% |
| Feb | - | - | - | - | - | 11,105 | 11,105 | -8.3% |
| Mar | - | - | - | - | - | 12,441 | 12,441 | 1.3% |
| Apr | - | - | - | - | - | 13,370 | 13,370 | 8.2% |
| May | - | - | - | - | - | 14,814 | 14,814 | 6.5% |
| Jun | - | - | - | - | - | 12,758 | 12,758 | -2.3% |
| Jul | - | - | - | - | - | 11,891 | 11,891 | 15.1% |
| Aug | - | - | - | - | - | 11,355 | 11,355 | 4.5% |
| Sep | - | - | - | - | - | 14,498 | 14,498 | 11% |
| Oct | - | - | - | - | - | 14,557 | 14,557 | 7% |
| Nov | - | - | - | - | - | 13,738 | 13,738 | 9.7% |
| Dec | - | - | - | - | - | 13,424 | 13,424 | 6.5% |
| Total 2013 | - | - | - | - | - | 155,032 | 155,032 | 5.1% |
| % Change 2012 to 2013 | - | - | - | - | - | 5.1% | 5.1% | |

International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|-------|----------|-------------|--------|-------|------------------|
| Jan | - | - | - | - | - | - | - | - |
| Feb | - | - | - | - | - | - | - | - |
| Mar | - | - | - | - | - | - | - | - |
| Apr | - | - | - | - | - | - | - | - |
| May | - | - | - | - | - | - | - | - |
| Jun | - | - | - | - | - | - | - | - |
| Jul | - | - | - | - | - | - | - | - |
| Aug | - | - | - | - | - | - | - | - |
| Sep | - | - | - | - | - | - | - | - |
| Oct | - | - | - | - | - | - | - | - |
| Nov | - | - | - | - | - | - | - | - |
| Dec | - | - | - | - | - | - | - | - |
| Total 2013 | - | - | - | - | - | - | - | - |
| % Change 2012 to 2013 | - | - | - | - | - | - | - | - |

Domestic and International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|-------|----------|-------------|----------------|----------------|------------------|
| Jan | - | - | - | - | - | 11,081 | 11,081 | 3% |
| Feb | - | - | - | - | - | 11,105 | 11,105 | -8.3% |
| Mar | - | - | - | - | - | 12,441 | 12,441 | 1.3% |
| Apr | - | - | - | - | - | 13,370 | 13,370 | 8.2% |
| May | - | - | - | - | - | 14,814 | 14,814 | 6.5% |
| Jun | - | - | - | - | - | 12,758 | 12,758 | -2.3% |
| Jul | - | - | - | - | - | 11,891 | 11,891 | 15.1% |
| Aug | - | - | - | - | - | 11,355 | 11,355 | 4.5% |
| Sep | - | - | - | - | - | 14,498 | 14,498 | 11% |
| Oct | - | - | - | - | - | 14,557 | 14,557 | 7% |
| Nov | - | - | - | - | - | 13,738 | 13,738 | 9.7% |
| Dec | - | - | - | - | - | 13,424 | 13,424 | 6.5% |
| Total 2013 | - | - | - | - | - | 155,032 | 155,032 | 5.1% |
| % Change 2012 to 2013 | - | - | - | - | - | 5.1% | 5.1% | |

* Includes Air Taxi, Business & Private, Government and Helicopters.

1.1.2 REGION

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2013

Domestic

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|---------------|----------------|--------------|----------------|------------------|------------------|
| Jan | 38,304 | 40 | 1,992 | 31,021 | 169 | 15,102 | 86,628 | -0.2% |
| Feb | 34,358 | 43 | 1,835 | 27,345 | 201 | 14,992 | 78,774 | -10.6% |
| Mar | 40,692 | 52 | 1,939 | 32,011 | 189 | 17,518 | 92,401 | -4.3% |
| Apr | 40,392 | 48 | 1,906 | 32,027 | 180 | 18,663 | 93,216 | -0.3% |
| May | 40,851 | 28 | 2,037 | 32,622 | 224 | 20,480 | 96,242 | 1.1% |
| Jun | 40,518 | 13 | 1,868 | 31,155 | 221 | 18,479 | 92,254 | -2.5% |
| Jul | 42,151 | 19 | 1,879 | 32,477 | 281 | 17,806 | 94,613 | 2.8% |
| Aug | 42,720 | 35 | 2,006 | 34,268 | 267 | 16,749 | 96,045 | -1.3% |
| Sep | 38,680 | 39 | 1,697 | 31,477 | 286 | 20,374 | 92,553 | 1.9% |
| Oct | 40,786 | 37 | 2,089 | 34,076 | 217 | 20,164 | 97,369 | 10.9% |
| Nov | 38,841 | 68 | 1,834 | 31,115 | 251 | 18,681 | 90,790 | 1.7% |
| Dec | 40,128 | 66 | 2,490 | 30,386 | 308 | 17,585 | 90,963 | 4.4% |
| Total 2013 | 478,421 | 488 | 23,572 | 379,980 | 2,794 | 216,593 | 1,101,848 | 0.3% |
| % Change 2012 to 2013 | -0.7% | -14.2% | -3.1% | 0.2% | 4.8% | 2.8% | 0.3% | |

International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|---------------|---------------|-------------|----------|----------------|------------------|
| Jan | 18,098 | 10 | 810 | 3,808 | 13 | — | 22,739 | 5.7% |
| Feb | 15,944 | 16 | 707 | 3,452 | 28 | — | 20,147 | -0.7% |
| Mar | 18,758 | 39 | 860 | 4,010 | 13 | — | 23,680 | 3.5% |
| Apr | 18,649 | 8 | 827 | 3,783 | 10 | — | 23,277 | 3.7% |
| May | 19,202 | 10 | 859 | 3,869 | 20 | — | 23,960 | 4.8% |
| Jun | 19,956 | 4 | 835 | 3,696 | 23 | — | 24,514 | 2% |
| Jul | 21,551 | 14 | 829 | 4,163 | 24 | — | 26,581 | 1.1% |
| Aug | 21,191 | 10 | 796 | 4,699 | 17 | — | 26,713 | 1.1% |
| Sep | 18,075 | 5 | 759 | 4,277 | 18 | — | 23,134 | -1.9% |
| Oct | 18,223 | 9 | 792 | 4,582 | 28 | — | 23,634 | 9.6% |
| Nov | 17,000 | 26 | 809 | 4,124 | 16 | — | 21,975 | 1.6% |
| Dec | 18,280 | 46 | 796 | 4,065 | 38 | — | 23,225 | 1.5% |
| Total 2013 | 224,927 | 197 | 9,679 | 48,528 | 248 | — | 283,579 | 2.6% |
| % Change 2012 to 2013 | 2.9% | -74.4% | -11.7% | 5.7% | 9.7% | — | 2.6% | |

Domestic and International

| MONTH | SCHEDULED PASSENGER | CHARTER PASSENGER | CARGO | COMMUTER | NON-REVENUE | OTHER* | TOTAL | % CHANGE 2012-13 |
|------------------------------|---------------------|-------------------|---------------|----------------|--------------|----------------|------------------|------------------|
| Jan | 56,402 | 50 | 2,802 | 34,829 | 182 | 15,102 | 109,367 | 3.9% |
| Feb | 50,302 | 59 | 2,542 | 30,797 | 229 | 14,992 | 98,921 | 5.3% |
| Mar | 59,450 | 91 | 2,799 | 36,021 | 202 | 17,518 | 116,081 | -1.1% |
| Apr | 59,041 | 56 | 2,733 | 35,810 | 190 | 18,663 | 116,493 | 1.7% |
| May | 60,053 | 38 | 2,896 | 36,491 | 244 | 20,480 | 120,202 | -0.1% |
| Jun | 60,474 | 17 | 2,703 | 34,851 | 244 | 18,479 | 116,768 | -1.4% |
| Jul | 63,702 | 33 | 2,708 | 36,640 | 305 | 17,806 | 121,194 | -1.3% |
| Aug | 63,911 | 45 | 2,802 | 38,967 | 284 | 16,749 | 122,758 | 7.5% |
| Sep | 56,755 | 44 | 2,456 | 35,754 | 304 | 20,374 | 115,687 | -0.1% |
| Oct | 59,009 | 46 | 2,881 | 38,658 | 245 | 20,164 | 121,003 | -5.3% |
| Nov | 55,841 | 94 | 2,643 | 35,239 | 267 | 18,681 | 112,765 | -1.1% |
| Dec | 58,408 | 112 | 3,286 | 34,451 | 346 | 17,585 | 114,188 | -5.2% |
| Total 2013 | 703,348 | 685 | 33,251 | 428,508 | 3,042 | 216,593 | 1,385,427 | 0.1% |
| % Change 2012 to 2013 | 0.4% | -48.9% | -5.7% | 0.8% | 5.2% | 2.8% | 0.7% | |

* Includes Air Taxi, Business & Private, Government and Helicopters. Includes Teterboro.

Note: Region totals do not include ACY.

JFK

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA† | TRANS ATLANTIC‡ | TRANS PACIFIC§ | TOTAL |
|------|-----------|-------------|--------|---------------------|--------|----------------|-----------------|----------------|---------|
| 2000 | 212,504 | 8,206 | 4,968 | 18,606 | 3,653 | 10,798 | 72,490 | 14,086 | 345,311 |
| 2001 | 173,427 | 6,874 | 5,074 | 19,695 | 3,653 | 9,874 | 60,831 | 14,162 | 293,590 |
| 2002 | 173,994 | 6,772 | 3,663 | 19,698 | 3,725 | 9,184 | 56,195 | 14,426 | 287,657 |
| 2003 | 166,198 | 7,958 | 4,425 | 19,817 | 3,896 | 8,425 | 54,247 | 15,352 | 280,318 |
| 2004 | 194,943 | 9,679 | 5,178 | 21,667 | 3,954 | 9,679 | 58,312 | 16,674 | 320,086 |
| 2005 | 219,672 | 10,570 | 6,604 | 20,816 | 4,142 | 10,093 | 60,385 | 17,668 | 349,950 |
| 2006 | 239,670 | 10,743 | 8,052 | 20,813 | 5,115 | 11,146 | 65,960 | 16,928 | 378,427 |
| 2007 | 293,130 | 9,828 | 8,285 | 23,424 | 7,558 | 12,092 | 72,271 | 17,166 | 443,754 |
| 2008 | 278,965 | 9,060 | 13,850 | 25,577 | 8,243 | 11,806 | 74,939 | 15,951 | 438,391 |
| 2009 | 263,832 | 8,972 | 11,289 | 29,220 | 7,228 | 11,854 | 68,822 | 14,069 | 415,286 |
| 2010 | 242,987 | 9,458 | 10,221 | 31,713 | 6,625 | 12,763 | 67,762 | 15,441 | 396,970 |
| 2011 | 249,969 | 9,526 | 11,871 | 31,942 | 5,441 | 13,207 | 70,700 | 16,074 | 408,730 |
| 2012 | 239,333 | 11,022 | 11,139 | 33,281 | 6,915 | 15,349 | 68,763 | 15,926 | 401,728 |
| 2013 | 237,035 | 11,350 | 11,065 | 35,880 | 8,902 | 15,409 | 70,167 | 16,373 | 406,181 |

EWR

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA† | TRANS ATLANTIC‡ | TRANS PACIFIC§ | TOTAL |
|------|-----------|-------------|--------|---------------------|--------|----------------|-----------------|----------------|---------|
| 2000 | 379,925 | 5,638 | 17,062 | 6,325 | 4,146 | 5,226 | 30,104 | 1,863 | 450,289 |
| 2001 | 368,833 | 5,567 | 19,440 | 6,947 | 3,625 | 4,799 | 27,912 | 2,146 | 439,269 |
| 2002 | 337,475 | 5,376 | 17,533 | 7,696 | 3,941 | 3,995 | 27,903 | 1,898 | 405,817 |
| 2003 | 335,196 | 5,191 | 20,031 | 8,359 | 3,690 | 3,932 | 28,758 | 1,722 | 406,879 |
| 2004 | 358,833 | 5,919 | 21,358 | 9,662 | 3,918 | 4,354 | 31,365 | 2,037 | 437,446 |
| 2005 | 354,556 | 5,424 | 21,084 | 8,912 | 4,075 | 4,474 | 34,716 | 3,003 | 436,244 |
| 2006 | 356,035 | 6,612 | 22,304 | 8,225 | 3,719 | 5,125 | 39,869 | 3,369 | 445,258 |
| 2007 | 342,280 | 5,193 | 22,536 | 8,849 | 3,908 | 4,688 | 45,259 | 3,217 | 435,930 |
| 2008 | 337,154 | 3,911 | 25,538 | 8,713 | 4,068 | 4,480 | 46,992 | 3,194 | 434,050 |
| 2009 | 316,516 | 3,173 | 30,200 | 8,534 | 3,699 | 4,649 | 41,476 | 3,574 | 411,821 |
| 2010 | 310,754 | 2,621 | 32,137 | 8,926 | 3,918 | 4,669 | 42,332 | 3,963 | 409,320 |
| 2011 | 310,180 | 1,835 | 32,486 | 8,703 | 3,529 | 4,770 | 44,682 | 3,839 | 410,024 |
| 2012 | 316,447 | 1,949 | 34,040 | 8,846 | 3,483 | 5,635 | 40,189 | 3,538 | 414,127 |
| 2013 | 319,011 | 1,967 | 33,346 | 8,181 | 3,634 | 5,631 | 38,586 | 3,388 | 413,744 |

LGA

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA | TRANS ATLANTIC | TRANS PACIFIC | TOTAL |
|------|-----------|-------------|--------|---------------------|--------|---------------|----------------|---------------|---------|
| 2000 | 362,278 | 2 | 21,473 | 1,165 | - | - | - | - | 384,918 |
| 2001 | 348,734 | - | 17,441 | 1,696 | - | - | - | - | 367,871 |
| 2002 | 343,317 | - | 17,377 | 1,745 | - | - | - | - | 362,439 |
| 2003 | 355,906 | 1 | 17,138 | 1,916 | - | - | - | - | 374,961 |
| 2004 | 377,669 | - | 19,908 | 2,198 | - | - | - | - | 399,775 |
| 2005 | 377,281 | - | 21,556 | 2,034 | - | - | - | - | 400,871 |
| 2006 | 377,979 | - | 20,831 | 1,140 | - | - | - | - | 399,950 |
| 2007 | 370,323 | - | 20,048 | 1,176 | - | - | - | - | 391,547 |
| 2008 | 356,118 | - | 22,076 | 714 | - | - | - | - | 378,908 |
| 2009 | 331,483 | - | 22,573 | 332 | - | - | - | - | 354,388 |
| 2010 | 337,313 | - | 23,957 | 346 | - | - | - | - | 361,616 |
| 2011 | 343,889 | - | 21,924 | 57 | - | - | - | - | 365,870 |
| 2012 | 340,694 | - | 28,652 | 643 | - | - | - | - | 369,989 |
| 2013 | 338,570 | - | 31,701 | 1,294 | - | - | - | - | 371,565 |

* Domestic includes Air Taxi, Business & Private, and Government. Helicopters are excluded.

† Latin America includes Central & South America less Mexico and the Caribbean and Bermuda markets.

‡ Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan.

§ Transpacific includes Pacific Rim counties, including China, Japan, Australia, New Zealand, and adjacent areas.

SWF

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA† | TRANS ATLANTIC‡ | TRANS PACIFIC§ | TOTAL |
|------|-----------|-------------|--------|---------------------|--------|----------------|-----------------|----------------|--------|
| 2000 | 9,215 | – | 2 | – | 2 | – | 2 | – | 9,221 |
| 2001 | 6,947 | – | 1 | – | 1 | – | 7 | – | 6,956 |
| 2002 | 7,732 | – | 2 | – | – | – | 1 | – | 7,735 |
| 2003 | 9,931 | – | 2 | 3 | – | – | 2 | 2 | 9,940 |
| 2004 | 11,967 | – | 2 | – | 1 | 1 | 5 | 2 | 11,978 |
| 2005 | 11,708 | – | 3 | – | 1 | – | 20 | 4 | 11,736 |
| 2006 | 83,149 | – | 35 | 2 | – | 1 | 31 | – | 83,218 |
| 2007 | 87,159 | – | – | – | – | – | 20 | – | 87,179 |
| 2008 | 72,635 | – | – | – | – | – | 8 | – | 72,643 |
| 2009 | 44,565 | – | – | – | – | – | 6 | – | 44,571 |
| 2010 | 47,047 | – | – | – | – | – | – | – | 47,047 |
| 2011 | 46,488 | – | – | – | 41 | – | 1 | – | 46,530 |
| 2012 | 42,144 | – | – | – | – | – | 13 | – | 42,157 |
| 2013 | 38,883 | – | – | – | – | – | 22 | – | 38,905 |

REGION

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA† | TRANS ATLANTIC‡ | TRANS PACIFIC§ | TOTAL |
|------|-----------|-------------|--------|---------------------|--------|----------------|-----------------|----------------|-----------|
| 2000 | 1,146,810 | 13,846 | 43,505 | 26,096 | 7,801 | 16,024 | 102,596 | 15,949 | 1,372,627 |
| 2001 | 1,073,921 | 12,441 | 42,308 | 28,338 | 7,279 | 14,673 | 88,750 | 16,308 | 1,284,018 |
| 2002 | 1,063,117 | 12,148 | 38,575 | 29,139 | 7,666 | 13,179 | 84,099 | 16,324 | 1,264,247 |
| 2003 | 1,061,038 | 13,150 | 41,596 | 30,095 | 7,586 | 12,357 | 83,007 | 17,076 | 1,265,905 |
| 2004 | 1,145,812 | 15,598 | 46,446 | 33,527 | 7,873 | 14,034 | 89,682 | 18,713 | 1,371,685 |
| 2005 | 1,159,346 | 15,994 | 49,247 | 31,762 | 8,218 | 14,567 | 95,121 | 20,675 | 1,394,930 |
| 2006 | 1,244,673 | 17,355 | 51,222 | 30,180 | 8,834 | 16,272 | 105,860 | 20,297 | 1,494,693 |
| 2007 | 1,274,993 | 15,021 | 50,869 | 33,449 | 11,466 | 16,780 | 117,550 | 20,383 | 1,540,511 |
| 2008 | 1,207,305 | 12,971 | 61,464 | 35,004 | 12,311 | 16,286 | 121,939 | 19,145 | 1,486,425 |
| 2009 | 1,094,286 | 12,145 | 64,062 | 38,086 | 10,927 | 16,503 | 110,304 | 17,643 | 1,363,956 |
| 2010 | 1,087,631 | 12,079 | 66,315 | 40,985 | 10,543 | 17,432 | 110,094 | 19,404 | 1,364,483 |
| 2011 | 1,102,773 | 11,361 | 66,281 | 40,702 | 9,011 | 17,977 | 115,383 | 19,913 | 1,383,401 |
| 2012 | 1,086,094 | 12,971 | 73,831 | 42,770 | 10,398 | 20,984 | 108,965 | 19,464 | 1,375,477 |
| 2013 | 1,088,531 | 13,317 | 76,112 | 45,355 | 12,536 | 21,040 | 108,775 | 19,761 | 1,385,427 |

* Domestic includes Air Taxi, Business & Private, and Government. Helicopters are excluded.

† Latin America includes Central & South America less Mexico and the Caribbean and Bermuda markets.

‡ Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan.

§ Transpacific includes Pacific Rim counties, including China, Japan, Australia, New Zealand, and adjacent areas.

Note: Region totals do not include ACY.

2013

| RANK | AIRPORT | NO. OF PASSENGERS | % CHANGE 2012-13 |
|------|--|-------------------|------------------|
| 1 | Hartsfield-Jackson Atlanta International Airport | 94,430,785 | -1.13 |
| 2 | O'Hare International Airport | 66,883,271 | 0.07 |
| 3 | Los Angeles International Airport | 66,702,252 | 4.73 |
| 4 | Dallas/Ft Worth International Airport | 60,436,266 | 3.15 |
| 5 | Denver International Airport | 52,556,359 | -1.13 |
| 6 | John F. Kennedy International Airport | 50,423,765 | 2.31 |
| 7 | San Francisco International Airport | 44,944,201 | 1.18 |
| 8 | Charlotte Douglas International Airport | 43,456,310 | 5.41 |
| 9 | McCarran International Airport | 41,856,787 | 0.46 |
| 10 | Miami International Airport | 40,563,071 | 2.78 |
| 11 | Sky Harbor International Airport | 40,318,451 | -0.32 |
| 12 | George Bush Intercontinental Airport | 39,865,325 | -0.06 |
| 13 | Newark Liberty International Airport | 35,016,236 | 3 |
| 14 | Orlando International Airport | 34,973,645 | -0.8 |
| 15 | Seattle-Tacoma International Airport | 34,824,281 | 4.82 |
| 16 | Minneapolis/St Paul International Airport | 33,870,693 | 2.25 |
| 17 | Detroit Metropolitan Wayne County Airport | 32,389,544 | 0.56 |
| 18 | Philadelphia International Airport | 30,504,112 | 0.87 |
| 19 | Logan International Airport | 30,236,200 | 3.2 |
| 20 | LaGuardia Airport | 26,722,183 | 3.97 |
| 21 | Ft Lauderdale-Hollywood International Airport | 23,559,779 | 0.04 |
| 22 | Baltimore/Washington International Thurgood Marshall Airport | 22,501,353 | -0.79 |
| 23 | Washington Dulles International Airport | 21,791,781 | -2.75 |
| 24 | Midway International Airport | 20,491,422 | 5 |
| 25 | Ronald Reagan Washington National Airport | 20,366,239 | 3.75 |
| 26 | Salt Lake City International Airport | 20,242,092 | 0.72 |
| 27 | San Diego International Airport | 17,710,241 | 2.41 |
| 28 | Tampa International Airport | 16,920,093 | 0.59 |
| 29 | Portland International Airport | 15,029,196 | 4.44 |
| 30 | Lambert-St Louis International Airport | 12,569,295 | -0.97 |
| 31 | W. P. Hobby Airport | 11,092,485 | 6.3 |
| 32 | Nashville International Airport | 10,350,763 | 5.25 |
| 33 | Austin-Bergstrom International Airport | 10,017,958 | 6.23 |
| 34 | Kansas City International Airport | 9,794,099 | -2.07 |
| 35 | Oakland International Airport | 9,742,887 | -2.97 |
| 36 | John Wayne Airport | 9,232,789 | 3.91 |
| 37 | Louis Armstrong New Orleans International Airport | 9,207,636 | 7.05 |
| 38 | Raleigh-Durham International Airport | 9,183,748 | -0.4 |
| 39 | Cleveland Hopkins International Airport | 9,070,628 | 0.73 |
| 40 | Norman Y. Mineta San Jose International Airport | 8,783,319 | 5.87 |
| 41 | Sacramento International Airport | 8,685,820 | -2.52 |
| 42 | Love Field | 8,470,586 | 3.64 |
| 43 | San Antonio International Airport | 8,251,368 | 0.1 |
| 44 | Pittsburgh International Airport | 7,884,170 | -1.95 |
| 45 | Southwest Florida International Airport | 7,637,801 | 3.91 |
| 46 | Indianapolis International Airport | 7,225,404 | -1.48 |
| 47 | General Mitchell International Airport | 6,525,181 | -13.17 |
| 48 | Port Columbus International Airport | 6,236,033 | -1.8 |
| 49 | Cincinnati/Northern Kentucky International Airport | 5,718,255 | -5.87 |
| 50 | Palm Beach International Airport | 5,691,747 | 1.47 |

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2013.

2013

| RANK | AIRPORT | NO. OF PASSENGERS | % CHANGE 2012-13 |
|------|---|-------------------|------------------|
| 1 | Hartsfield-Jackson Atlanta International Airport | 94,430,785 | -1.13 |
| 2 | Beijing Capital International Airport | 83,712,355 | 2.18 |
| 3 | Heathrow Airport | 72,368,030 | 3.33 |
| 4 | Tokyo International (Haneda) Airport | 68,906,636 | 3.28 |
| 5 | O'Hare International Airport | 66,883,271 | 0.07 |
| 6 | Los Angeles International Airport | 66,702,252 | 4.73 |
| 7 | Dubai International Airport | 66,431,533 | 15.16 |
| 8 | Aéroport de Paris-Charles de Gaulle | 62,052,917 | 0.72 |
| 9 | Dallas/Ft Worth International Airport | 60,436,266 | 3.15 |
| 10 | Soekarno-Hatta International Airport | 59,701,543 | 3.41 |
| 11 | Hong Kong International Airport | 59,609,414 | 6.33 |
| 12 | Flughafen Frankfurt/Main | 58,036,948 | 0.90 |
| 13 | Singapore Changi Airport | 53,726,087 | 4.97 |
| 14 | Amsterdam Airport | 52,569,250 | 3.01 |
| 15 | Denver International Airport | 52,556,359 | -1.13 |
| 16 | Guangzhou Bai Yun International Airport | 52,450,262 | 8.57 |
| 17 | Suvarnabhumi International Airport | 51,363,451 | -3.09 |
| 18 | Atatürk International Airport | 51,172,626 | 13.64 |
| 19 | John F. Kennedy International Airport | 50,423,765 | 2.31 |
| 20 | KL International Airport | 47,498,157 | 19.08 |
| 21 | Pudong International Airport | 47,189,849 | 5.15 |
| 22 | San Francisco International Airport | 44,944,201 | 1.18 |
| 23 | Charlotte Douglas International Airport | 43,456,310 | 5.41 |
| 24 | McCarran International Airport | 41,856,787 | 0.46 |
| 25 | Incheon International Airport | 41,679,758 | 6.45 |
| 26 | Miami International Airport | 40,563,071 | 2.78 |
| 27 | Sky Harbor International Airport | 40,318,451 | -0.32 |
| 28 | George Bush Intercontinental Airport | 39,865,325 | -0.06 |
| 29 | Aeropuerto de Barajas | 39,710,903 | -12.08 |
| 30 | Munich Airport | 38,672,644 | 0.81 |
| 31 | Sydney International Airport | 38,254,039 | 2.44 |
| 32 | Indira Gandhi International Airport | 36,712,455 | 7.31 |
| 33 | Guarulhos International Airport | 36,460,923 | 10.57 |
| 34 | Aeroporto di Roma-Fiumicino | 36,165,762 | -2.20 |
| 35 | Toronto Pearson International Airport | 36,037,962 | 3.23 |
| 36 | Hongqiao International Airport | 35,599,643 | 5.23 |
| 37 | Gatwick Airport | 35,448,590 | 3.58 |
| 38 | Narita International Airport | 35,341,341 | 7.55 |
| 39 | Aeropuerto de Barcelona | 35,196,870 | 0.19 |
| 40 | Newark Liberty International Airport | 35,016,236 | 3 |
| 41 | Orlando International Airport | 34,973,645 | -0.80 |
| 42 | Seattle-Tacoma International Airport | 34,824,281 | 4.82 |
| 43 | Minneapolis/St Paul International Airport | 33,870,693 | 2.25 |
| 44 | Chengdu Shuangliu International Airport | 33,445,817 | 5.84 |
| 45 | Ninoy Aquino International Airport | 32,856,597 | 3.07 |
| 46 | Detroit Metropolitan Wayne County Airport | 32,389,544 | 0.56 |
| 47 | Shenzhen Baoan International Airport | 32,268,457 | 9.13 |
| 48 | Chhatrapati Shivaji International Airport | 31,940,026 | 6.33 |
| 49 | Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez" | 31,534,638 | 6.93 |
| 50 | Domodedovo International Airport | 30,765,078 | 9.23 |

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2013.

Domestic

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|-----------|------------|
| 2000 | 12,387,187 | 89,634 | 1,683,059 | 14,159,880 |
| 2001 | 12,199,426 | 136,579 | 987,524 | 13,323,529 |
| 2002 | 13,527,370 | 13,751 | 1,061,757 | 14,602,878 |
| 2003 | 15,521,729 | 25,848 | 889,281 | 16,436,858 |
| 2004 | 18,715,056 | 27,031 | 1,346,335 | 20,088,422 |
| 2005 | 20,191,175 | 32,628 | 1,867,751 | 22,091,554 |
| 2006 | 20,852,450 | 14,754 | 2,136,295 | 23,003,499 |
| 2007 | 23,003,389 | 4,893 | 3,165,409 | 26,173,691 |
| 2008 | 21,942,288 | 3,423 | 3,258,357 | 25,204,068 |
| 2009 | 20,796,078 | 2,023 | 3,223,132 | 24,021,233 |
| 2010 | 20,566,499 | 3,189 | 2,834,589 | 23,404,277 |
| 2011 | 20,692,623 | 1,953 | 3,063,400 | 23,757,976 |
| 2012 | 21,714,371 | 2,279 | 2,500,433 | 24,217,083 |
| 2013 | 21,434,606 | 1,065 | 2,447,425 | 23,883,096 |

International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|----------|------------|
| 2000 | 18,098,059 | 481,954 | 87,971 | 18,667,984 |
| 2001 | 15,628,297 | 279,810 | 81,131 | 15,989,238 |
| 2002 | 14,979,644 | 285,156 | 71,534 | 15,336,334 |
| 2003 | 14,951,177 | 281,725 | 66,731 | 15,299,633 |
| 2004 | 17,164,097 | 222,962 | 99,976 | 17,487,035 |
| 2005 | 18,417,371 | 233,023 | 150,017 | 18,800,411 |
| 2006 | 19,306,775 | 146,305 | 172,303 | 19,625,383 |
| 2007 | 21,168,276 | 202,293 | 173,556 | 21,544,125 |
| 2008 | 22,197,030 | 66,035 | 335,983 | 22,599,048 |
| 2009 | 21,516,446 | 18,920 | 321,343 | 21,856,709 |
| 2010 | 22,793,276 | 17,939 | 305,394 | 23,116,609 |
| 2011 | 23,480,594 | 14,944 | 390,546 | 23,886,084 |
| 2012 | 24,590,649 | 73,254 | 393,190 | 25,057,093 |
| 2013 | 26,121,974 | 17,282 | 401,413 | 26,540,669 |

Domestic and International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|-----------|------------|
| 2000 | 30,485,246 | 571,588 | 1,771,030 | 32,827,864 |
| 2001 | 27,827,723 | 416,389 | 1,068,655 | 29,312,767 |
| 2002 | 28,507,014 | 298,907 | 1,133,291 | 29,939,212 |
| 2003 | 30,472,906 | 307,573 | 956,012 | 31,736,491 |
| 2004 | 35,879,153 | 249,993 | 1,446,311 | 37,575,457 |
| 2005 | 38,608,546 | 265,651 | 2,017,768 | 40,891,965 |
| 2006 | 40,159,225 | 161,059 | 2,308,598 | 42,628,882 |
| 2007 | 44,171,665 | 207,186 | 3,338,965 | 47,717,816 |
| 2008 | 44,139,318 | 69,458 | 3,594,340 | 47,803,116 |
| 2009 | 42,312,524 | 20,943 | 3,544,475 | 45,877,942 |
| 2010 | 43,359,775 | 21,128 | 3,139,983 | 46,520,886 |
| 2011 | 44,173,217 | 16,897 | 3,453,946 | 47,644,060 |
| 2012 | 46,305,020 | 75,533 | 2,893,623 | 49,274,176 |
| 2013 | 47,556,580 | 18,347 | 2,848,838 | 50,423,765 |

Domestic

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|-----------|------------|
| 2000 | 23,595,344 | 85,934 | 2,107,215 | 25,788,493 |
| 2001 | 21,236,656 | 41,566 | 2,204,855 | 23,483,077 |
| 2002 | 19,117,433 | 32,190 | 2,698,186 | 21,847,809 |
| 2003 | 18,376,295 | 105,153 | 3,300,433 | 21,781,881 |
| 2004 | 18,829,569 | 45,397 | 4,160,289 | 23,035,255 |
| 2005 | 19,076,593 | 12,672 | 4,624,203 | 23,713,468 |
| 2006 | 20,727,182 | 16,028 | 4,862,251 | 25,605,461 |
| 2007 | 20,831,391 | 36,714 | 4,746,005 | 25,614,110 |
| 2008 | 18,890,453 | 18,803 | 5,312,936 | 24,222,192 |
| 2009 | 17,023,793 | 29,749 | 5,489,133 | 22,542,675 |
| 2010 | 15,961,660 | 24,645 | 5,730,581 | 21,716,886 |
| 2011 | 16,855,000 | 36,220 | 5,298,449 | 22,189,669 |
| 2012 | 17,072,380 | 31,396 | 5,732,907 | 22,836,683 |
| 2013 | 17,655,605 | 27,102 | 6,034,130 | 23,716,837 |

International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|----------|------------|
| 2000 | 8,143,710 | 157,479 | 99,019 | 8,400,208 |
| 2001 | 7,227,236 | 183,874 | 206,135 | 7,617,245 |
| 2002 | 6,966,505 | 134,861 | 271,600 | 7,372,966 |
| 2003 | 7,177,804 | 140,720 | 350,109 | 7,668,633 |
| 2004 | 8,310,390 | 87,720 | 460,007 | 8,858,117 |
| 2005 | 8,880,039 | 20,661 | 465,076 | 9,365,776 |
| 2006 | 9,423,024 | 8,173 | 598,050 | 10,029,247 |
| 2007 | 10,116,577 | 2,718 | 633,805 | 10,753,100 |
| 2008 | 10,470,509 | 36,835 | 631,200 | 11,138,544 |
| 2009 | 10,049,914 | 6,432 | 761,102 | 10,817,448 |
| 2010 | 10,677,742 | 11,123 | 788,439 | 11,477,304 |
| 2011 | 10,714,909 | 9,747 | 783,167 | 11,507,823 |
| 2012 | 10,341,246 | 8,231 | 797,867 | 11,147,344 |
| 2013 | 10,401,720 | 8,020 | 889,659 | 11,299,399 |

Domestic and
International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|-----------|------------|
| 2000 | 31,739,054 | 243,413 | 2,206,234 | 34,188,701 |
| 2001 | 28,463,892 | 225,440 | 2,410,990 | 31,100,322 |
| 2002 | 26,083,938 | 167,051 | 2,969,786 | 29,220,775 |
| 2003 | 25,554,099 | 245,873 | 3,650,542 | 29,450,514 |
| 2004 | 27,139,959 | 133,117 | 4,620,296 | 31,893,372 |
| 2005 | 27,956,632 | 33,333 | 5,089,279 | 33,079,244 |
| 2006 | 30,150,206 | 24,201 | 5,460,301 | 35,634,708 |
| 2007 | 30,947,968 | 39,432 | 5,379,810 | 36,367,210 |
| 2008 | 29,360,962 | 55,638 | 5,944,136 | 35,360,736 |
| 2009 | 27,073,707 | 36,181 | 6,250,235 | 33,360,123 |
| 2010 | 26,639,402 | 35,768 | 6,519,020 | 33,194,190 |
| 2011 | 27,569,909 | 45,967 | 6,081,616 | 33,697,492 |
| 2012 | 27,413,626 | 39,627 | 6,530,774 | 33,984,027 |
| 2013 | 28,057,325 | 35,122 | 6,923,789 | 35,016,236 |

Domestic

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|-----------|------------|
| 2000 | 21,895,457 | 12,412 | 2,165,476 | 24,073,345 |
| 2001 | 19,115,590 | 9,260 | 2,203,906 | 21,328,756 |
| 2002 | 17,801,507 | 4,862 | 3,063,206 | 20,869,575 |
| 2003 | 17,987,478 | 9,314 | 3,438,454 | 21,435,246 |
| 2004 | 19,231,252 | 6,162 | 3,954,196 | 23,191,610 |
| 2005 | 19,977,024 | 4,770 | 4,436,437 | 24,418,231 |
| 2006 | 19,777,748 | 3,239 | 4,715,995 | 24,496,982 |
| 2007 | 18,853,913 | 5,354 | 4,940,098 | 23,799,365 |
| 2008 | 17,244,972 | 2,884 | 4,693,536 | 21,941,392 |
| 2009 | 16,102,463 | 6,120 | 5,034,430 | 21,143,013 |
| 2010 | 17,420,964 | 5,757 | 5,523,394 | 22,950,115 |
| 2011 | 17,175,291 | 5,212 | 5,906,253 | 23,086,756 |
| 2012 | 17,785,343 | 4,886 | 6,483,800 | 24,274,029 |
| 2013 | 17,895,141 | 4,965 | 7,094,665 | 24,994,771 |

International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|-----------|---------|----------|-----------|
| 2000 | 1,304,540 | 667 | 75,408 | 1,380,615 |
| 2001 | 1,162,462 | 1,192 | 3,009 | 1,166,663 |
| 2002 | 1,070,218 | 615 | 46,271 | 1,117,104 |
| 2003 | 945,468 | 53 | 102,003 | 1,047,524 |
| 2004 | 1,017,152 | – | 244,441 | 1,261,593 |
| 2005 | 1,286,730 | 114 | 184,285 | 1,471,129 |
| 2006 | 1,053,851 | – | 259,770 | 1,313,621 |
| 2007 | 948,317 | 562 | 278,023 | 1,226,902 |
| 2008 | 832,185 | 1,249 | 298,230 | 1,131,664 |
| 2009 | 684,911 | 95 | 325,217 | 1,010,223 |
| 2010 | 713,046 | 1,081 | 318,840 | 1,032,967 |
| 2011 | 688,313 | 2,187 | 345,222 | 1,035,722 |
| 2012 | 985,953 | – | 447,802 | 1,433,755 |
| 2013 | 1,129,674 | – | 597,738 | 1,727,412 |

Domestic and International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|-----------|------------|
| 2000 | 23,199,997 | 13,079 | 2,240,884 | 25,453,960 |
| 2001 | 20,278,052 | 10,452 | 2,206,915 | 22,495,419 |
| 2002 | 18,871,725 | 5,477 | 3,109,477 | 21,986,679 |
| 2003 | 18,932,946 | 9,367 | 3,540,457 | 22,482,770 |
| 2004 | 20,248,404 | 6,162 | 4,198,637 | 24,453,203 |
| 2005 | 21,263,754 | 4,884 | 4,620,722 | 25,889,360 |
| 2006 | 20,831,599 | 3,239 | 4,975,765 | 25,810,603 |
| 2007 | 19,802,230 | 5,916 | 5,218,121 | 25,026,267 |
| 2008 | 18,077,157 | 4,133 | 4,991,766 | 23,073,056 |
| 2009 | 16,787,374 | 6,215 | 5,359,647 | 22,153,236 |
| 2010 | 18,134,010 | 6,838 | 5,842,234 | 23,983,082 |
| 2011 | 17,863,604 | 7,399 | 6,251,475 | 24,122,478 |
| 2012 | 18,771,296 | 4,886 | 6,931,602 | 25,707,784 |
| 2013 | 19,024,815 | 4,965 | 7,692,403 | 26,722,183 |

Domestic

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|-----------|---------|----------|---------|
| 2000 | 402,419 | – | – | 402,419 |
| 2001 | 283,960 | – | – | 283,960 |
| 2002 | 227,834 | – | – | 227,834 |
| 2003 | 400,464 | – | – | 400,464 |
| 2004 | 510,563 | – | – | 510,563 |
| 2005 | 398,214 | – | – | 398,214 |
| 2006 | 66,261 | 2,055 | 241,461 | 309,777 |
| 2007 | 646,058 | – | 267,869 | 913,927 |
| 2008 | 536,627 | – | 252,680 | 789,307 |
| 2009 | 180,154 | – | 209,911 | 390,065 |
| 2010 | 185,531 | – | 209,371 | 394,902 |
| 2011 | 187,653 | – | 224,400 | 412,053 |
| 2012 | 157,588 | – | 207,260 | 364,848 |
| 2013 | 157,526 | – | 163,156 | 320,682 |

International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|-----------|---------|----------|-------|
| 2000 | 228 | – | – | 228 |
| 2001 | 125 | – | – | 125 |
| 2002 | – | – | – | – |
| 2003 | 375 | – | – | 375 |
| 2004 | – | – | – | – |
| 2005 | 6 | – | – | 6 |
| 2006 | – | 125 | 19 | 144 |
| 2007 | – | – | – | – |
| 2008 | – | – | – | – |
| 2009 | – | – | – | – |
| 2010 | – | – | – | – |
| 2011 | – | 1,601 | – | 1,601 |
| 2012 | – | – | – | – |
| 2013 | – | – | – | – |

Domestic and International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|-----------|---------|----------|---------|
| 2000 | 402,647 | – | – | 402,647 |
| 2001 | 284,085 | – | – | 284,085 |
| 2002 | 227,834 | – | – | 227,834 |
| 2003 | 400,839 | – | – | 400,839 |
| 2004 | 510,563 | – | – | 510,563 |
| 2005 | 398,220 | – | – | 398,220 |
| 2006 | 66,261 | 2,180 | 241,480 | 309,921 |
| 2007 | 646,058 | – | 267,869 | 913,927 |
| 2008 | 536,627 | – | 252,680 | 789,307 |
| 2009 | 180,154 | – | 209,911 | 390,065 |
| 2010 | 185,531 | – | 209,371 | 394,902 |
| 2011 | 187,653 | 1,601 | 224,400 | 413,654 |
| 2012 | 157,588 | – | 207,260 | 364,848 |
| 2013 | 157,526 | – | 163,156 | 320,682 |

Domestic

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|-----------|---------|----------|-----------|
| 2000 | 632,691 | – | – | 632,691 |
| 2001 | 602,135 | 226,216 | – | 828,351 |
| 2002 | 700,666 | 201,530 | – | 902,196 |
| 2003 | 819,678 | 182,792 | – | 1,002,470 |
| 2004 | 857,649 | 192,469 | – | 1,050,118 |
| 2005 | 778,926 | 201,425 | – | 980,351 |
| 2006 | 732,635 | 215,701 | – | 948,336 |
| 2007 | 981,282 | 195,332 | – | 1,176,614 |
| 2008 | 895,986 | 201,851 | – | 1,097,837 |
| 2009 | 961,181 | 161,635 | – | 1,122,816 |
| 2010 | 1,260,900 | 165,899 | – | 1,426,799 |
| 2011 | 1,237,653 | 157,013 | – | 1,394,666 |
| 2012 | 1,251,613 | 131,803 | – | 1,383,416 |
| 2013 | 1,002,450 | 130,624 | – | 1,133,074 |

International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|-----------|---------|----------|-------|
| 2000 | – | – | – | – |
| 2001 | – | 1,798 | – | 1,798 |
| 2002 | – | – | – | – |
| 2003 | – | – | – | – |
| 2004 | – | 54 | – | 54 |
| 2005 | – | 126 | – | 126 |
| 2006 | – | – | – | – |
| 2007 | – | 17 | – | 17 |
| 2008 | – | – | – | – |
| 2009 | – | – | – | – |
| 2010 | – | – | – | – |
| 2011 | – | – | – | – |
| 2012 | – | 2,462 | – | 2,462 |
| 2013 | – | 3,276 | – | 3,276 |

Domestic and International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|-----------|---------|----------|-----------|
| 2000 | 632,691 | – | – | 632,691 |
| 2001 | 602,135 | 228,014 | – | 830,149 |
| 2002 | 700,666 | 201,530 | – | 902,196 |
| 2003 | 819,678 | 182,792 | – | 1,002,470 |
| 2004 | 857,649 | 192,523 | – | 1,050,172 |
| 2005 | 778,926 | 201,551 | – | 980,477 |
| 2006 | 732,635 | 215,701 | – | 948,336 |
| 2007 | 981,282 | 195,349 | – | 1,176,631 |
| 2008 | 895,986 | 201,851 | – | 1,097,837 |
| 2009 | 961,181 | 161,635 | – | 1,122,816 |
| 2010 | 1,260,900 | 165,899 | – | 1,426,799 |
| 2011 | 1,237,653 | 157,013 | – | 1,394,666 |
| 2012 | 1,251,613 | 134,265 | – | 1,385,878 |
| 2013 | 1,002,450 | 133,900 | – | 1,136,350 |

2.2.1 REGION

COMMERCIAL PASSENGER TRAFFIC

Annual Totals 2000 to 2013

Domestic

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|------------|------------|
| 2000 | 58,280,407 | 187,980 | 5,955,750 | 64,424,137 |
| 2001 | 52,835,632 | 187,405 | 5,396,285 | 58,419,322 |
| 2002 | 50,674,144 | 50,803 | 6,823,149 | 57,548,096 |
| 2003 | 52,285,966 | 140,315 | 7,628,168 | 60,054,449 |
| 2004 | 57,286,440 | 78,590 | 9,460,820 | 66,825,850 |
| 2005 | 59,643,006 | 50,070 | 10,928,391 | 70,621,467 |
| 2006 | 61,423,641 | 36,076 | 11,956,002 | 73,415,719 |
| 2007 | 63,334,751 | 46,961 | 13,119,381 | 76,501,093 |
| 2008 | 58,614,340 | 25,110 | 13,517,509 | 72,156,959 |
| 2009 | 54,102,488 | 37,892 | 13,956,606 | 68,096,986 |
| 2010 | 54,134,654 | 33,591 | 14,297,935 | 68,466,180 |
| 2011 | 54,910,567 | 43,385 | 14,492,502 | 69,446,454 |
| 2012 | 56,729,682 | 38,561 | 14,924,400 | 71,692,643 |
| 2013 | 57,142,878 | 33,132 | 15,739,376 | 72,915,386 |

International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|-----------|------------|
| 2000 | 27,546,537 | 640,100 | 262,398 | 28,449,035 |
| 2001 | 24,018,120 | 464,876 | 290,275 | 24,773,271 |
| 2002 | 23,016,367 | 420,632 | 389,405 | 23,826,404 |
| 2003 | 23,074,824 | 422,498 | 518,843 | 24,016,165 |
| 2004 | 26,491,639 | 310,682 | 804,424 | 27,606,745 |
| 2005 | 28,584,146 | 253,798 | 799,378 | 29,637,322 |
| 2006 | 29,783,650 | 154,603 | 1,030,142 | 30,968,395 |
| 2007 | 32,233,170 | 205,573 | 1,085,384 | 33,524,127 |
| 2008 | 33,499,724 | 104,119 | 1,265,413 | 34,869,256 |
| 2009 | 32,251,271 | 25,447 | 1,407,662 | 33,684,380 |
| 2010 | 34,184,064 | 30,143 | 1,412,673 | 35,626,880 |
| 2011 | 34,883,816 | 28,479 | 1,518,935 | 36,431,230 |
| 2012 | 35,917,848 | 81,485 | 1,638,859 | 37,638,192 |
| 2013 | 37,653,368 | 25,302 | 1,888,810 | 39,567,480 |

Domestic and International

| YEAR | SCHEDULED | CHARTER | COMMUTER | TOTAL |
|------|------------|---------|------------|-------------|
| 2000 | 85,826,944 | 828,080 | 6,218,148 | 92,873,172 |
| 2001 | 76,853,752 | 652,281 | 5,686,560 | 83,192,593 |
| 2002 | 73,690,511 | 471,435 | 7,212,554 | 81,374,500 |
| 2003 | 75,360,790 | 562,813 | 8,147,011 | 84,070,614 |
| 2004 | 83,778,079 | 389,272 | 10,265,244 | 94,432,595 |
| 2005 | 88,227,152 | 303,868 | 11,727,769 | 100,258,789 |
| 2006 | 91,207,291 | 190,679 | 12,986,144 | 104,384,114 |
| 2007 | 95,567,921 | 252,534 | 14,204,765 | 110,025,220 |
| 2008 | 92,114,064 | 129,229 | 14,782,922 | 107,026,215 |
| 2009 | 86,353,759 | 63,339 | 15,364,268 | 101,781,366 |
| 2010 | 88,318,718 | 63,734 | 15,710,608 | 104,093,060 |
| 2011 | 89,794,383 | 71,864 | 16,011,437 | 105,877,684 |
| 2012 | 92,647,530 | 120,046 | 16,563,259 | 109,330,835 |
| 2013 | 94,796,246 | 58,434 | 17,628,186 | 112,482,866 |

Note: Region totals do not include ACY.

Domestic

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|---------------|------------------|--------------------------|-----------------------|------------------------|
| Jan | 1,673,983 | – | 163,655 | 1,837,638 | 3.5% | 71,951 |
| Feb | 1,476,731 | 96 | 159,300 | 1,636,127 | -4.8% | 62,348 |
| Mar | 1,879,635 | – | 201,980 | 2,081,615 | -3.2% | 76,985 |
| Apr | 1,706,719 | – | 189,111 | 1,895,830 | -7.8% | 77,591 |
| May | 1,840,803 | 140 | 218,774 | 2,059,717 | -0.5% | 80,198 |
| Jun | 1,885,685 | 167 | 220,519 | 2,106,371 | -2% | 82,640 |
| Jul | 2,008,500 | 86 | 233,301 | 2,241,887 | -1.6% | 93,220 |
| Aug | 2,029,571 | 266 | 238,441 | 2,268,278 | -1.5% | 90,506 |
| Sep | 1,700,021 | – | 204,386 | 1,904,407 | -1.6% | 70,745 |
| Oct | 1,774,397 | – | 217,253 | 1,991,650 | 4.3% | 83,372 |
| Nov | 1,615,515 | 185 | 197,715 | 1,813,415 | -4.7% | 77,795 |
| Dec | 1,843,046 | 125 | 202,990 | 2,046,161 | 4% | 72,445 |
| Total 2013 | 21,434,606 | 1,065 | 2,447,425 | 23,883,096 | -1.4% | 939,796 |
| % Change 2012 to 2013 | -1.3% | -53.3% | -2.1% | -1.4% | | 0.3% |

International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|---------------|----------------|--------------------------|-----------------------|------------------------|
| Jan | 1,859,380 | 1,162 | 28,766 | 1,889,308 | 8.2% | 41,360 |
| Feb | 1,521,990 | 1,094 | 22,975 | 1,546,059 | 1.7% | 36,771 |
| Mar | 2,051,967 | 3,170 | 30,421 | 2,085,558 | 9.6% | 46,976 |
| Apr | 2,012,747 | 96 | 26,305 | 2,039,148 | -1.7% | 45,860 |
| May | 2,231,425 | 93 | 32,026 | 2,263,544 | 6.4% | 46,321 |
| Jun | 2,454,487 | 800 | 34,653 | 2,489,940 | 5% | 49,588 |
| Jul | 2,684,846 | 1,352 | 40,088 | 2,726,286 | 3.6% | 52,274 |
| Aug | 2,773,875 | 1,495 | 44,799 | 2,820,169 | 5.1% | 52,043 |
| Sep | 2,267,902 | 438 | 37,662 | 2,306,002 | 4.9% | 47,608 |
| Oct | 2,178,434 | 554 | 38,550 | 2,217,538 | 14.6% | 50,768 |
| Nov | 1,870,453 | 2,410 | 31,344 | 1,904,207 | 3.7% | 47,628 |
| Dec | 2,214,468 | 4,618 | 33,824 | 2,252,910 | 11.2% | 46,826 |
| Total 2013 | 26,121,974 | 17,282 | 401,413 | 26,540,669 | 5.9% | 564,023 |
| % Change 2012 to 2013 | 6.2% | -76.4% | 2.1% | 5.9% | | 2.5% |

Domestic and International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|---------------|------------------|--------------------------|-----------------------|------------------------|
| Jan | 3,533,363 | 1,162 | 192,421 | 3,726,946 | 5.8% | 113,311 |
| Feb | 2,998,721 | 1,190 | 182,275 | 3,182,186 | -1.8% | 99,119 |
| Mar | 3,931,602 | 3,170 | 232,401 | 4,167,173 | 2.8% | 123,961 |
| Apr | 3,719,466 | 96 | 215,416 | 3,934,978 | -4.7% | 123,451 |
| May | 4,072,228 | 233 | 250,800 | 4,323,261 | 3% | 126,519 |
| Jun | 4,340,172 | 967 | 255,172 | 4,596,311 | 1.6% | 132,228 |
| Jul | 4,693,346 | 1,438 | 273,389 | 4,968,173 | 1.2% | 145,494 |
| Aug | 4,803,446 | 1,761 | 283,240 | 5,088,447 | 2% | 142,549 |
| Sep | 3,967,923 | 438 | 242,048 | 4,210,409 | 1.8% | 118,353 |
| Oct | 3,952,831 | 554 | 255,803 | 4,209,188 | 9.5% | 134,140 |
| Nov | 3,485,968 | 2,595 | 229,059 | 3,717,622 | -0.6% | 125,423 |
| Dec | 4,057,514 | 4,743 | 236,814 | 4,299,071 | 7.7% | 119,271 |
| Total 2013 | 47,556,580 | 18,347 | 2,848,838 | 50,423,765 | 2.3% | 1,503,819 |
| % Change 2012 to 2013 | 2.7% | -75.7% | -1.5% | 2.3% | | 1.1% |

Domestic

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|---------------|------------------|--------------------------|-----------------------|------------------------|
| Jan | 1,266,468 | 1,087 | 426,121 | 1,693,676 | 4.5% | 76,506 |
| Feb | 1,161,952 | 2,131 | 396,527 | 1,560,610 | -1.3% | 65,514 |
| Mar | 1,495,641 | 2,526 | 515,116 | 2,013,283 | 1.4% | 88,647 |
| Apr | 1,491,949 | 2,535 | 498,771 | 1,993,255 | -2.5% | 80,999 |
| May | 1,528,201 | 530 | 543,377 | 2,072,108 | 2.5% | 79,931 |
| Jun | 1,563,049 | 812 | 535,260 | 2,099,121 | -1% | 84,636 |
| Jul | 1,649,895 | 351 | 541,980 | 2,192,226 | 2% | 91,695 |
| Aug | 1,661,922 | 1,829 | 548,813 | 2,212,564 | 2.3% | 89,659 |
| Sep | 1,367,465 | 3,809 | 500,209 | 1,871,483 | 8.1% | 78,504 |
| Oct | 1,486,652 | 3,139 | 537,019 | 2,026,810 | 16% | 82,615 |
| Nov | 1,401,945 | 4,310 | 494,458 | 1,900,713 | 5% | 71,775 |
| Dec | 1,580,466 | 4,043 | 496,479 | 2,080,988 | 11.6% | 71,389 |
| Total 2013 | 17,655,605 | 27,102 | 6,034,130 | 23,716,837 | 3.9% | 961,870 |
| % Change 2012 to 2013 | 3.4% | -13.7% | 5.3% | 3.9% | | -1.4% |

International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|--------------|----------------|--------------------------|-----------------------|------------------------|
| Jan | 794,646 | 78 | 63,757 | 858,481 | 2.6% | 21,916 |
| Feb | 656,529 | 584 | 58,491 | 715,604 | -6% | 19,676 |
| Mar | 895,486 | 545 | 71,534 | 967,565 | 0.7% | 23,290 |
| Apr | 895,330 | 487 | 65,523 | 961,340 | -2.7% | 25,952 |
| May | 927,067 | 1,204 | 71,567 | 999,838 | 1.9% | 26,448 |
| Jun | 981,424 | - | 67,605 | 1,049,029 | 1.8% | 25,424 |
| Jul | 1,032,697 | 688 | 79,851 | 1,113,236 | -0.8% | 26,360 |
| Aug | 1,022,893 | - | 91,348 | 1,114,241 | 0.8% | 28,232 |
| Sep | 830,535 | 67 | 82,581 | 913,183 | 0.6% | 26,114 |
| Oct | 827,634 | 106 | 89,176 | 916,916 | 11.3% | 26,425 |
| Nov | 723,125 | 2,210 | 71,584 | 796,919 | 3.6% | 24,495 |
| Dec | 814,354 | 2,051 | 76,642 | 893,047 | 3.7% | 22,464 |
| Total 2013 | 10,401,720 | 8,020 | 889,659 | 11,299,399 | 1.4% | 296,796 |
| % Change 2012 to 2013 | 0.6% | -2.6% | 11.5% | 1.4% | | 3.2% |

Domestic and International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|---------------|------------------|--------------------------|-----------------------|------------------------|
| Jan | 2,061,114 | 1,165 | 489,878 | 2,552,157 | 3.9% | 98,422 |
| Feb | 1,818,481 | 2,715 | 455,018 | 2,276,214 | -2.8% | 85,190 |
| Mar | 2,391,127 | 3,071 | 586,650 | 2,980,848 | 1.2% | 111,937 |
| Apr | 2,387,279 | 3,022 | 564,294 | 2,954,595 | -2.5% | 106,951 |
| May | 2,455,268 | 1,734 | 614,944 | 3,071,946 | 2.3% | 106,379 |
| Jun | 2,544,473 | 812 | 602,865 | 3,148,150 | -0.1% | 110,060 |
| Jul | 2,682,592 | 1,039 | 621,831 | 3,305,462 | 1% | 118,055 |
| Aug | 2,684,815 | 1,829 | 640,161 | 3,326,805 | 1.8% | 117,891 |
| Sep | 2,198,000 | 3,876 | 582,790 | 2,784,666 | 5.5% | 104,618 |
| Oct | 2,314,286 | 3,245 | 626,195 | 2,943,726 | 14.5% | 109,040 |
| Nov | 2,125,070 | 6,520 | 566,042 | 2,697,632 | 4.5% | 96,270 |
| Dec | 2,394,820 | 6,094 | 573,121 | 2,974,035 | 9.1% | 93,853 |
| Total 2013 | 28,057,325 | 35,122 | 6,923,789 | 35,016,236 | 3% | 1,258,666 |
| % Change 2012 to 2013 | 2.3% | -11.4% | 6% | 3% | | -0.3% |

Domestic

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|--------------|------------------|--------------------------|-----------------------|------------------------|
| Jan | 1,331,883 | 157 | 486,775 | 1,818,815 | 10.1% | 70,227 |
| Feb | 1,222,148 | 154 | 455,413 | 1,677,715 | 3.3% | 62,028 |
| Mar | 1,590,473 | 142 | 581,256 | 2,171,871 | 9.5% | 75,032 |
| Apr | 1,513,195 | 475 | 605,577 | 2,119,247 | 0.4% | 75,915 |
| May | 1,596,521 | 756 | 617,377 | 2,214,654 | 0.9% | 79,302 |
| Jun | 1,552,450 | – | 623,817 | 2,176,267 | 1.4% | 85,967 |
| Jul | 1,602,374 | 828 | 611,076 | 2,214,278 | 3.9% | 86,590 |
| Aug | 1,671,440 | 646 | 656,806 | 2,328,892 | -1.5% | 87,221 |
| Sep | 1,375,825 | 515 | 578,535 | 1,954,875 | -1.7% | 77,984 |
| Oct | 1,490,105 | 346 | 669,772 | 2,160,223 | 6.1% | 78,816 |
| Nov | 1,400,019 | 794 | 561,977 | 1,962,790 | 0% | 71,294 |
| Dec | 1,548,708 | 152 | 646,284 | 2,195,144 | 5.5% | 71,195 |
| Total 2013 | 17,895,141 | 4,965 | 7,094,665 | 24,994,771 | 3% | 921,571 |
| % Change 2012 to 2013 | 0.6% | 1.6% | 9.4% | 3% | | 2.1% |

International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|------------------|----------|----------------|--------------------------|-----------------------|------------------------|
| Jan | 73,039 | – | 35,429 | 108,468 | 44.2% | 1,979 |
| Feb | 68,859 | – | 33,761 | 102,620 | 36.5% | 1,856 |
| Mar | 86,735 | – | 47,356 | 134,091 | 45.8% | 2,522 |
| Apr | 88,452 | – | 40,380 | 128,832 | 35.7% | 2,466 |
| May | 116,253 | – | 40,928 | 157,181 | 46.9% | 2,874 |
| Jun | 111,775 | – | 42,335 | 154,110 | 15.2% | 2,793 |
| Jul | 112,792 | – | 52,610 | 165,402 | 9% | 2,994 |
| Aug | 113,130 | – | 78,011 | 191,141 | 10.3% | 3,777 |
| Sep | 98,451 | – | 52,631 | 151,082 | 4.1% | 2,974 |
| Oct | 101,405 | – | 58,981 | 160,386 | 14% | 3,052 |
| Nov | 77,806 | – | 51,702 | 129,508 | 5.8% | 2,892 |
| Dec | 80,977 | – | 63,614 | 144,591 | 18.2% | 2,720 |
| Total 2013 | 1,129,674 | – | 597,738 | 1,727,412 | 20.5% | 32,899 |
| % Change 2012 to 2013 | 14.6% | – | 33.5% | 20.5% | | 21% |

Domestic and International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|--------------|------------------|--------------------------|-----------------------|------------------------|
| Jan | 1,404,922 | 157 | 522,204 | 1,927,283 | 11.5% | 72,206 |
| Feb | 1,291,007 | 154 | 489,174 | 1,780,335 | 4.8% | 63,884 |
| Mar | 1,677,208 | 142 | 628,612 | 2,305,962 | 11.2% | 77,554 |
| Apr | 1,601,647 | 475 | 645,957 | 2,248,079 | 1.9% | 78,381 |
| May | 1,712,774 | 756 | 658,305 | 2,371,835 | 3% | 82,176 |
| Jun | 1,664,225 | – | 666,152 | 2,330,377 | 2.2% | 88,760 |
| Jul | 1,715,166 | 828 | 663,686 | 2,379,680 | 4.2% | 89,584 |
| Aug | 1,784,570 | 646 | 734,817 | 2,520,033 | -0.7% | 90,998 |
| Sep | 1,474,276 | 515 | 631,166 | 2,105,957 | -1.3% | 80,958 |
| Oct | 1,591,510 | 346 | 728,753 | 2,320,609 | 6.6% | 81,868 |
| Nov | 1,477,825 | 794 | 613,679 | 2,092,298 | 0.4% | 74,186 |
| Dec | 1,629,685 | 152 | 709,898 | 2,339,735 | 6.2% | 73,915 |
| Total 2013 | 19,024,815 | 4,965 | 7,692,403 | 26,722,183 | 3.9% | 954,470 |
| % Change 2012 to 2013 | 1.4% | 1.6% | 11% | 3.9% | | 2.6% |

Domestic

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|----------------|----------|----------------|--------------------------|-----------------------|------------------------|
| Jan | 12,418 | – | 11,913 | 24,331 | -16.4% | 211 |
| Feb | 12,369 | – | 10,180 | 22,549 | -25.3% | 152 |
| Mar | 17,071 | – | 11,974 | 29,045 | -17.8% | 242 |
| Apr | 12,214 | – | 13,482 | 25,696 | -22.7% | 236 |
| May | 11,226 | – | 14,451 | 25,677 | -18.3% | 318 |
| Jun | 11,672 | – | 13,351 | 25,023 | -20.5% | 277 |
| Jul | 16,688 | – | 14,850 | 31,538 | -14.5% | 411 |
| Aug | 16,441 | – | 15,823 | 32,264 | -14.6% | 489 |
| Sep | 10,914 | – | 14,296 | 25,210 | 4% | 300 |
| Oct | 11,311 | – | 14,969 | 26,280 | 9.4% | 383 |
| Nov | 12,296 | – | 13,732 | 26,028 | 4% | 246 |
| Dec | 12,906 | – | 14,135 | 27,041 | 3.3% | 306 |
| Total 2013 | 157,526 | – | 163,156 | 320,682 | -12.1% | 3,571 |
| % Change 2012 to 2013 | 0% | – | -21.3% | -12.1% | | -13.4% |

International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-----------|----------|----------|--------------------------|-----------------------|------------------------|
| Jan | – | – | – | – | – | – |
| Feb | – | – | – | – | – | – |
| Mar | – | – | – | – | – | – |
| Apr | – | – | – | – | – | – |
| May | – | – | – | – | – | – |
| Jun | – | – | – | – | – | – |
| Jul | – | – | – | – | – | – |
| Aug | – | – | – | – | – | – |
| Sep | – | – | – | – | – | – |
| Oct | – | – | – | – | – | – |
| Nov | – | – | – | – | – | – |
| Dec | – | – | – | – | – | – |
| Total 2013 | – | – | – | – | – | – |
| % Change 2012 to 2013 | – | – | – | – | – | – |

Domestic and International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|----------------|----------|----------------|--------------------------|-----------------------|------------------------|
| Jan | 12,418 | – | 11,913 | 24,331 | -16.4% | 211 |
| Feb | 12,369 | – | 10,180 | 22,549 | -25.3% | 152 |
| Mar | 17,071 | – | 11,974 | 29,045 | -17.8% | 242 |
| Apr | 12,214 | – | 13,482 | 25,696 | -22.7% | 236 |
| May | 11,226 | – | 14,451 | 25,677 | -18.3% | 318 |
| Jun | 11,672 | – | 13,351 | 25,023 | -20.5% | 277 |
| Jul | 16,688 | – | 14,850 | 31,538 | -14.5% | 411 |
| Aug | 16,441 | – | 15,823 | 32,264 | -14.6% | 489 |
| Sep | 10,914 | – | 14,296 | 25,210 | 4% | 300 |
| Oct | 11,311 | – | 14,969 | 26,280 | 9.4% | 383 |
| Nov | 12,296 | – | 13,732 | 26,028 | 4% | 246 |
| Dec | 12,906 | – | 14,135 | 27,041 | 3.3% | 306 |
| Total 2013 | 157,526 | – | 163,156 | 320,682 | -12.1% | 3,571 |
| % Change 2012 to 2013 | 0% | – | -21.3% | -12.1% | | -13.4% |

Domestic

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|------------------|----------------|----------|--------------------------|-----------------------|------------------------|
| Jan | 78,976 | 8,399 | – | 87,375 | 3.5% | – |
| Feb | 73,252 | 8,498 | – | 81,750 | -4.8% | – |
| Mar | 80,108 | 10,900 | – | 91,008 | -3.2% | – |
| Apr | 75,090 | 9,525 | – | 84,615 | -7.8% | 2,491 |
| May | 93,786 | 12,079 | – | 105,865 | -0.5% | 798 |
| Jun | 93,456 | 13,141 | – | 106,597 | -2% | 811 |
| Jul | 98,598 | 12,707 | – | 111,305 | -1.6% | 1,146 |
| Aug | 103,119 | 13,593 | – | 116,712 | -1.5% | 952 |
| Sep | 71,038 | 13,424 | – | 84,462 | -1.6% | 1,332 |
| Oct | 73,713 | 10,686 | – | 84,399 | 4.3% | 152 |
| Nov | 81,102 | 10,166 | – | 91,268 | -4.7% | – |
| Dec | 80,212 | 7,506 | – | 87,718 | 4% | 1,250 |
| Total 2013 | 1,002,450 | 130,624 | – | 1,133,074 | | 8,932 |
| % Change 2012 to 2013 | -21.3% | -1.6% | | 18% | 18% | 0.9% |

International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-----------|--------------|----------|--------------------------|-----------------------|------------------------|
| Jan | – | 190 | – | 190 | 100 | – |
| Feb | – | 380 | – | 380 | 153 | – |
| Mar | – | 189 | – | 189 | -51 | – |
| Apr | – | 258 | – | 258 | 130 | – |
| May | – | 256 | – | 256 | -49 | – |
| Jun | – | 412 | – | 412 | 292 | – |
| Jul | – | 262 | – | 262 | 100 | – |
| Aug | – | 566 | – | 566 | 211 | – |
| Sep | – | 191 | – | 191 | 100 | – |
| Oct | – | 263 | – | 263 | 8 | – |
| Nov | – | 135 | – | 135 | -60 | – |
| Dec | – | 174 | – | 174 | -26 | – |
| Total 2013 | – | 3,276 | – | 3,276 | 45.5% | – |
| % Change 2012 to 2013 | | 45.5% | | 45.5% | 45.5% | – |

Domestic and International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|------------------|----------------|----------|--------------------------|-----------------------|------------------------|
| Jan | 78,976 | 8,589 | – | 87,565 | -15% | – |
| Feb | 73,252 | 8,878 | – | 82,130 | -21.3% | – |
| Mar | 80,108 | 11,089 | – | 91,197 | -33.2% | – |
| Apr | 75,090 | 9,783 | – | 84,873 | -33.4% | 2,491 |
| May | 93,786 | 12,335 | – | 106,121 | -16.2% | 798 |
| Jun | 93,456 | 13,553 | – | 107,009 | -19.9% | 811 |
| Jul | 98,598 | 12,969 | – | 111,567 | -26.4% | 1,146 |
| Aug | 103,119 | 14,159 | – | 117,278 | -20.7% | 952 |
| Sep | 71,038 | 13,615 | – | 84,653 | -10.4% | 1,332 |
| Oct | 73,713 | 10,949 | – | 84,662 | -2.5% | 152 |
| Nov | 81,102 | 10,301 | – | 91,403 | 5.7% | – |
| Dec | 80,212 | 7,680 | – | 87,892 | 1.3% | 1,250 |
| Total 2013 | 1,002,450 | 133,900 | – | 1,136,350 | -19.9% | 8,932 |
| % Change 2012 to 2013 | -19.9% | -0.3% | | -19.9% | -19.9% | 0.9% |

2.2.2 REGION

COMMERCIAL PASSENGER TRAFFIC

Monthly Totals 2013

Domestic

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|---------------|-------------------|--------------------------|-----------------------|------------------------|
| Jan | 4,284,752 | 1,244 | 1,088,464 | 5,374,460 | 5.8% | 218,895 |
| Feb | 3,873,200 | 2,381 | 1,021,420 | 4,897,001 | -1.2% | 190,042 |
| Mar | 4,982,820 | 2,668 | 1,310,326 | 6,295,814 | 2.3% | 240,906 |
| Apr | 4,724,077 | 3,010 | 1,306,941 | 6,034,028 | -3.4% | 234,741 |
| May | 4,976,751 | 1,426 | 1,393,979 | 6,372,156 | 0.9% | 239,749 |
| Jun | 5,012,856 | 979 | 1,392,947 | 6,406,782 | -0.6% | 253,520 |
| Jul | 5,277,457 | 1,265 | 1,401,207 | 6,679,929 | 1.3% | 271,916 |
| Aug | 5,379,374 | 2,741 | 1,459,883 | 6,841,998 | -0.4% | 267,875 |
| Sep | 4,454,225 | 4,324 | 1,297,426 | 5,755,975 | 1.3% | 227,533 |
| Oct | 4,762,465 | 3,485 | 1,439,013 | 6,204,963 | 8.6% | 245,186 |
| Nov | 4,429,775 | 5,289 | 1,267,882 | 5,702,946 | 0.1% | 221,110 |
| Dec | 4,985,126 | 4,320 | 1,359,888 | 6,349,334 | 6.9% | 215,335 |
| Total 2013 | 57,142,878 | 33,132 | 15,739,376 | 72,915,386 | 1.7% | 2,826,808 |
| % Change 2012 to 2013 | 0.7% | -14.1% | 5.5% | 1.7% | | 0.3% |

International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|---------------|------------------|--------------------------|-----------------------|------------------------|
| Jan | 2,727,065 | 1,240 | 127,952 | 2,856,257 | 7.4% | 65,255 |
| Feb | 2,247,378 | 1,678 | 115,227 | 2,364,283 | 0.3% | 58,303 |
| Mar | 3,034,188 | 3,715 | 149,311 | 3,187,214 | 7.8% | 72,788 |
| Apr | 2,996,529 | 583 | 132,208 | 3,129,320 | -0.9% | 74,278 |
| May | 3,274,745 | 1,297 | 144,521 | 3,420,563 | 6.4% | 75,643 |
| Jun | 3,547,686 | 800 | 144,593 | 3,693,079 | 4.4% | 77,805 |
| Jul | 3,830,335 | 2,040 | 172,549 | 4,004,924 | 2.6% | 81,628 |
| Aug | 3,909,898 | 1,495 | 214,158 | 4,125,551 | 4.1% | 84,052 |
| Sep | 3,196,888 | 505 | 172,874 | 3,370,267 | 3.6% | 76,696 |
| Oct | 3,107,473 | 660 | 186,707 | 3,294,840 | 13.6% | 80,245 |
| Nov | 2,671,384 | 4,620 | 154,630 | 2,830,634 | 3.7% | 75,015 |
| Dec | 3,109,799 | 6,669 | 174,080 | 3,290,548 | 9.4% | 72,010 |
| Total 2013 | 37,653,368 | 25,302 | 1,888,810 | 39,567,480 | 5.1% | 893,718 |
| % Change 2012 to 2013 | 4.8% | -68.9% | 15.3% | 5.1% | | 3.3% |

Domestic and International

| MONTH | SCHEDULED | CHARTER | COMMUTER | TOTAL REVENUE PASSENGERS | % CHANGE 2012 TO 2013 | NON-REVENUE PASSENGERS |
|------------------------------|-------------------|---------------|-------------------|--------------------------|-----------------------|------------------------|
| Jan | 7,011,817 | 2,484 | 1,216,416 | 8,230,717 | 6.4% | 284,150 |
| Feb | 6,120,578 | 4,059 | 1,136,647 | 7,261,284 | -0.7% | 248,345 |
| Mar | 8,017,008 | 6,383 | 1,459,637 | 9,483,028 | 4.1% | 313,694 |
| Apr | 7,720,606 | 3,593 | 1,439,149 | 9,163,348 | -2.5% | 309,019 |
| May | 8,251,496 | 2,723 | 1,538,500 | 9,792,719 | 2.7% | 315,392 |
| Jun | 8,560,542 | 1,779 | 1,537,540 | 10,099,861 | 1.2% | 331,325 |
| Jul | 9,107,792 | 3,305 | 1,573,756 | 10,684,853 | 1.7% | 353,544 |
| Aug | 9,289,272 | 4,236 | 1,674,041 | 10,967,549 | 1.3% | 351,927 |
| Sep | 7,651,113 | 4,829 | 1,470,300 | 9,126,242 | 2.2% | 304,229 |
| Oct | 7,869,938 | 4,145 | 1,625,720 | 9,499,803 | 10.3% | 325,431 |
| Nov | 7,101,159 | 9,909 | 1,422,512 | 8,533,580 | 1.2% | 296,125 |
| Dec | 8,094,925 | 10,989 | 1,533,968 | 9,639,882 | 7.8% | 287,345 |
| Total 2013 | 94,796,246 | 58,434 | 17,628,186 | 112,482,866 | 2.9% | 3,720,526 |
| % Change 2012 to 2013 | 2.3% | -51.3% | 6.4% | 2.9% | | 1% |

Note: Region totals do not include ACY.

JFK

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA† | TRANS ATLANTIC‡ | TRANS PACIFIC§ | TOTAL |
|------|------------|-------------|---------|---------------------|-----------|----------------|-----------------|----------------|------------|
| 2000 | 12,727,995 | 1,431,885 | 167,411 | 2,708,292 | 438,079 | 1,378,514 | 12,388,578 | 1,587,110 | 32,827,864 |
| 2001 | 12,223,461 | 1,100,068 | 169,857 | 2,602,377 | 371,549 | 1,209,736 | 10,155,565 | 1,480,154 | 29,312,767 |
| 2002 | 13,609,127 | 993,751 | 133,172 | 2,608,719 | 434,347 | 1,126,384 | 9,430,305 | 1,603,407 | 29,939,212 |
| 2003 | 15,145,675 | 1,291,183 | 115,142 | 2,775,938 | 438,529 | 1,142,993 | 9,293,648 | 1,533,383 | 31,736,491 |
| 2004 | 18,537,406 | 1,551,016 | 156,538 | 3,044,875 | 480,985 | 1,352,007 | 10,622,734 | 1,829,896 | 37,575,457 |
| 2005 | 20,367,497 | 1,724,057 | 212,745 | 3,126,841 | 490,462 | 1,474,630 | 11,509,756 | 1,985,977 | 40,891,965 |
| 2006 | 21,354,376 | 1,649,123 | 321,403 | 3,160,943 | 581,651 | 1,567,191 | 12,016,416 | 1,977,779 | 42,628,882 |
| 2007 | 24,666,381 | 1,507,310 | 295,293 | 3,472,314 | 795,675 | 1,719,556 | 13,167,346 | 2,093,941 | 47,717,816 |
| 2008 | 23,823,575 | 1,380,493 | 453,484 | 3,650,590 | 890,555 | 1,696,021 | 13,761,056 | 2,147,342 | 47,803,116 |
| 2009 | 22,793,400 | 1,227,833 | 363,393 | 3,828,019 | 757,431 | 1,758,428 | 13,046,234 | 2,103,204 | 45,877,942 |
| 2010 | 22,105,914 | 1,298,363 | 354,898 | 4,105,998 | 775,510 | 2,000,877 | 13,534,550 | 2,344,776 | 46,520,886 |
| 2011 | 22,482,397 | 1,275,579 | 401,042 | 4,058,921 | 684,617 | 2,166,435 | 14,077,822 | 2,497,247 | 47,644,060 |
| 2012 | 22,707,686 | 1,509,397 | 394,421 | 4,310,955 | 804,676 | 2,461,422 | 14,401,172 | 2,684,447 | 49,274,176 |
| 2013 | 22,393,226 | 1,489,870 | 426,438 | 4,456,519 | 1,067,928 | 2,651,113 | 15,100,359 | 2,838,312 | 50,423,765 |

EWR

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA† | TRANS ATLANTIC‡ | TRANS PACIFIC§ | TOTAL |
|------|------------|-------------|-----------|---------------------|---------|----------------|-----------------|----------------|------------|
| 2000 | 25,020,657 | 767,836 | 906,028 | 607,095 | 411,782 | 643,674 | 5,538,997 | 292,632 | 34,188,701 |
| 2001 | 22,791,446 | 691,631 | 944,161 | 700,676 | 389,292 | 585,733 | 4,663,542 | 333,841 | 31,100,322 |
| 2002 | 21,148,358 | 699,451 | 806,382 | 747,662 | 397,219 | 488,012 | 4,598,621 | 335,070 | 29,220,775 |
| 2003 | 21,043,705 | 738,176 | 827,594 | 846,422 | 398,655 | 480,792 | 4,830,348 | 284,822 | 29,450,514 |
| 2004 | 22,224,861 | 810,394 | 988,004 | 995,348 | 430,669 | 504,577 | 5,548,387 | 391,132 | 31,893,372 |
| 2005 | 22,944,821 | 768,647 | 885,954 | 997,402 | 451,567 | 527,249 | 5,968,564 | 535,040 | 33,079,244 |
| 2006 | 24,682,819 | 922,642 | 919,852 | 1,080,410 | 434,827 | 575,201 | 6,360,770 | 658,187 | 35,634,708 |
| 2007 | 24,870,701 | 743,409 | 925,443 | 1,106,580 | 476,115 | 572,452 | 7,009,009 | 663,501 | 36,367,210 |
| 2008 | 23,625,236 | 596,956 | 1,064,244 | 1,111,975 | 511,461 | 577,747 | 7,236,619 | 636,498 | 35,360,736 |
| 2009 | 22,041,074 | 501,601 | 1,225,403 | 1,098,468 | 479,071 | 622,518 | 6,681,810 | 710,178 | 33,360,123 |
| 2010 | 21,295,398 | 421,488 | 1,419,746 | 1,163,250 | 523,058 | 620,403 | 6,911,125 | 839,722 | 33,194,190 |
| 2011 | 21,894,691 | 294,978 | 1,496,798 | 1,126,381 | 460,342 | 626,350 | 7,023,745 | 774,207 | 33,697,492 |
| 2012 | 22,544,108 | 292,575 | 1,515,475 | 1,144,024 | 439,734 | 722,940 | 6,605,445 | 719,726 | 33,984,027 |
| 2013 | 23,428,485 | 288,352 | 1,599,087 | 1,070,751 | 459,567 | 761,154 | 6,705,443 | 703,397 | 35,016,236 |

LGA

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA | TRANS ATLANTIC | TRANS PACIFIC | TOTAL |
|------|------------|-------------|-----------|---------------------|--------|---------------|----------------|---------------|------------|
| 2000 | 24,013,839 | – | 1,212,662 | 133,533 | – | – | – | – | 25,360,034 |
| 2001 | 21,375,263 | – | 965,454 | 179,157 | – | – | – | – | 22,519,874 |
| 2002 | 20,869,575 | – | 940,971 | 176,133 | – | – | – | – | 21,986,679 |
| 2003 | 21,435,178 | 68 | 845,935 | 201,589 | – | – | – | – | 22,482,770 |
| 2004 | 23,191,610 | – | 1,059,906 | 201,687 | – | – | – | – | 24,453,203 |
| 2005 | 24,418,231 | – | 1,269,264 | 201,865 | – | – | – | – | 25,889,360 |
| 2006 | 24,496,982 | – | 1,186,312 | 127,309 | – | – | – | – | 25,810,603 |
| 2007 | 23,799,365 | – | 1,115,548 | 111,354 | – | – | – | – | 25,026,267 |
| 2008 | 21,941,392 | – | 1,058,076 | 73,588 | – | – | – | – | 23,073,056 |
| 2009 | 21,143,013 | – | 977,324 | 32,899 | – | – | – | – | 22,153,236 |
| 2010 | 22,950,115 | – | 1,000,291 | 32,676 | – | – | – | – | 23,983,082 |
| 2011 | 23,086,756 | – | 1,029,634 | 6,088 | – | – | – | – | 24,122,478 |
| 2012 | 24,274,029 | – | 1,366,902 | 66,853 | – | – | – | – | 25,707,784 |
| 2013 | 24,994,771 | – | 1,597,240 | 130,172 | – | – | – | – | 26,722,183 |

* Domestic includes Air Taxi, Business & Private, and Government. Helicopters are excluded.

† Latin America includes Central & South America less Mexico and the Caribbean and Bermuda markets.

‡ Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan.

§ Transpacific includes Pacific Rim countries, including China, Japan, Australia, New Zealand, and adjacent areas.

Source: Industry, Forecasting & Traffic Statistics, Port Authority of NY & NJ.

SWF

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA† | TRANS ATLANTIC‡ | TRANS PACIFIC§ | TOTAL |
|------|-----------|-------------|--------|---------------------|--------|----------------|-----------------|----------------|---------|
| 2000 | 402,419 | – | – | – | 228 | – | – | – | 402,647 |
| 2001 | 283,960 | – | – | – | 125 | – | – | – | 284,085 |
| 2002 | 227,834 | – | – | – | – | – | – | – | 227,834 |
| 2003 | 400,464 | – | 50 | 325 | – | – | – | – | 400,839 |
| 2004 | 510,563 | – | – | – | – | – | – | – | 510,563 |
| 2005 | 398,214 | – | 6 | – | – | – | – | – | 398,220 |
| 2006 | 309,777 | – | 19 | – | – | – | 125 | – | 309,921 |
| 2007 | 913,927 | – | – | – | – | – | – | – | 913,927 |
| 2008 | 789,307 | – | – | – | – | – | – | – | 789,307 |
| 2009 | 390,065 | – | – | – | – | – | – | – | 390,065 |
| 2010 | 394,902 | – | – | – | – | – | – | – | 394,902 |
| 2011 | 412,053 | – | – | – | 1,601 | – | – | – | 413,654 |
| 2012 | 364,848 | – | – | – | – | – | – | – | 364,848 |
| 2013 | 320,682 | – | – | – | – | – | – | – | 320,682 |

REGION

| YEAR | DOMESTIC* | PUERTO RICO | CANADA | BERMUDA & CARIBBEAN | MEXICO | LATIN AMERICA† | TRANS ATLANTIC‡ | TRANS PACIFIC§ | TOTAL |
|------|------------|-------------|-----------|---------------------|-----------|----------------|-----------------|----------------|-------------|
| 2000 | 62,164,910 | 2,199,721 | 2,286,101 | 3,448,920 | 850,089 | 2,022,188 | 17,927,575 | 1,879,742 | 92,779,246 |
| 2001 | 56,674,130 | 1,791,699 | 2,079,472 | 3,482,210 | 760,966 | 1,795,469 | 14,819,107 | 1,813,995 | 83,217,048 |
| 2002 | 55,854,894 | 1,693,202 | 1,880,525 | 3,532,514 | 831,566 | 1,614,396 | 14,028,926 | 1,938,477 | 81,374,500 |
| 2003 | 58,025,022 | 2,029,427 | 1,788,721 | 3,824,274 | 837,184 | 1,623,785 | 14,123,996 | 1,818,205 | 84,070,614 |
| 2004 | 64,464,440 | 2,361,410 | 2,204,448 | 4,241,910 | 911,654 | 1,856,584 | 16,171,121 | 2,221,028 | 94,432,595 |
| 2005 | 68,128,763 | 2,492,704 | 2,367,969 | 4,326,108 | 942,029 | 2,001,879 | 17,478,320 | 2,521,017 | 100,258,789 |
| 2006 | 70,843,954 | 2,571,765 | 2,427,586 | 4,368,662 | 1,016,478 | 2,142,392 | 18,377,311 | 2,635,966 | 104,384,114 |
| 2007 | 74,250,374 | 2,250,719 | 2,336,284 | 4,690,248 | 1,271,790 | 2,292,008 | 20,176,355 | 2,757,442 | 110,025,220 |
| 2008 | 70,179,510 | 1,977,449 | 2,575,804 | 4,836,153 | 1,402,016 | 2,273,768 | 20,997,675 | 2,783,840 | 107,026,215 |
| 2009 | 66,367,552 | 1,729,434 | 2,566,120 | 4,959,386 | 1,236,502 | 2,380,946 | 19,728,044 | 2,813,382 | 101,781,366 |
| 2010 | 66,746,329 | 1,719,851 | 2,774,935 | 5,301,924 | 1,298,568 | 2,621,280 | 20,445,675 | 3,184,498 | 104,093,060 |
| 2011 | 67,875,897 | 1,570,557 | 2,927,474 | 5,191,390 | 1,146,560 | 2,792,785 | 21,101,567 | 3,271,454 | 105,877,684 |
| 2012 | 69,890,671 | 1,801,972 | 3,276,798 | 5,521,832 | 1,244,410 | 3,184,362 | 21,006,617 | 3,404,173 | 109,330,835 |
| 2013 | 71,137,164 | 1,778,222 | 3,622,765 | 5,657,442 | 1,527,495 | 3,412,267 | 21,805,802 | 3,541,709 | 112,482,866 |

* Domestic includes Air Taxi, Business & Private, and Government. Helicopters are excluded.

† Latin America includes Central & South America less Mexico and the Caribbean and Bermuda markets.

‡ Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan.

§ Transpacific includes Pacific Rim counties, including China, Japan, Australia, New Zealand, and adjacent areas.

Note: Region totals do not include ACY.

Source: Industry, Forecasting & Traffic Statistics, Port Authority of NY & NJ.

JFK

| RANK | AIRLINE | DOMESTIC PASSENGERS | INTERNATIONAL PASSENGERS | TOTAL PASSENGERS | CUMULATIVE % |
|------|------------------------|---------------------|--------------------------|-------------------|--------------|
| 1 | JetBlue Airlines | 9,062,169 | 2,641,221 | 11,703,390 | 23.2% |
| 2 | Delta | 7,244,249 | 4,396,939 | 11,641,188 | 46.3% |
| 3 | American | 4,345,100 | 3,208,371 | 7,553,471 | 61.3% |
| 4 | British Air | – | 1,300,847 | 1,300,847 | 63.9% |
| 5 | United | 1,142,325 | – | 1,142,325 | 66.1% |
| 6 | Air France | – | 935,563 | 935,563 | 68% |
| 7 | Virgin America | 918,226 | – | 918,226 | 69.8% |
| 8 | Us Airways | 877,083 | – | 877,083 | 71.5% |
| 9 | Virgin Atlantic | – | 689,431 | 689,431 | 72.9% |
| 10 | Emirates Airlines | – | 645,373 | 645,373 | 74.2% |
| 11 | Cathay Pacific | – | 625,754 | 625,754 | 75.4% |
| 12 | Caribbean | – | 603,340 | 603,340 | 76.6% |
| 13 | Lufthansa | – | 515,763 | 515,763 | 77.6% |
| 14 | Alitalia | – | 513,406 | 513,406 | 78.7% |
| 15 | Turkish Air | – | 495,856 | 495,856 | 79.6% |
| 16 | Korean | – | 431,441 | 431,441 | 80.5% |
| 17 | Aeromexico | – | 422,164 | 422,164 | 81.3% |
| 18 | Tam Brazilian Airlines | – | 421,912 | 421,912 | 82.2% |
| 19 | El Al | – | 421,660 | 421,660 | 83% |
| 20 | Aer Lingus | – | 421,006 | 421,006 | 83.8% |
| | @Top 20 | 23,589,152 | 18,690,047 | 42,279,199 | |
| | Total Airport | 23,883,096 | 26,540,669 | 50,423,765 | |

EWR

| RANK | AIRLINE | DOMESTIC PASSENGERS | INTERNATIONAL PASSENGERS | TOTAL PASSENGERS | CUMULATIVE % |
|------|----------------------|---------------------|--------------------------|-------------------|--------------|
| 1 | United | 16,850,771 | 7,701,257 | 24,552,028 | 70.1% |
| 2 | Delta | 1,338,847 | 188,780 | 1,527,627 | 74.5% |
| 3 | JetBlue Airlines | 1,378,608 | – | 1,378,608 | 78.4% |
| 4 | Us Airways | 1,349,425 | – | 1,349,425 | 82.3% |
| 5 | Southwest | 1,203,145 | – | 1,203,145 | 85.7% |
| 6 | American | 1,038,891 | – | 1,038,891 | 88.7% |
| 7 | Lufthansa | – | 529,371 | 529,371 | 90.2% |
| 8 | SAS | – | 477,837 | 477,837 | 91.5% |
| 9 | Air Canada | – | 416,689 | 416,689 | 92.7% |
| 10 | Porter Airlines | – | 352,595 | 352,595 | 93.7% |
| 11 | Virgin America | 340,869 | – | 340,869 | 94.7% |
| 12 | Virgin Atlantic | – | 328,779 | 328,779 | 95.7% |
| 13 | British Air | – | 319,818 | 319,818 | 96.6% |
| 14 | Alaska Airlines | 212,424 | – | 212,424 | 97.2% |
| 15 | Air Portugal | – | 183,874 | 183,874 | 97.7% |
| 16 | Jet Airways | – | 158,210 | 158,210 | 98.2% |
| 17 | Air India | – | 151,124 | 151,124 | 98.6% |
| 18 | El Al | – | 149,927 | 149,927 | 98.6% |
| 19 | Swiss Int'l | – | 145,944 | 145,944 | 99.4% |
| 20 | OpenSkies | – | 90,936 | 90,936 | 99.7% |
| | @Top 20 | 23,712,980 | 11,195,141 | 34,908,121 | |
| | Total Airport | 23,716,837 | 11,299,399 | 35,016,236 | |

Source: Industry, Forecasting & Traffic Statistics, Port Authority of NY & NJ.

LGA

| RANK | AIRLINE | DOMESTIC PASSENGERS | INTERNATIONAL PASSENGERS | TOTAL PASSENGERS | CUMULATIVE % |
|------|----------------------|---------------------|--------------------------|-------------------|--------------|
| 1 | Delta | 10,344,741 | 260,258 | 10,604,999 | 39.7% |
| 2 | American | 4,692,070 | 293,350 | 4,985,420 | 58.3% |
| 3 | Us Airways | 2,733,865 | – | 2,733,865 | 68.6% |
| 4 | United | 2,324,243 | – | 2,324,243 | 77.3% |
| 5 | Southwest | 1,996,108 | – | 1,996,108 | 84.7% |
| 6 | Jetblue Airlines | 1,448,770 | – | 1,448,770 | 90.2% |
| 7 | Spirit | 1,243,408 | – | 1,243,408 | 94.8% |
| 8 | Air Canada | – | 865,845 | 865,845 | 98.1% |
| 9 | Westjet | – | 307,959 | 307,959 | 99.2% |
| 10 | Frontier | 210,734 | – | 210,734 | 100% |
| 11 | Miami Air Int'l | 832 | – | 832 | 100% |
| | @Top 11 | 24,994,771 | 1,727,412 | 26,722,183 | |
| | Total Airport | 24,994,771 | 1,727,412 | 26,722,183 | |

SWF

| RANK | AIRLINE | DOMESTIC PASSENGERS | INTERNATIONAL PASSENGERS | TOTAL PASSENGERS | CUMULATIVE % |
|------|----------------------|---------------------|--------------------------|------------------|--------------|
| 1 | Jetblue Airlines | 152,815 | – | 152,815 | 47.7% |
| 2 | Us Airways | 84,534 | – | 84,534 | 74% |
| 3 | Delta | 78,622 | – | 78,622 | 98.5% |
| 4 | Allegiant Air | 4,711 | – | 4,711 | 100% |
| | @Top 4 | 320,682 | – | 320,682 | |
| | Total Airport | 320,682 | – | 320,682 | |

REGION

| RANK | AIRLINE | DOMESTIC PASSENGERS | INTERNATIONAL PASSENGERS | TOTAL PASSENGERS | CUMULATIVE % |
|------|----------------------|---------------------|--------------------------|--------------------|--------------|
| 1 | United | 20,317,339 | 7,701,257 | 28,018,596 | 24.9% |
| 2 | Delta | 19,006,459 | 4,845,977 | 23,852,436 | 46.1% |
| 3 | Jetblue Airlines | 12,042,362 | 2,641,221 | 14,683,583 | 59.2% |
| 4 | American | 10,076,061 | 3,501,721 | 13,577,782 | 71.2% |
| 5 | Us Airways | 5,044,907 | – | 5,044,907 | 75.7% |
| 6 | Southwest | 3,199,253 | – | 3,199,253 | 78.6% |
| 7 | British Air | – | 1,620,665 | 1,620,665 | 80% |
| 8 | Air Canada | – | 1,363,545 | 1,363,545 | 81.2% |
| 9 | Virgin America | 1,259,095 | – | 1,259,095 | 82.3% |
| 10 | Spirit | 1,243,408 | – | 1,243,408 | 83.4% |
| 11 | Lufthansa | – | 1,045,134 | 1,045,134 | 84.4% |
| 12 | Virgin Atlantic | – | 1,018,210 | 1,018,210 | 85.3% |
| 13 | Air France | – | 935,563 | 935,563 | 86.1% |
| 14 | Emirates Airlines | – | 645,373 | 645,373 | 86.7% |
| 15 | Cathay Pacific | – | 625,754 | 625,754 | 87.2% |
| 16 | Caribbean | – | 603,340 | 603,340 | 87.8% |
| 17 | El Al | – | 571,587 | 571,587 | 88.3% |
| 18 | Swiss Int'l | – | 539,893 | 539,893 | 88.8% |
| 19 | Alitalia | – | 513,406 | 513,406 | 89.2% |
| 20 | Turkish Air | – | 495,856 | 495,856 | 89.7% |
| | @Top 20 | 72,188,884 | 28,668,502 | 100,857,386 | |
| | Total Airport | 72,915,386 | 39,567,480 | 112,482,866 | |

Source: Industry, Forecasting & Traffic Statistics, Port Authority of NY & NJ.

Note: Region totals do not include ACY.

JFK

| TERMINAL BUILDING | DOMESTIC | | INTERNATIONAL | | TOTAL |
|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | INBOUND | OUTBOUND | INBOUND | OUTBOUND | |
| Terminal 1 | – | – | 2,728,463 | 2,692,435 | 5,420,898 |
| Terminal 2 | 1,944,583 | 1,673,812 | 68,703 | 90,680 | 3,777,778 |
| Terminal 3* | 491,957 | 461,513 | 307,791 | 559,098 | 1,820,359 |
| Terminal 4 | 1,741,039 | 1,972,013 | 5,957,221 | 4,470,189 | 14,140,462 |
| Terminal 5 | 4,608,772 | 4,624,899 | 367,942 | 1,495,076 | 11,096,689 |
| Terminal 7 | 843,933 | 843,811 | 1,503,405 | 1,478,496 | 4,669,645 |
| Terminal 8 | 2,357,806 | 2,318,958 | 2,429,099 | 2,392,071 | 9,497,934 |
| Total | 11,988,090 | 11,895,006 | 13,362,624 | 13,178,045 | 50,423,765 |

EWR

| TERMINAL BUILDING | DOMESTIC | | INTERNATIONAL | | TOTAL |
|-------------------|-------------------|-------------------|------------------|------------------|-------------------|
| | INBOUND | OUTBOUND | INBOUND | OUTBOUND | |
| Terminal A | 4,155,059 | 4,139,594 | 434,588 | 482,829 | 9,212,070 |
| Terminal B | 782,061 | 773,847 | 2,888,681 | 1,568,438 | 6,013,027 |
| Terminal C | 6,883,506 | 6,982,770 | 2,320,145 | 3,604,718 | 19,791,139 |
| Total | 11,820,626 | 11,896,211 | 5,643,414 | 5,655,985 | 35,016,236 |

LGA†

| TERMINAL BUILDING | DOMESTIC | | INTERNATIONAL | | TOTAL |
|-------------------------------|-------------------|-------------------|----------------|----------------|-------------------|
| | INBOUND | OUTBOUND | INBOUND | OUTBOUND | |
| Central Terminal Building - B | 5,931,377 | 5,984,788 | 574,834 | 584,361 | 13,075,360 |
| Delta Terminal - D | 2,510,106 | 2,491,495 | 93,236 | 94,812 | 5,189,649 |
| Marine Air Terminal - A | 452,454 | 463,985 | – | – | 916,439 |
| US Airways Terminal - C | 3,568,458 | 3,592,108 | 189,150 | 191,019 | 7,540,735 |
| Total | 12,462,395 | 12,532,376 | 857,220 | 870,192 | 26,722,183 |

SWF

| TERMINAL BUILDING | DOMESTIC | | INTERNATIONAL | | TOTAL |
|-------------------|----------------|----------------|---------------|----------|----------------|
| | INBOUND | OUTBOUND | INBOUND | OUTBOUND | |
| Airline Terminal | 159,280 | 161,402 | – | – | 320,682 |
| Total | 159,280 | 161,402 | – | – | 320,682 |

Note: It is difficult to accurately reflect traffic at passenger terminals with airline tenants whose service to a market group is split between two terminals. This applies primarily to JFK's Delta Terminals 2 & 3 and Terminal 4.

* JFK: Terminal 3 closed May 24, 2013.

† LGA: Delta operates in Terminals A & D and primary in Terminal C.

Source: Forecasting, & Traffic Statistics, Port Authority of NY & NJ.

| YEAR | JFK | LGA | EWR | SWF | REGION | NYC AIRPORTS |
|--|--------------|--------------|--------------|--------------|--------------|--------------|
| Unweighted Base Size | 2,818 | 1,624 | 1,736 | 199 | 6,377 | 4,442 |
| Passenger Type | | | | | | |
| Departing | 65% | 77.9% | 59.8% | 96.5% | 66.5% | 69.5% |
| Connecting | 35% | 22.1% | 40.2% | 3.5% | 33.5% | 30.5% |
| Connecting From Domestic Flight | 16.9% | 20.3% | 19.2% | 0% | 18.4% | 18.1% |
| Connecting From International Flight | 18.1% | 1.8% | 2.1% | 0% | 15.1% | 12.4% |
| Type of Flight | | | | | | |
| Domestic | 40.3% | 91.3% | 65.9% | 100% | 60.6% | 57.9% |
| International | 59.7% | 8.7% | 34.1% | 0% | 39.4% | 42.1% |
| First Trip Through This Terminal | 54.8% | 59.4% | 43.2% | 24.1% | 52.2% | 56.4% |
| First Trip Through This Airport | 29.1% | 45.4% | 28.8% | 23.6% | 32.8% | 34.7% |
| Trip Origin – O&D Passengers | | | | | | |
| Home | 36.4% | 23.7% | 39.2% | 53.1% | 33.7% | 31.4% |
| Hotel | 28.3% | 47% | 24.2% | 7.9% | 32.2% | 35.6% |
| Staying with Friends/Relatives | 22.3% | 15.9% | 19.5% | 20.9% | 19.7% | 19.8% |
| Work | 7.1% | 10.9% | 12.5% | 11.3% | 9.7% | 8.6% |
| School | 2.7% | 0.5% | 2.1% | 2.3% | 1.9% | 1.9% |
| Another Airport | 1.8% | 1% | 0.9% | 0.6% | 1.3% | 1.5% |
| Cruise Ship | 0.9% | 0.5% | 0.6% | 0% | 0.7% | 0.8% |
| Other | 0.5% | 0.5% | 1.1% | 4% | 0.7% | 0.5% |
| Trip Origin Location – O&D Passengers | | | | | | |
| New York | 67.8% | 67.8% | 29% | 83.3% | 56.5% | 67.8% |
| NYC | 56.6% | 60.8% | 25.1% | 4.2% | 48.5% | 58.4% |
| Manhattan | 29.6% | 44.7% | 18.4% | 4.2% | 30.8% | 36% |
| Manhattan - below 14th St. | 4.3% | 3.4% | 4% | 2.8% | 3.9% | 3.9% |
| Manhattan - 14th - 96th St. | 19.8% | 37.6% | 13.5% | 1.4% | 23.2% | 27.4% |
| Manhattan - above 96th St. | 5.5% | 3.6% | 0.9% | 0% | 3.6% | 4.7% |
| Bronx | 3.7% | 2.2% | 0.9% | 0% | 2.4% | 3.1% |
| Brooklyn | 11.6% | 6.7% | 2.6% | 0% | 7.5% | 9.5% |
| Queens | 10.5% | 6.8% | 2.1% | 0% | 6.9% | 8.9% |
| Staten Island | 1.2% | 0.4% | 1.1% | 0% | 0.9% | 0.8% |
| Nassau | 3.9% | 1.7% | 0.1% | 0% | 2.1% | 3% |
| Westchester | 2.4% | 2.2% | 0.7% | 4.9% | 1.9% | 2.3% |
| Suffolk | 2.2% | 1.5% | 0.1% | 0% | 1.4% | 2% |
| Dutchess | 0.4% | 0.2% | 0.2% | 22.2% | 0.3% | 0.3% |
| Albany | 0.3% | 0.1% | 0.2% | 1.4% | 0.2% | 0.2% |
| Orange | 0.3% | 0.1% | 0.6% | 26.4% | 0.4% | 0.2% |
| Tompkins | 0.2% | 0% | 0.2% | 0% | 0.2% | 0.1% |
| Delaware | 0.1% | 0% | 0.4% | 0% | 0.2% | 0.1% |
| Putnam | 0.1% | 0.4% | 0.3% | 0.7% | 0.3% | 0.2% |
| Chemung | 0.1% | 0% | 0% | 0% | 0% | 0.1% |
| Rockland | 0.1% | 0.1% | 0.4% | 3.5% | 0.2% | 0.1% |
| Ulster | 0.1% | 0% | 0.2% | 12.5% | 0.1% | 0.1% |
| Saratoga | 0.1% | 0% | 0.1% | 0% | 0.1% | 0.1% |
| Erie | 0.1% | 0.1% | 0% | 0% | 0.1% | 0.1% |
| Sullivan | 0% | 0.1% | 0% | 4.9% | 0% | 0% |
| Monroe | 0.1% | 0.1% | 0% | 0.7% | 0% | 0.1% |
| Essex | 0.1% | 0% | 0% | 0.7% | 0% | 0% |
| Yates | 0% | 0.1% | 0% | 0.7% | 0% | 0% |
| Oneida | 0% | 0% | 0% | 0.7% | 0% | 0% |
| Niagara | 0% | 0% | 0.2% | 0% | 0% | 0% |
| Other Upstate NY | 0.6% | 0.3% | 0.2% | 0% | 0.4% | 0.4% |

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

2.6.1
continued

PASSENGER DEMOGRAPHICS
Profile of Departing Passengers

| YEAR | JFK | LGA | EWR | SWF | REGION | NYC AIRPORTS |
|--|-------------|-------------|--------------|-------------|--------------|--------------|
| Trip Origin Location – O&D Passengers | | | | | | |
| New Jersey | 4.7% | 1.4% | 42.5% | 1.4% | 14.8% | 3.3% |
| Essex | 0.4% | 0.1% | 7.3% | 0% | 2.3% | 0.3% |
| Bergen | 0.9% | 0.3% | 4.6% | 1.4% | 1.8% | 0.6% |
| Monmouth | 0.2% | 0.1% | 4.5% | 0% | 1.4% | 0.1% |
| Middlesex | 0.9% | 0.1% | 4.4% | 0% | 1.7% | 0.5% |
| Hudson | 0.3% | 0.1% | 4.1% | 0% | 1.4% | 0.2% |
| Union | 0.2% | 0% | 3.1% | 0% | 1% | 0.1% |
| Morris | 0.3% | 0.1% | 2.9% | 0% | 1% | 0.2% |
| Somerset | 0.2% | 0% | 2.6% | 0% | 0.9% | 0.1% |
| Mercer | 0% | 0.1% | 2.6% | 0% | 0.8% | 0.1% |
| Passaic | 0.4% | 0.3% | 2.2% | 0% | 0.9% | 0.3% |
| Ocean | 0% | 0% | 1.2% | 0% | 0.4% | 0% |
| Hunterdon | 0% | 0% | 0.9% | 0% | 0.3% | 0% |
| Sussex | 0% | 0% | 0.5% | 0% | 0.2% | 0% |
| Camden | 0.3% | 0.1% | 0.5% | 0% | 0.3% | 0.2% |
| Warren | 0.2% | 0% | 0.4% | 0% | 0.2% | 0.1% |
| Atlantic | 0.2% | 0% | 0.3% | 0% | 0.2% | 0.1% |
| Burlington | 0.1% | 0.1% | 0.2% | 0% | 0.1% | 0.1% |
| Gloucester | 0.1% | 0% | 0.1% | 0% | 0.1% | 0% |
| Cape May | 0.1% | 0% | 0.1% | 0% | 0.1% | 0% |
| Pennsylvania | 1.8% | 0.1% | 5.3% | 0.7% | 2.3% | 1.1% |
| Northampton | 0% | 0% | 1.3% | 0% | 0.4% | 0% |
| Philadelphia | 0.4% | 0% | 1.2% | 0% | 0.5% | 0.2% |
| Bucks | 0% | 0% | 0.5% | 0% | 0.2% | 0% |
| Lehigh | 0.2% | 0% | 0.5% | 0% | 0.2% | 0.1% |
| Pike | 0% | 0% | 0.3% | 0.7% | 0.1% | 0% |
| Lackawanna | 0% | 0% | 0.2% | 0% | 0.1% | 0% |
| Berks | 0% | 0% | 0.2% | 0% | 0.1% | 0% |
| Susquehanna | 0% | 0% | 0.2% | 0% | 0% | 0% |
| Dauphin | 0.2% | 0% | 0.1% | 0% | 0.1% | 0.1% |
| Wayne | 0% | 0% | 0.1% | 0% | 0% | 0% |
| Somerset | 0% | 0% | 0.1% | 0% | 0% | 0% |
| Montgomery | 0.2% | 0% | 0.1% | 0% | 0.1% | 0.1% |
| Lancaster | 0.1% | 0% | 0.1% | 0% | 0.1% | 0% |
| Fayette | 0% | 0% | 0.1% | 0% | 0% | 0% |
| Allegheny | 0.2% | 0.1% | 0% | 0% | 0.1% | 0.2% |
| Other PA | 0.5% | 0% | 0.2% | 0% | 0.3% | 0.3% |
| Connecticut | 2.7% | 3.3% | 1.4% | 4% | 2.6% | 2.9% |
| Fairfield | 1.3% | 2% | 0.8% | 0% | 1.3% | 1.6% |
| New Haven | 1.2% | 0.6% | 0.3% | 0% | 0.7% | 0.9% |
| Hartford | 0.5% | 0.2% | 0% | 0% | 0.3% | 0.4% |
| Litchfield | 0.2% | 0.2% | 0% | 0% | 0.1% | 0.2% |
| Tolland | 0.1% | 0% | 0% | 0% | 0% | 0% |
| Other CT | 0% | 0% | 0% | 0% | 0% | 0% |
| Other US | 22.4% | 27.8% | 22.1% | 14.6% | 23.9% | 24.7% |
| Other NJ | 0.4% | 0% | 1.8% | 1% | 0.7% | 0.2% |
| Connecticut | 1.6% | 1.5% | 0.6% | 2.5% | 1.3% | 1.6% |
| Pennsylvania | 1.1% | 1.1% | 3.1% | 6.4% | 1.8% | 1.1% |
| Other US | 44% | 46% | 42.4% | 28.2% | 43.9% | 44.7% |
| Outside U.S. | 27.2% | 10.5% | 31.8% | 0% | 24.5% | 21.3% |

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

2.6.1
continued

PASSENGER DEMOGRAPHICS
Profile of Departing Passengers

| YEAR | JFK | LGA | EWR | SWF | REGION | NYC AIRPORTS |
|---|--------------|--------------|--------------|--------------|--------------|--------------|
| Trip Purpose - All Passengers | | | | | | |
| Leisure/Vacation/Visiting | 70.4% | 65.2% | 59.3% | 55.1% | 65.6% | 68.6% |
| Business | 10.1% | 23.9% | 17.8% | 23% | 15.8% | 14.9% |
| Both Business/Non-Business | 7.9% | 5% | 6% | 9.6% | 6.6% | 6.9% |
| School-related | 5.8% | 2.4% | 6.7% | 1.1% | 5.3% | 4.6% |
| Illness/Bereavement | 2.2% | 1.7% | 1.4% | 3.7% | 1.8% | 2% |
| Moving/Relocation | 2.8% | 0.6% | 2% | 1.6% | 2% | 2% |
| Other | 0.8% | 1.2% | 6.7% | 5.9% | 2.8% | 1% |
| Any Business (Net) | 18% | 28.9% | 23.8% | 32.6% | 22.4% | 21.8% |
| Leisure/Personal Only (Net) | 82% | 71.1% | 76.2% | 67.4% | 77.6% | 78.2% |
| Avg. Number of Nights Stayed Locally – Visitors | 8.2 | 4.5 | 6.7 | 4.8 | 6.6 | 6.5 |
| Avg. Number of Nights Away – O&D Residents | 20.6 | 6.8 | 18.3 | 6.3 | 17.1 | 16.6 |
| Check-in Location - O&D Passengers | | | | | | |
| Main check-in counter | 51.5% | 41.2% | 41.5% | 50.5% | 45.8% | 47.5% |
| Self check-in kiosk | 26.5% | 31.5% | 30.1% | 18.6% | 28.9% | 28.4% |
| Printed boarding pass before coming to airport | 13.7% | 14.1% | 15.4% | 30.9% | 14.3% | 13.8% |
| Downloaded boarding pass on web-enabled cell phone | 2.9% | 6.4% | 9.5% | 0% | 5.7% | 4.3% |
| Curbside | 5.5% | 6.8% | 3.5% | 0% | 5.3% | 6% |
| Avg. Dwell Time: Local O&D (in mins.) | 144 | 92 | 121 | 92 | 123 | 124 |
| Avg. Post Security Dwell Time O&D (in mins.) | 100 | 74 | 91 | 80 | 90 | 90 |
| Avg. Layover for Connectors (in mins.) | 180 | 81 | 185 | 163 | 166 | 155 |
| PreCheck/Registered Traveler Member | 7.5% | 13.1% | 16.1% | 3.8% | 11.9% | 9.7% |
| Global U.S. Entry Member | 6.1% | 12.4% | 9.3% | 0% | 8.8% | 8.6% |
| Food-Beverage Purchase | | | | | | |
| Bought Food/Beverage | 66% | 44.5% | 65.7% | 47.7% | 60.8% | 58.6% |
| Pre-security | 6.1% | 5.5% | 6.5% | 15.4% | 6.1% | 5.9% |
| Post security | 61.1% | 39.9% | 60% | 33.8% | 55.7% | 53.7% |
| Food-Beverage Purchase Motivation/Spend | | | | | | |
| Impromptu purchase | 56.6% | 39.3% | 52.2% | 61.4% | 52.3% | 52.3% |
| Planned purchase in advance | 31.5% | 44.4% | 38.8% | 27.3% | 36.1% | 34.7% |
| Bought an item to consume on plane | 16.3% | 22.7% | 13.9% | 27.3% | 16.5% | 17.8% |
| Avg. \$ Spent | \$19.45 | \$14.41 | \$16.63 | \$13.02 | \$17.66 | \$18.17 |
| Unweighted Base Size | 1,856 | 708 | 1,106 | 95 | 3,765 | 2,564 |
| Retail Item Purchase | | | | | | |
| Bought Retail Item | 17.9% | 8.6% | 14.8% | 17.6% | 14.7% | 14.7% |
| Pre-security | 1.5% | 1.2% | 2.4% | 4.6% | 1.7% | 1.4% |
| Post security | 16.7% | 7.4% | 12.5% | 13.8% | 13.2% | 13.5% |
| Retail Purchase Motivation/Spend | | | | | | |
| Impromptu purchase | 43.4% | 33.9% | 41.1% | 28.6% | 41.3% | 41.5% |
| Planned purchase in advance | 23.3% | 22.4% | 30.3% | 8.6% | 25.3% | 23.1% |
| Bought something forgot to pack | 7.2% | 2.5% | 5.8% | 2.9% | 6.1% | 6.2% |
| Avg. \$ Spent | \$52.88 | \$22.33 | \$48.52 | \$18.36 | \$47.85 | \$47.65 |
| Unweighted Base Size | 503 | 136 | 280 | 35 | 954 | 639 |

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

2.6.1
continued

PASSENGER DEMOGRAPHICS
Profile of Departing Passengers

| YEAR | JFK | LGA | EWR | SWF | REGION | NYC AIRPORTS |
|--|--------------|--------------|-------------|--------------|--------------|--------------|
| Avg. Number of Bags Checked | 2.2 | 1.0 | 1.7 | 1.5 | 1.7 | 1.8 |
| Avg. Travel Party Size | 3.0 | 2.0 | 2.3 | 2.2 | 2.5 | 2.7 |
| Kids under 18 in party | 5.2% | 1.9% | 2.1% | 7.7% | 3.5% | 4.1% |
| Accompanied By Wellwisher | 9.7% | 4.8% | 7.4% | 20.3% | 7.8% | 8% |
| Used Mobile App in Terminal | 7.6% | 7% | 7.4% | 8.2% | 7.4% | 7.4% |
| Visited Restroom | 69.4% | 59.3% | 71.3% | 67.5% | 67.6% | 65.9% |
| Requested Special Assistance | 2.8% | 2.3% | 3.5% | 3.4% | 2.9% | 2.7% |
| Wheelchair | 2.1% | 1.6% | 2.5% | 3.4% | 2.1% | 2% |
| Motorized Golf Cart | 0.8% | 1.1% | 1.3% | 0% | 1% | 0.9% |
| Avg. Number Past 12 Mos. Round Trips through LGA | 0.4 | 2.9 | 0.4 | 0.5 | 1.0 | 1.3 |
| Avg. Number Past 12 Mos. Round Trips through JFK | 1.8 | 0.6 | 0.5 | 0.3 | 1.1 | 1.4 |
| Avg. Number Past 12 Mos. Round Trips through EWR | 0.3 | 0.2 | 2.5 | 0.4 | 0.9 | 0.2 |
| Avg. Number Past 12 Mos. Round Trips through SWF | 0.1 | 0.0 | 0.1 | 1.9 | 0.1 | 0.1 |
| Primary Residence | | | | | | |
| United States | 61.6% | 90.6% | 70% | 97.3% | 71.2% | 71.7% |
| New York | 22.6% | 20.6% | 7% | 56.1% | 17.3% | 21.9% |
| NYC | 15.7% | 13.4% | 4.1% | 6.1% | 11.5% | 14.9% |
| Manhattan | 5.3% | 6.3% | 1.8% | 5.4% | 4.5% | 5.7% |
| Manhattan – below 14th St. | 1% | 0.9% | 0.5% | 2.7% | 0.8% | 1% |
| Manhattan – 14th - 96th St. | 2.2% | 4.2% | 1.2% | 2% | 2.3% | 2.9% |
| Manhattan – above 96th St. | 2.1% | 1.3% | 0.1% | 0.7% | 1.3% | 1.9% |
| Bronx | 1.7% | 1.2% | 0.4% | 0% | 1.2% | 1.5% |
| Brooklyn | 4.2% | 2.6% | 1.1% | 0% | 2.9% | 3.7% |
| Queens | 3.9% | 3% | 0.4% | 0.7% | 2.6% | 3.6% |
| Staten Island | 0.5% | 0.2% | 0.4% | 0% | 0.4% | 0.4% |
| Nassau | 1.6% | 1% | 0% | 0% | 1% | 1.4% |
| Erie | 1% | 0.9% | 0.3% | 0% | 0.7% | 1% |
| Westchester | 0.9% | 1.7% | 0.3% | 3.4% | 0.9% | 1.2% |
| Suffolk | 0.9% | 1% | 0% | 0% | 0.6% | 0.9% |
| Monroe | 0.6% | 0.4% | 0.4% | 0.7% | 0.5% | 0.5% |
| Onondaga | 0.2% | 0.2% | 0.2% | 0% | 0.2% | 0.2% |
| Albany | 0.2% | 0% | 0.2% | 0% | 0.2% | 0.1% |
| Niagara | 0.2% | 0% | 0% | 0% | 0.1% | 0.1% |
| Dutchess | 0.2% | 0.2% | 0% | 14.9% | 0.1% | 0.2% |
| Tompkins | 0.2% | 0.1% | 0.2% | 0% | 0.1% | 0.1% |
| Cortland | 0.1% | 0% | 0% | 0% | 0.1% | 0.1% |
| Orange | 0.1% | 0% | 0.1% | 16.2% | 0.1% | 0.1% |
| Jefferson | 0.1% | 0% | 0.1% | 0% | 0.1% | 0.1% |
| Putnam | 0.1% | 0.4% | 0.2% | 0.7% | 0.2% | 0.2% |
| Rockland | 0.1% | 0.2% | 0.2% | 1.4% | 0.1% | 0.1% |
| Ulster | 0% | 0.1% | 0.1% | 9.5% | 0.1% | 0.1% |
| Sullivan | 0% | 0.1% | 0% | 2.7% | 0% | 0% |
| Montgomery | 0% | 0% | 0% | 0.7% | 0% | 0% |
| Other NY | 0.5% | 0.6% | 0.8% | 0% | 0.6% | 0.6% |
| Mercer | 0% | 0% | 0.6% | 0% | 0.2% | 0% |
| Passaic | 0% | 0.1% | 0.4% | 0% | 0.1% | 0% |
| Ocean | 0.1% | 0% | 0.3% | 0% | 0.2% | 0.1% |
| Hunterdon | 0% | 0% | 0.4% | 0% | 0.1% | 0% |
| Other NJ | 0.4% | 0% | 1.8% | 1% | 0.7% | 0.2% |
| Connecticut | 1.6% | 1.5% | 0.6% | 2.5% | 1.3% | 1.6% |
| Pennsylvania | 1.1% | 1.1% | 3.1% | 6.4% | 1.8% | 1.1% |
| Other US | 44% | 46% | 42.4% | 28.2% | 43.9% | 44.7% |
| Outside U.S. | 27.2% | 10.5% | 31.8% | 0% | 24.5% | 21.3% |

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

2.6.1
continued

PASSENGER DEMOGRAPHICS
Profile of Departing Passengers

| YEAR | JFK | LGA | EWR | SWF | REGION | NYC AIRPORTS |
|--------------------------|-------------|-------------|--------------|-------------|-------------|--------------|
| Primary Residence | | | | | | |
| New Jersey | 2.4% | 1% | 16.8% | 1.4% | 6.6% | 1.9% |
| Essex | 0.1% | 0.1% | 2.5% | 0% | 0.9% | 0.1% |
| Middlesex | 0.4% | 0.2% | 2.3% | 0% | 1% | 0.3% |
| Bergen | 0.6% | 0.1% | 2% | 0.7% | 0.9% | 0.4% |
| Hudson | 0.2% | 0.2% | 1.7% | 0% | 0.7% | 0.2% |
| Monmouth | 0.1% | 0.1% | 1.6% | 0% | 0.5% | 0.1% |
| Union | 0.1% | 0% | 1.3% | 0% | 0.4% | 0.1% |
| Passaic | 0.1% | 0.2% | 1.1% | 0% | 0.5% | 0.1% |
| Morris | 0.1% | 0.1% | 1.1% | 0% | 0.4% | 0.1% |
| Somerset | 0.1% | 0% | 0.9% | 0% | 0.4% | 0.1% |
| Mercer | 0% | 0.1% | 0.6% | 0% | 0.2% | 0% |
| Ocean | 0% | 0% | 0.5% | 0% | 0.1% | 0% |
| Hunterdon | 0% | 0% | 0.4% | 0% | 0.1% | 0% |
| Camden | 0.1% | 0% | 0.3% | 0.7% | 0.1% | 0.1% |
| Atlantic | 0.1% | 0% | 0.2% | 0% | 0.1% | 0.1% |
| Sussex | 0.1% | 0% | 0.1% | 0% | 0.1% | 0.1% |
| Burlington | 0.1% | 0% | 0.1% | 0% | 0.1% | 0.1% |
| Cape May | 0% | 0% | 0.1% | 0% | 0% | 0% |
| Warren | 0.1% | 0% | 0% | 0% | 0.1% | 0.1% |
| Other NJ | 0.1% | 0% | 0% | 0% | 0% | 0% |
| Connecticut | 1.4% | 1.9% | 0.7% | 0% | 1.3% | 1.5% |
| Fairfield | 0.5% | 1.1% | 0.2% | 0% | 0.6% | 0.7% |
| New Haven | 0.4% | 0.5% | 0.2% | 0% | 0.4% | 0.4% |
| Other CT | 0.4% | 0.3% | 0.2% | 0% | 0.3% | 0.4% |
| Pennsylvania | 1.7% | 2.8% | 3.1% | 2.7% | 2.4% | 2.1% |
| Northampton | 0% | 0% | 0.5% | 0% | 0.2% | 0% |
| Philadelphia | 0.3% | 0.9% | 0.4% | 0.7% | 0.5% | 0.5% |
| Pike | 0% | 0% | 0.1% | 0.7% | 0% | 0% |
| Chester | 0% | 0% | 0% | 0.7% | 0% | 0% |
| Delaware | 0% | 0% | 0% | 0.7% | 0% | 0% |
| Other PA | 1.4% | 1.9% | 2.1% | 0% | 1.7% | 1.5% |
| Other US | 33.4% | 64.3% | 42% | 36.5% | 43.4% | 44.1% |
| Outside U.S. | 38.4% | 9.4% | 30% | 2.7% | 28.8% | 28.3% |

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

2.6.1
continued

PASSENGER DEMOGRAPHICS
Profile of Departing Passengers

| YEAR | JFK | LGA | EWR | SWF | REGION | NYC AIRPORTS |
|---|-----------|-----------|-----------|-----------|-----------|--------------|
| Primary Residence Outside US | | | | | | |
| Other North America | 2.1% | 6% | 4.7% | 0% | 3.8% | 3.5% |
| Caribbean | 2% | 0% | 0.8% | 0.7% | 1.1% | 1.3% |
| Central America | 1.3% | 0.1% | 0.5% | 0% | 0.8% | 0.9% |
| South America | 2.5% | 0.2% | 1.3% | 0.7% | 1.6% | 1.7% |
| Europe | 17.7% | 1.1% | 16.6% | 0% | 13.3% | 11.9% |
| Middle East | 1.3% | 0.1% | 0.5% | 0% | 0.8% | 0.9% |
| Africa | 1.1% | 0% | 0.1% | 0% | 0.5% | 0.7% |
| Asia | 6.9% | 1% | 4.3% | 0% | 4.6% | 4.8% |
| Oceania | 1.6% | 0.4% | 0.7% | 1.4% | 1.1% | 1.2% |
| Gender | | | | | | |
| Male | 46.3% | 52.4% | 50.4% | 43.2% | 49% | 48.4% |
| Female | 53.7% | 47.6% | 49.6% | 56.8% | 51% | 51.6% |
| Age | | | | | | |
| 18-24 | 23.5% | 15.1% | 26.2% | 9.1% | 22.8% | 21.3% |
| 25-34 | 33.4% | 36.9% | 38.1% | 18.2% | 35.5% | 34.3% |
| 35-44 | 19.8% | 16.8% | 13.9% | 20% | 17.4% | 19% |
| 45-54 | 14.4% | 15.1% | 11.4% | 17% | 13.6% | 14.6% |
| 55-64 | 7.2% | 11.8% | 6.4% | 16.4% | 7.8% | 8.4% |
| 65-74 | 1.4% | 3.4% | 3.4% | 13.9% | 2.4% | 1.9% |
| 75+ | 0.3% | 0.8% | 0.6% | 5.5% | 0.5% | 0.4% |
| Mean age | 35.1 | 38.5 | 34.6 | 47.4 | 35.6 | 36.0 |
| Annual Household Income | | | | | | |
| Under \$25,000 | 14.9% | 3.8% | 17.7% | 4% | 12.6% | 10.6% |
| \$25,000 - \$29,999 | 5.8% | 1.9% | 4.9% | 2% | 4.5% | 4.3% |
| \$30,000 - \$39,999 | 6.8% | 4% | 6.8% | 7.1% | 6% | 5.7% |
| \$40,000 - \$49,999 | 8.1% | 6.9% | 6.1% | 6.1% | 7.2% | 7.6% |
| \$50,000 - \$59,999 | 8.7% | 8.1% | 7.2% | 8.1% | 8.1% | 8.5% |
| \$60,000 - \$69,999 | 8.3% | 10.8% | 5.2% | 3% | 8.1% | 9.3% |
| \$70,000 - \$79,999 | 6.9% | 11.6% | 6.1% | 6.1% | 8% | 8.7% |
| \$80,000 - \$89,999 | 5.6% | 11.5% | 7.3% | 10.1% | 7.7% | 7.9% |
| \$90,000 - \$99,999 | 4.5% | 9.4% | 5.4% | 5.1% | 6.1% | 6.4% |
| \$100,000 - \$124,999 | 10.7% | 10% | 9.6% | 11.1% | 10.2% | 10.4% |
| \$125,000 - \$149,999 | 4.3% | 5.2% | 6.5% | 9.1% | 5.2% | 4.7% |
| \$150,000 - \$174,999 | 4.2% | 3.3% | 4.9% | 8.1% | 4.2% | 3.8% |
| \$175,000 - \$199,999 | 2% | 2.6% | 2.1% | 12.1% | 2.2% | 2.2% |
| \$200,000 - \$249,999 | 3.9% | 3% | 3.6% | 2% | 3.6% | 3.6% |
| \$250,000 - \$299,999 | 1.8% | 2.1% | 2.2% | 4% | 2% | 1.9% |
| \$300,000 or more | 3.5% | 5.9% | 4.3% | 2% | 4.4% | 4.4% |
| Mean income (in \$000's) | \$86.4 | \$103.3 | \$90.7 | \$113.2 | \$92.3 | \$92.9 |
| Main Modal Airport Access – O&D Passengers | | | | | | |
| Personal Car | 31.3% | 25.2% | 42.5% | 81% | 33% | 29% |
| Passenger in Car and Dropped Off at Airport | 24.7% | 18.7% | 34.5% | 47.6% | 25.9% | 22.4% |
| Drove Your Own Car | 5.5% | 5.5% | 7.4% | 22.2% | 6.1% | 5.5% |
| Passenger in Car Parked at Airport | 1.2% | 1% | .7% | 11.1% | 1% | 1.1% |
| Drove Rental Car | 2.9% | 3.2% | 9% | 15.3% | 4.7% | 3% |
| Taxicab | 27.3% | 44% | 12.9% | 1.1% | 27.7% | 33.8% |
| Limousine | 9.6% | 16.6% | 10.6% | 1.1% | 11.8% | 12.3% |
| Super Shuttle/Shared Ride Van | 5.8% | 2.9% | 3.9% | .5% | 4.4% | 4.7% |
| Rail/Train/Subway | 14.5% | .9% | 12.2% | 0% | 10% | 9.2% |
| Bus | 5.7% | 6% | 5.5% | 0% | 5.7% | 5.8% |
| Hotel/Motel/Van | 2.3% | 1% | 2.8% | 1.1% | 2.1% | 1.8% |
| Off-Airport Parking Shuttle | .4% | .4% | .5% | 0% | .5% | .4% |
| Avg. O&D Pax Travel Time to Airport (in mins.) | 62 | 41 | 50 | 41 | 53 | 54 |

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

| TO DENVER, CO | | | | TO DETROIT, MI | | | | TO FT. LAUDERDALE, FL | | | | TO GREENSBORO/WIN-SALEM, NC | | | | TO HOUSTON, TX | | | | From INDIANAPOLIS, IN | | | | From KANSAS CITY, MO | | | | | | | |
|----------------|--------|--------|--------|----------------|------------------|------------------|--------|-----------------------|-------|--------|-------------------------|-----------------------------|--------|--------|--------|----------------|--------|--------|--------|-----------------------|--------|--------|--------|----------------------|-------|--------|--------|-------|-------|--------|--------|
| Freq | Leave | Arrive | Flight | Freq | Leave | Arrive | Flight | Freq | Leave | Arrive | Flight | Freq | Leave | Arrive | Flight | Freq | Leave | Arrive | Flight | Freq | Leave | Arrive | Flight | Freq | Leave | Arrive | Flight | Freq | Leave | Arrive | Flight |
| 100A | 2:25P | WN | 284 | 073W | X26 | 6:30P | E | 8:35P | X6 | 6:25P | L | 9:30P | X67 | 7:07A | E | 9:15A | X6 | 12:55P | 3:40P | HWN | X6 | 11:59A | 2:10P | DL | X6 | 6:55A | 10:45P | LDL | | | |
| 100L | 2:25P | WN | 482 | 073W | X6 | 7:56P | L | 9:55P | X6 | 6:30P | E | 9:40P | X67 | 8:15A | L | 10:00A | X6 | 1:45P | 4:30P | H8 | X6 | 12:09P | 2:15P | DL | X6 | 6:55A | 10:45P | LDL | | | |
| 25P | 1:49P | F8 | 941 | 072E | X6 | 9:10P | L | 10:55P | X6 | 6:30P | E | 9:40P | X67 | 8:28A | L | 10:00A | X6 | 1:50P | 5:04P | UA | X6 | 12:10P | 2:15P | DL | X6 | 6:55A | 10:45P | LDL | | | |
| 50P | 5:12P | UA | 1107 | 073W | X6 | 9:20P | E | 11:21P | X6 | 6:30P | E | 9:40P | X67 | 8:35A | L | 10:00A | X6 | 1:55P | 5:15P | HWN | X6 | 1:00P | 3:15P | DL | X6 | 6:55A | 10:45P | LDL | | | |
| 100L | 5:25P | WN | 1839 | 073W | From DETROIT, MI | M = Metropolitan | X67 | 6:06P | M | 7:38P | From FT. LAUDERDALE, FL | X6 | 8:25P | J | 11:40P | X67 | 8:55A | L | 10:00A | X6 | 1:00P | 3:25P | UA | X6 | 6:27P | 8:15P | DL | | | | |
| 09P | 5:31P | UA | 745 | 075E | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:00A | L | 10:00A | X6 | 1:05P | 3:30P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 45P | 6:05P | WN | 3580 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:05A | L | 10:00A | X6 | 1:10P | 3:35P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 100L | 6:44P | UA | 269 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:10A | L | 10:00A | X6 | 1:15P | 3:40P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 19P | 6:39P | UA | 485 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:15A | L | 10:00A | X6 | 1:20P | 3:45P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 45P | 7:20P | DL | 884 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:20A | L | 10:00A | X6 | 1:25P | 3:50P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 15P | 7:37P | UA | 509 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:25A | L | 10:00A | X6 | 1:30P | 3:55P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 30P | 7:52P | F8 | 937 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:30A | L | 10:00A | X6 | 1:35P | 4:00P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 34P | 7:52P | UA | 1064 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:35A | L | 10:00A | X6 | 1:40P | 4:05P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 35P | 8:00P | WN | 209 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:40A | L | 10:00A | X6 | 1:45P | 4:10P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 05P | 8:28P | UA | 1139 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:45A | L | 10:00A | X6 | 1:50P | 4:15P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 05P | 9:31P | DL | 2454 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:50A | L | 10:00A | X6 | 1:55P | 4:20P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 05P | 9:31P | BB | 97 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 9:55A | L | 10:00A | X6 | 2:00P | 4:25P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 59A | 6:34P | J | B6 | 86 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:00A | L | 10:00A | X6 | 2:05P | 4:30P | UA | X6 | 6:27P | 8:15P | DL | | |
| 100L | 12:35P | LF | 506 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:05A | L | 10:00A | X6 | 2:10P | 4:35P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 15A | 4:18P | LS | 2068 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:10A | L | 10:00A | X6 | 2:15P | 4:40P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 17A | 1:50P | UA | 368 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:15A | L | 10:00A | X6 | 2:20P | 4:45P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 17A | 2:00P | UA | 395 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:20A | L | 10:00A | X6 | 2:25P | 4:50P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 10A | 2:55P | WN | 3128 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:25A | L | 10:00A | X6 | 2:30P | 4:55P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 30P | 4:10P | LS | 310 | 075E | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:30A | L | 10:00A | X6 | 2:35P | 5:00P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 30P | 4:14P | DL | 928 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:35A | L | 10:00A | X6 | 2:40P | 5:05P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 35P | 4:20P | WN | 2988 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:40A | L | 10:00A | X6 | 2:45P | 5:10P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 40P | 4:30P | LF | 510 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:45A | L | 10:00A | X6 | 2:50P | 5:15P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 50P | 5:02P | UA | 1086 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:50A | L | 10:00A | X6 | 2:55P | 5:20P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 40A | 5:05P | DL | 1312 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 10:55A | L | 10:00A | X6 | 3:00P | 5:25P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 55A | 5:25P | EW | 318 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:00A | L | 10:00A | X6 | 3:05P | 5:30P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 35P | 6:02P | UA | 1643 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:05A | L | 10:00A | X6 | 3:10P | 5:35P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 40P | 6:29P | LK | 630 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:10A | L | 10:00A | X6 | 3:15P | 5:40P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 03P | 9:17P | UA | 502 | 075E | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:15A | L | 10:00A | X6 | 3:20P | 5:45P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 40P | 8:20P | UA | 776 | 075E | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:20A | L | 10:00A | X6 | 3:25P | 5:50P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 40P | 8:30P | LWN | 2258 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:25A | L | 10:00A | X6 | 3:30P | 5:55P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 38P | 9:20P | DL | 1784 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:30A | L | 10:00A | X6 | 3:35P | 6:00P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 45P | 9:27P | UA | 406 | 075E | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:35A | L | 10:00A | X6 | 3:40P | 6:05P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 50P | 9:25P | WN | 2261 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:40A | L | 10:00A | X6 | 3:45P | 6:10P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 57P | 9:37P | UA | 454 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:45A | L | 10:00A | X6 | 3:50P | 6:15P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 20P | 9:55P | EW | 2178 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:50A | L | 10:00A | X6 | 3:55P | 6:20P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 10P | 10:38P | EW | 2460 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 11:55A | L | 10:00A | X6 | 4:00P | 6:25P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 31P | 11:11P | UA | 469 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 12:00A | L | 10:00A | X6 | 4:05P | 6:30P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 50P | 11:23P | UA | 671 | 075E | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 12:05A | L | 10:00A | X6 | 4:10P | 6:35P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 5 MOINES, IA | 0A | 4412 | E | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 12:10A | L | 10:00A | X6 | 4:15P | 6:40P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 26A | 12:21P | UA | 3446 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 12:15A | L | 10:00A | X6 | 4:20P | 6:45P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 15P | 10:30P | WN | 891 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 12:20A | L | 10:00A | X6 | 4:25P | 6:50P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 07P | 10:02P | UA | 594 | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 12:25A | L | 10:00A | X6 | 4:30P | 6:55P | UA | X6 | 6:27P | 8:15P | DL | | | |
| DES MOINES, IA | 0A | 4151 | E | 073W | X67 | 6:06P | M | 7:42P | X6 | 8:30P | E | 11:40P | X6 | 8:25P | J | 11:40P | X67 | 12:30A | L | 10:00A | X6 | 4:35P | 7:00P | UA | X6 | 6:27P | 8:15P | DL | | | |
| 40A | 11:45A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2013

| RANK | AIRPORT | CARGO (SHORT TONS) | % CHANGE 2012-13 |
|------|--|--------------------|------------------|
| 1 | Memphis International Airport | 4,560,835 | 3.0 |
| 2 | Ted Stevens Anchorage International Airport | 2,665,959 | -1.8 |
| 3 | Louisville International Airport | 2,442,562 | 2.2 |
| 4 | Miami International Airport | 2,143,793 | 0.8 |
| 5 | Los Angeles International Airport | 1,922,348 | -1.4 |
| 6 | O'Hare International Airport | 1,683,781 | 0.4 |
| 7 | John F. Kennedy International Airport | 1,420,419 | 0.9 |
| 8 | Indianapolis International Airport | 1,093,331 | 6.4 |
| 9 | Newark Liberty International Airport | 717,099 | -12.8 |
| 10 | Hartsfield-Jackson Atlanta International Airport | 680,844 | -5.7 |
| 11 | Cincinnati/Northern Kentucky International Airport | 655,280 | 9.3 |
| 12 | Dallas/Ft Worth International Airport | 649,549 | -2.3 |
| 13 | Oakland International Airport | 555,417 | 1.0 |
| 14 | George Bush Intercontinental Airport | 469,960 | -2.7 |
| 15 | LA/Ontario International Airport | 461,454 | 1.3 |
| 16 | Philadelphia International Airport | 418,994 | -2.3 |
| 17 | San Francisco International Airport | 400,975 | -4.5 |
| 18 | Seattle-Tacoma International Airport | 323,176 | 3.3 |
| 19 | Sky Harbor International Airport | 305,319 | -2.1 |
| 20 | Washington Dulles International Airport | 278,287 | -5.8 |
| 21 | Logan International Airport | 277,739 | 1.5 |
| 22 | Denver International Airport | 249,400 | -4.4 |
| 23 | Detroit Metropolitan Wayne County Airport | 236,507 | -2.0 |
| 24 | Portland International Airport | 219,563 | 0.0 |
| 25 | Minneapolis/St Paul International Airport | 218,734 | 0.3 |
| 26 | Orlando International Airport | 186,996 | -1.9 |
| 27 | Salt Lake City International Airport | 182,798 | -0.9 |
| 28 | San Diego International Airport | 160,676 | 12.3 |
| 29 | Charlotte Douglas International Airport | 140,968 | 3.3 |
| 30 | Bradley International Airport | 131,844 | -4.0 |
| 31 | Baltimore/Washington International Thurgood Marshall Airport | 118,617 | -3.6 |
| 32 | San Antonio International Airport | 115,881 | -10.3 |
| 33 | Kansas City International Airport | 108,921 | 14.0 |
| 34 | McCarran International Airport | 103,166 | 2.4 |
| 35 | Piedmont Triad International Airport | 96,628 | -0.9 |
| 36 | Huntsville International Airport | 94,599 | -5.1 |
| 37 | Tampa International Airport | 93,548 | -0.7 |
| 38 | El Paso International Airport | 88,363 | -6.5 |
| 39 | Pittsburgh International Airport | 86,189 | -1.6 |
| 40 | Ft Lauderdale-Hollywood International Airport | 84,106 | -13.4 |
| 41 | Raleigh-Durham International Airport | 84,039 | 0.4 |
| 42 | Manchester-Boston Regional Airport | 83,638 | -4.9 |
| 43 | Cleveland Hopkins International Airport | 80,012 | -5.8 |
| 44 | Austin-Bergstrom International Airport | 79,255 | 1.9 |
| 45 | Rickenbacker International Airport | 76,506 | -4.0 |
| 46 | General Mitchell International Airport | 76,408 | -4.8 |
| 47 | Sacramento International Airport | 74,780 | -1.1 |
| 48 | Jacksonville International Airport | 73,054 | -2.5 |
| 49 | Eppley Airfield | 72,084 | 4.3 |
| 50 | Lambert-St Louis International Airport | 71,154 | -6.7 |

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2013.

2013

| RANK | AIRPORT | CARGO (SHORT TONS) | % CHANGE 2012-13 |
|------|--|--------------------|------------------|
| 1 | Hong Kong International Airport | 4,580,835 | 2.2 |
| 2 | Memphis International Airport | 4,560,835 | 3.0 |
| 3 | Pudong International Airport | 3,227,822 | -0.4 |
| 4 | Incheon International Airport | 2,716,242 | 0.3 |
| 5 | Dubai International Airport | 2,684,489 | 7.4 |
| 6 | Ted Stevens Anchorage International Airport | 2,665,959 | -1.8 |
| 7 | Louisville International Airport | 2,442,562 | 2.2 |
| 8 | Flughafen Frankfurt/Main | 2,308,676 | 1.4 |
| 9 | Narita International Airport | 2,226,272 | 0.7 |
| 10 | Miami International Airport | 2,143,793 | 0.8 |
| 11 | Aéroport de Paris-Charles de Gaulle | 2,076,968 | -3.3 |
| 12 | Singapore Changi Airport | 2,053,765 | -0.4 |
| 13 | Beijing Capital International Airport | 2,027,959 | 2.5 |
| 14 | Los Angeles International Airport | 1,922,348 | -1.4 |
| 15 | Taiwan Taoyuan International Airport | 1,732,453 | -0.4 |
| 16 | Amsterdam Airport | 1,726,002 | 3.6 |
| 17 | O'Hare International Airport | 1,683,781 | 0.4 |
| 18 | Heathrow Airport | 1,669,893 | -2.6 |
| 19 | Guangzhou Bai Yun International Airport | 1,443,602 | 4.9 |
| 20 | John F. Kennedy International Airport | 1,420,419 | 0.9 |
| 21 | Suvarnabhumi International Airport | 1,362,563 | -8.1 |
| 22 | Indianapolis International Airport | 1,093,331 | 6.4 |
| 23 | Tokyo International (Haneda) Airport | 1,047,772 | 4.5 |
| 24 | Shenzhen Baoan International Airport | 1,006,829 | 6.9 |
| 25 | Doha International Airport | 973,543 | 4.6 |
| 26 | Flughafen Leipzig/Halle | 967,757 | 3.8 |
| 27 | Köln-Bonn Airport | 790,435 | -1.8 |
| 28 | Abu Dhabi International Airport | 785,304 | 24.1 |
| 29 | KL International Airport | 779,176 | 0.7 |
| 30 | Kansai International Airport | 752,073 | -5.6 |
| 31 | Luxembourg-Findel International Airport | 742,688 | 9.5 |
| 32 | Chhatrapati Shivaji International Airport | 718,417 | -0.3 |
| 33 | Newark Liberty International Airport | 717,099 | -12.8 |
| 34 | Atatürk International Airport | 703,253 | 15.1 |
| 35 | Soekarno-Hatta International Airport | 687,281 | 2.0 |
| 36 | Aeropuerto Internacional El Dorado | 685,169 | -2.4 |
| 37 | Hartsfield-Jackson Atlanta International Airport | 680,844 | -5.7 |
| 38 | Indira Gandhi International Airport | 656,664 | 6.3 |
| 39 | Cincinnati/Northern Kentucky International Airport | 655,280 | 9.3 |
| 40 | Dallas/Ft Worth International Airport | 649,549 | -2.3 |
| 41 | Liège Airport | 618,510 | -2.8 |
| 42 | Guarulhos International Airport | 579,917 | 6.6 |
| 43 | Oakland International Airport | 555,417 | 1.0 |
| 44 | Chengdu Shuangliu International Airport | 553,065 | -1.3 |
| 45 | Ninoy Aquino International Airport | 508,016 | 0.6 |
| 46 | Hongqiao International Airport | 479,585 | 1.2 |
| 47 | Milano Malpensa | 474,323 | 3.9 |
| 48 | George Bush Intercontinental Airport | 469,960 | -2.7 |
| 49 | LA/Ontario International Airport | 461,454 | 1.3 |
| 50 | Brussels National Airport | 446,478 | -2.2 |

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2013.

3.2.1

REVENUE FREIGHT IN SHORT TONS

Annual Totals 2000 to 2013

Domestic

| YEAR | EWR | JFK | LGA | SWF | REGION |
|------|---------|---------|--------|--------|-----------|
| 2000 | 824,598 | 452,393 | 19,299 | 21,820 | 1,318,110 |
| 2001 | 705,963 | 388,164 | 15,765 | 35,606 | 1,145,498 |
| 2002 | 728,039 | 426,711 | 11,321 | 20,974 | 1,187,045 |
| 2003 | 738,065 | 460,798 | 11,989 | 14,606 | 1,225,459 |
| 2004 | 739,005 | 446,339 | 13,817 | 23,091 | 1,222,252 |
| 2005 | 718,495 | 402,286 | 15,689 | 26,131 | 1,162,600 |
| 2006 | 717,003 | 360,713 | 13,752 | 17,404 | 1,108,872 |
| 2007 | 698,768 | 356,116 | 9,375 | 18,125 | 1,082,384 |
| 2008 | 625,848 | 311,921 | 8,717 | 17,617 | 964,103 |
| 2009 | 542,058 | 240,487 | 6,497 | 10,703 | 799,745 |
| 2010 | 569,702 | 253,935 | 7,332 | 12,934 | 843,903 |
| 2011 | 536,172 | 251,606 | 7,254 | 16,345 | 811,377 |
| 2012 | 494,900 | 254,228 | 6,819 | 18,895 | 774,842 |
| 2013 | 418,796 | 258,062 | 6,786 | 16,943 | 700,586 |

International

| YEAR | EWR | JFK | LGA | SWF | REGION |
|------|---------|-----------|-----|-----|-----------|
| 2000 | 245,781 | 1,412,029 | 887 | – | 1,658,698 |
| 2001 | 212,741 | 1,133,334 | 709 | – | 1,346,784 |
| 2002 | 181,733 | 1,260,135 | 388 | – | 1,442,256 |
| 2003 | 237,530 | 1,279,245 | 344 | – | 1,517,118 |
| 2004 | 256,251 | 1,347,109 | 279 | – | 1,603,639 |
| 2005 | 239,108 | 1,318,641 | 317 | – | 1,558,066 |
| 2006 | 251,525 | 1,345,674 | 246 | 578 | 1,598,023 |
| 2007 | 254,788 | 1,301,242 | 220 | 308 | 1,556,557 |
| 2008 | 243,601 | 1,162,899 | 177 | 104 | 1,406,782 |
| 2009 | 219,862 | 921,428 | 215 | 52 | 1,141,557 |
| 2010 | 291,268 | 1,139,861 | 184 | – | 1,431,313 |
| 2011 | 276,169 | 1,131,343 | 136 | 13 | 1,407,661 |
| 2012 | 247,998 | 1,064,998 | 190 | 203 | 1,313,389 |
| 2013 | 243,626 | 1,062,742 | 216 | 547 | 1,307,130 |

Domestic and International

| YEAR | EWR | JFK | LGA | SWF | REGION |
|------|-----------|-----------|--------|--------|-----------|
| 2000 | 1,070,380 | 1,864,422 | 20,186 | 21,820 | 2,976,808 |
| 2001 | 918,705 | 1,521,498 | 16,474 | 35,606 | 2,492,282 |
| 2002 | 909,772 | 1,686,846 | 11,709 | 20,974 | 2,629,300 |
| 2003 | 975,595 | 1,740,043 | 12,333 | 14,606 | 2,742,577 |
| 2004 | 995,256 | 1,793,448 | 14,096 | 23,091 | 2,825,891 |
| 2005 | 957,603 | 1,720,926 | 16,006 | 26,131 | 2,720,667 |
| 2006 | 968,528 | 1,706,387 | 13,998 | 17,982 | 2,706,895 |
| 2007 | 953,556 | 1,657,358 | 9,595 | 18,433 | 2,638,941 |
| 2008 | 869,450 | 1,474,820 | 8,894 | 17,721 | 2,370,885 |
| 2009 | 761,921 | 1,161,914 | 6,712 | 10,755 | 1,941,302 |
| 2010 | 860,970 | 1,393,796 | 7,516 | 12,934 | 2,275,216 |
| 2011 | 812,341 | 1,382,949 | 7,390 | 16,358 | 2,219,038 |
| 2012 | 742,897 | 1,319,227 | 7,009 | 19,098 | 2,088,231 |
| 2013 | 662,422 | 1,320,804 | 7,002 | 17,490 | 2,007,717 |

Note: Data was converted from pounds to short tons and rounded.

Domestic

| MONTH | EWR | JFK | LGA | SWF | REGION | REGIONAL CHANGE 2012 TO 2013 |
|----------------------------------|----------------|----------------|--------------|---------------|----------------|---------------------------------|
| Jan | 37,949 | 21,431 | 612 | 1,677 | 61,669 | 4.8% |
| Feb | 33,718 | 18,430 | 618 | 1,420 | 54,186 | -9% |
| Mar | 37,395 | 21,264 | 659 | 1,549 | 60,867 | -11.2% |
| Apr | 34,426 | 20,400 | 627 | 1,352 | 56,806 | -6.4% |
| May | 37,048 | 22,090 | 496 | 1,433 | 61,066 | -10.8% |
| Jun | 33,709 | 21,096 | 557 | 1,326 | 56,688 | -12.4% |
| Jul | 29,726 | 20,774 | 506 | 1,220 | 52,226 | -14.5% |
| Aug | 32,703 | 21,546 | 605 | 1,255 | 56,109 | -17.6% |
| Sep | 30,642 | 20,587 | 677 | 1,286 | 53,191 | -16.4% |
| Oct | 35,685 | 23,880 | 485 | 1,487 | 61,537 | 1.6% |
| Nov | 33,536 | 22,631 | 450 | 1,290 | 57,907 | -14.7% |
| Dec | 42,259 | 23,932 | 495 | 1,647 | 68,333 | -6.2% |
| Total 2013 | 418,796 | 258,062 | 6,786 | 16,943 | 700,586 | -9.6% |
| % Change 2012 to 2013 | -15.4% | 1.5% | -0.5% | -10.3% | -9.6% | |

International

| MONTH | EWR | JFK | LGA | SWF | REGION | REGIONAL CHANGE 2012 TO 2013 |
|----------------------------------|----------------|------------------|--------------|---------------|------------------|---------------------------------|
| Jan | 19,245 | 81,145 | 7 | 13 | 100,409 | 1.3% |
| Feb | 19,715 | 77,037 | 6 | 32 | 96,789 | -4.6% |
| Mar | 22,477 | 92,959 | 11 | - | 115,447 | -2.9% |
| Apr | 20,216 | 84,567 | 7 | 11 | 104,801 | -2.2% |
| May | 20,819 | 88,788 | 22 | - | 109,629 | 0.9% |
| Jun | 20,810 | 89,083 | 5 | 116 | 110,015 | -0.9% |
| Jul | 19,146 | 89,251 | 14 | 134 | 108,544 | -4.2% |
| Aug | 19,117 | 88,560 | 7 | 34 | 107,717 | -2.1% |
| Sep | 17,889 | 87,332 | 12 | - | 105,233 | -3.5% |
| Oct | 21,760 | 97,148 | 4 | - | 118,912 | 11.6% |
| Nov | 21,334 | 95,615 | 111 | 59 | 117,120 | 5.4% |
| Dec | 21,099 | 91,257 | 9 | 149 | 112,514 | -3.9% |
| Total 2013 | 243,626 | 1,062,742 | 216 | 547 | 1,307,130 | -0.5% |
| % Change 2012 to 2013 | -1.8% | -0.2% | 13.7% | 169.3% | -0.5% | |

Domestic and
International

| MONTH | EWR | JFK | LGA | SWF | REGION | REGIONAL CHANGE 2012 TO 2013 |
|----------------------------------|----------------|------------------|--------------|---------------|------------------|---------------------------------|
| Jan | 57,194 | 102,576 | 619 | 1,690 | 162,079 | 2.6% |
| Feb | 53,433 | 95,466 | 624 | 1,452 | 150,975 | -6.2% |
| Mar | 59,872 | 114,223 | 670 | 1,549 | 176,314 | -5.9% |
| Apr | 54,642 | 104,967 | 634 | 1,363 | 161,607 | -3.7% |
| May | 57,866 | 110,877 | 518 | 1,433 | 170,695 | -3.7% |
| Jun | 54,520 | 110,179 | 562 | 1,442 | 166,703 | -5.1% |
| Jul | 48,872 | 110,025 | 520 | 1,353 | 160,771 | -7.8% |
| Aug | 51,820 | 110,106 | 612 | 1,288 | 163,826 | -8% |
| Sep | 48,530 | 107,919 | 689 | 1,286 | 158,424 | -8.2% |
| Oct | 57,445 | 121,028 | 489 | 1,487 | 180,449 | 8% |
| Nov | 54,870 | 118,247 | 561 | 1,348 | 175,026 | -2.2% |
| Dec | 63,358 | 115,189 | 503 | 1,797 | 180,848 | -4.7% |
| Total 2013 | 662,422 | 1,320,804 | 7,001 | 17,490 | 2,007,717 | -3.9% |
| % Change 2012 to 2013 | -10.8% | 0.1% | -0.1% | -8.4% | -3.9% | |

Note: Data was converted from pounds to short tons and rounded.

3.3.1 REGION

REVENUE FREIGHT IN SHORT TONS

US Customs Data: Annual Totals 2004-2013 by International Market

Imports

| YEAR | ASIA | EUROPE | SOUTH AMERICA | AFRICA | CENTRAL AMERICA | AUSTRALIA & OCEANIA | NORTH AMERICA | REGION |
|------|---------|---------|---------------|--------|-----------------|---------------------|---------------|---------|
| 2004 | 497,369 | 364,663 | 33,023 | 20,061 | 13,617 | 3,801 | 4,673 | 937,207 |
| 2005 | 499,237 | 334,217 | 33,075 | 13,412 | 13,054 | 2,479 | 4,358 | 899,831 |
| 2006 | 490,579 | 341,996 | 31,894 | 19,305 | 13,461 | 2,945 | 4,038 | 904,118 |
| 2007 | 471,001 | 365,110 | 31,115 | 15,877 | 12,683 | 2,910 | 5,531 | 904,227 |
| 2008 | 413,895 | 315,790 | 26,230 | 15,399 | 10,707 | 3,308 | 4,390 | 789,711 |
| 2009 | 343,111 | 253,772 | 21,638 | 12,031 | 7,292 | 3,238 | 2,177 | 643,311 |
| 2010 | 423,374 | 335,666 | 23,723 | 15,160 | 7,313 | 2,637 | 2,578 | 810,530 |
| 2011 | 351,124 | 355,786 | 23,967 | 13,828 | 6,710 | 2,118 | 2,650 | 756,354 |
| 2012 | 347,203 | 299,400 | 25,170 | 12,889 | 7,210 | 1,985 | 957 | 694,996 |
| 2013 | 352,454 | 301,252 | 24,866 | 12,064 | 6,156 | 1,998 | 1,148 | 700,088 |

Exports

| YEAR | ASIA | EUROPE | SOUTH AMERICA | AFRICA | CENTRAL AMERICA | AUSTRALIA & OCEANIA | NORTH AMERICA | REGION |
|------|---------|---------|---------------|--------|-----------------|---------------------|---------------|---------|
| 2004 | 240,701 | 236,257 | 13,961 | 10,981 | 7,917 | 12,890 | 638 | 523,344 |
| 2005 | 246,945 | 252,635 | 14,275 | 13,806 | 8,691 | 13,397 | 629 | 550,378 |
| 2006 | 275,589 | 282,113 | 15,211 | 15,784 | 8,987 | 13,799 | 929 | 612,412 |
| 2007 | 298,427 | 315,968 | 21,625 | 19,084 | 9,303 | 15,135 | 1,232 | 680,774 |
| 2008 | 294,798 | 308,973 | 19,583 | 19,899 | 8,275 | 15,670 | 1,428 | 668,893 |
| 2009 | 238,378 | 260,409 | 13,578 | 16,578 | 6,234 | 12,925 | 1,230 | 549,539 |
| 2010 | 317,527 | 301,656 | 19,691 | 18,847 | 5,504 | 14,157 | 1,382 | 679,047 |
| 2011 | 316,575 | 309,497 | 19,214 | 17,532 | 6,158 | 15,416 | 1,351 | 686,141 |
| 2012 | 274,603 | 265,931 | 18,584 | 17,189 | 5,333 | 15,687 | 1,303 | 598,612 |
| 2013 | 258,323 | 260,216 | 20,131 | 15,864 | 6,084 | 13,730 | 1,511 | 576,188 |

Total

| YEAR | ASIA | EUROPE | SOUTH AMERICA | AFRICA | CENTRAL AMERICA | AUSTRALIA & OCEANIA | NORTH AMERICA | REGION |
|------|---------|---------|---------------|--------|-----------------|---------------------|---------------|-----------|
| 2004 | 738,070 | 600,920 | 46,984 | 31,042 | 21,534 | 16,691 | 5,311 | 1,460,552 |
| 2005 | 746,181 | 586,853 | 47,351 | 27,217 | 21,745 | 15,876 | 4,986 | 1,450,209 |
| 2006 | 766,168 | 624,109 | 47,105 | 34,989 | 22,448 | 16,744 | 4,967 | 1,516,530 |
| 2007 | 769,428 | 681,078 | 52,740 | 34,961 | 21,986 | 18,045 | 6,763 | 1,585,001 |
| 2008 | 708,692 | 624,763 | 45,813 | 35,298 | 18,982 | 18,978 | 5,817 | 1,458,684 |
| 2009 | 581,488 | 514,182 | 35,216 | 28,609 | 13,526 | 16,163 | 3,407 | 1,192,850 |
| 2010 | 740,901 | 637,321 | 43,414 | 34,007 | 12,817 | 16,794 | 3,960 | 1,489,576 |
| 2011 | 667,698 | 665,283 | 43,181 | 31,360 | 12,868 | 17,534 | 4,001 | 1,442,495 |
| 2012 | 621,806 | 564,791 | 43,753 | 30,078 | 12,543 | 17,673 | 2,260 | 1,293,608 |
| 2013 | 610,777 | 561,468 | 44,997 | 27,928 | 12,240 | 15,728 | 2,659 | 1,276,275 |

Source: U.S. Dept. of Commerce, Bureau of Census.

3.3.2 REGION

REVENUE FREIGHT IN SHORT TONS

Top 10 U.S. Trading Districts by Air 2013

| RANK | CUSTOM DISTRICTS | TOTAL IMPORTS | | TONS | % OF TOTAL | DOLLARS |
|------|-----------------------|------------------|----------------------|--------------|------------|--------------|
| | | SHORT TONS | \$ IN 000'S | | | |
| 1 | New York, NY | 700,088 | \$ 104,814,633 | 16.9% | | 20.6% |
| 2 | Miami, FL | 667,526 | 27,861,613 | 16.1% | | 5.5% |
| 3 | Chicago, IL | 628,598 | 83,368,681 | 15.2% | | 16.4% |
| 4 | Los Angeles, CA | 488,082 | 46,225,541 | 11.8% | | 9.1% |
| 5 | New Orleans, LA | 220,452 | 43,906,361 | 5.3% | | 8.6% |
| 6 | Savannah, GA | 206,182 | 21,929,921 | 5% | | 4.3% |
| 7 | Anchorage, AK | 197,783 | 31,492,446 | 4.8% | | 6.2% |
| 8 | Cleveland, OH | 173,247 | 28,764,168 | 4.2% | | 5.7% |
| 9 | Dallas/Fort Worth, TX | 162,488 | 32,656,516 | 3.9% | | 6.4% |
| 10 | San Francisco, CA | 139,135 | 23,165,873 | 3.4% | | 4.6% |
| | All Others | 553,040 | \$ 65,199,560 | 13.4% | | 12.8% |
| | Total | 4,136,621 | \$509,385,313 | 100% | | 100% |

| RANK | CUSTOM DISTRICTS | TOTAL EXPORTS | | TONS | % OF TOTAL | DOLLARS |
|------|------------------------|------------------|----------------------|--------------|------------|--------------|
| | | SHORT TONS | \$ IN 000'S | | | |
| 1 | New York, NY | 567,188 | \$100,538,988 | 16% | | 23.3% |
| 2 | Los Angeles, CA | 452,758 | 42,366,185 | 12.3% | | 9.8% |
| 3 | Chicago, IL | 449,929 | 38,923,686 | 12.2% | | 9% |
| 4 | Miami, FL | 417,937 | 40,614,872 | 11.6% | | 9.4% |
| 5 | Cleveland, OH | 268,747 | 31,735,628 | 6.6% | | 7.4% |
| 6 | New Orleans, LA | 200,613 | 28,851,187 | 5.2% | | 6.7% |
| 7 | San Francisco, CA | 167,677 | 29,119,558 | 4.7% | | 6.8% |
| 8 | Dallas/Forth Worth, TX | 151,036 | 18,333,040 | 4.3% | | 4.3% |
| 9 | Savannah, GA | 147,521 | 12,879,822 | 4.1% | | 3% |
| 10 | Houston/Galveston, TX | 145,576 | 9,526,113 | 3.9% | | 2.2% |
| | All Others | 628,306 | \$ 78,019,131 | 19.1% | | 18.1% |
| | Total | 3,597,287 | \$430,908,210 | 100% | | 100% |

| RANK | CUSTOM DISTRICTS | TOTAL IMPORTS AND EXPORTS | | TONS | % OF TOTAL | DOLLARS |
|------|-----------------------|---------------------------|----------------------|-------------|------------|--------------|
| | | SHORT TONS | \$ IN 000'S | | | |
| 1 | New York, NY | 1,276,275 | \$205,353,620 | 16.5% | | 21.8% |
| 2 | Miami, FL | 1,085,463 | 68,476,485 | 14% | | 7.3% |
| 3 | Chicago, IL | 1,078,527 | 122,292,367 | 13.9% | | 13% |
| 4 | Los Angeles, CA | 940,840 | 88,591,725 | 12.2% | | 9.4% |
| 5 | Cleveland, OH | 441,994 | 60,499,796 | 5.7% | | 6.4% |
| 6 | New Orleans, LA | 421,065 | 72,757,548 | 5.4% | | 7.7% |
| 7 | Savannah, GA | 353,703 | 34,809,744 | 4.6% | | 3.7% |
| 8 | Dallas/Fort Worth, TX | 313,524 | 50,989,557 | 4.1% | | 5.4% |
| 9 | San Francisco, CA | 306,812 | 52,285,431 | 4% | | 5.6% |
| 10 | Anchorage, AK | 277,590 | 41,016,885 | 3.6% | | 4.4% |
| | All Others | 1,238,116 | \$143,220,365 | 16% | | 15.2% |
| | Total | 7,733,909 | \$940,293,523 | 100% | | 100% |

Source: U.S. Dept. of Commerce, Bureau of Census.

3.3.3 REGION

REVENUE FREIGHT IN SHORT TONS

Top 10 Air Trade Commodities in the NY/NJ Region 2013

| RANK | COMMODITY | TOTAL IMPORTS | | TONS | % OF TOTAL | DOLLARS |
|------|------------------------------|----------------|----------------------|--------------|------------|--------------|
| | | SHORT TONS | \$ IN 000'S | | | |
| 1 | Machinery | 107,684 | \$14,243,513 | 15.4% | | 13.6% |
| 2 | Woven Apparel | 72,849 | 3,097,646 | 10.4% | | 3% |
| 3 | Electrical Machinery | 67,455 | 10,167,923 | 9.6% | | 9.7% |
| 4 | Knit Apparel | 53,683 | 1,789,866 | 7.7% | | 1.7% |
| 5 | Fish And Seafood | 50,590 | 362,469 | 7.2% | | .4% |
| 6 | Optical, Medical Instruments | 34,989 | 6,969,090 | 5% | | 6.7% |
| 7 | Plastic | 25,215 | 624,045 | 3.6% | | 0.6% |
| 8 | Footwear | 21,206 | 1,323,351 | 3% | | 1.3% |
| 9 | Vehicles, Not Railway | 16,509 | 397,880 | 2.4% | | .4% |
| 10 | Pharmaceutical Products | 15,728 | 6,940,071 | 2.3% | | 6.6% |
| | All Others | 234,180 | \$ 58,898,778 | 33.4% | | 56.2% |
| | Total | 700,088 | \$104,814,633 | 100% | | 100% |

| RANK | COMMODITY | TOTAL EXPORTS | | TONS | % OF TOTAL | DOLLARS |
|------|------------------------------|----------------|----------------------|--------------|------------|--------------|
| | | SHORT TONS | \$ IN 000'S | | | |
| 1 | Machinery | 88,502 | \$8,987,303 | 15.4% | | 8.9% |
| 2 | Electrical Machinery | 49,498 | 8,733,563 | 8.6% | | 8.7% |
| 3 | Plastic | 39,372 | 1,015,824 | 6.8% | | 1% |
| 4 | Optical, Medical Instruments | 37,988 | 7,784,685 | 6.6% | | 7.7% |
| 5 | Perfumery, Cosmetic Products | 27,309 | 780,249 | 4.7% | | 0.8% |
| 6 | Books And Newspapers | 23,554 | 648,550 | 4.1% | | 0.7% |
| 7 | Iron And Steel Products | 22,390 | 403,890 | 3.9% | | 0.4% |
| 8 | Fish And Seafood | 19,944 | 241,761 | 3.5% | | 0.2% |
| 9 | Pharmaceutical Products | 17,097 | 4,848,467 | 3% | | 4.8% |
| 10 | Paper, Paperboard | 16,028 | 95,658 | 2.8% | | 0.1% |
| | All Others | 234,507 | \$ 66,999,037 | 40.7% | | 66.6% |
| | Total | 576,188 | \$100,538,988 | 100% | | 100% |

| RANK | COMMODITY | TOTAL IMPORTS AND EXPORTS | | TONS | % OF TOTAL | DOLLARS |
|------|------------------------------|---------------------------|----------------------|-------------|------------|-------------|
| | | SHORT TONS | \$ IN 000'S | | | |
| 1 | Machinery | 196,186 | \$23,230,816 | 15.4% | | 11.3% |
| 2 | Electrical Machinery | 116,953 | 18,901,486 | 9.2% | | 9.2% |
| 3 | Woven Apparel | 80,094 | 3,353,004 | 6.3% | | 1.6% |
| 4 | Optical, Medical Instruments | 72,978 | 14,753,775 | 5.7% | | 7.2% |
| 5 | Fish And Seafood | 70,534 | 604,231 | 5.5% | | .3% |
| 6 | Plastic | 64,587 | 1,639,870 | 5.1% | | .8% |
| 7 | Knit Apparel | 59,355 | 1,967,180 | 4.7% | | 1% |
| 8 | Perfumery, Cosmetic Products | 42,513 | 1,311,674 | 3.3% | | .6% |
| 9 | Pharmaceutical Products | 32,825 | 11,788,538 | 2.6% | | 5.7% |
| 10 | Iron And Steel Products | 29,768 | 565,032 | 2.3% | | 0.3% |
| | All Others | 510,483 | \$127,238,015 | 40% | | 62% |
| | Total | 1,276,276 | \$205,353,620 | 100% | | 100% |

Source: U.S. Dept. of Commerce, Bureau of Census.

JFK

| RANK | AIRLINE | TOTAL FREIGHT (SHORT TONS) | CUMULATIVE % |
|-----------------------------------|----------------------|-------------------------------|--------------|
| 1 | American | 118,688 | 9% |
| 2 | Fedex | 106,871 | 17.1% |
| 3 | Delta | 100,315 | 24.7% |
| 4 | Cathay Pacific | 57,835 | 29.1% |
| 5 | Korean | 52,914 | 33.1% |
| 6 | Lufthansa | 51,423 | 37% |
| 7 | China Airlines (Cal) | 48,589 | 40.6% |
| 8 | Asiana | 47,241 | 44.2% |
| 9 | British Air | 45,500 | 47.7% |
| 10 | Eva | 44,005 | 51% |
| 11 | United Parcel | 42,666 | 54.2% |
| 12 | Tnt | 40,260 | 57.3% |
| 13 | Cargolux Airlines | 34,397 | 59.9% |
| 14 | All Nippon | 28,678 | 62% |
| 15 | Virgin Atlantic | 27,898 | 64.1% |
| Total Airport All Airlines | | 1,320,804 | |

EWR

| RANK | AIRLINE | TOTAL FREIGHT (SHORT TONS) | CUMULATIVE % |
|-----------------------------------|-------------------|-------------------------------|--------------|
| 1 | Fedex | 312,179 | 47.1% |
| 2 | United Parcel | 129,058 | 66.6% |
| 3 | United | 89,334 | 80.1% |
| 4 | Sas | 24,078 | 83.7% |
| 5 | Lufthansa | 18,816 | 86.6% |
| 6 | Abx Air Inc. | 14,176 | 88.7% |
| 7 | Virgin Atlantic | 14,120 | 90.8% |
| 8 | British Air | 13,128 | 92.8% |
| 9 | Jet Airways | 7,052 | 93.9% |
| 10 | Sinapore Airlines | 5,989 | 94.8% |
| 11 | Delta | 5,477 | 95.6% |
| 12 | Kalitta Air | 5,244 | 96.4% |
| 13 | Swiss Int'l | 5,200 | 97.2% |
| 14 | El Al | 4,980 | 97.9% |
| 15 | Air India | 3,210 | 98.4% |
| Total Airport All Airlines | | 662,422 | |

Note: Data was converted from pounds to short tons and rounded.

Source: Industry, Forecasting, & Traffic Statistics, Port Authority of NY & NJ.

LGA

| RANK | AIRLINE | TOTAL FREIGHT (SHORT TONS) | CUMULATIVE % |
|-----------------------------------|------------------|-------------------------------|--------------|
| 1 | Delta | 3,139 | 44.8% |
| 2 | Southwest | 1,593 | 67.6% |
| 3 | American | 811 | 79.2% |
| 4 | United | 455 | 85.7% |
| 5 | Us Airways | 410 | 91.5% |
| 6 | Frontier | 320 | 96.1% |
| 7 | Jetblue Airlines | 209 | 99.1% |
| 8 | Air Canada | 65 | 100% |
| Total Airport All Airlines | | 7,001 | |

SWF

| RANK | AIRLINE | TOTAL FREIGHT (SHORT TONS) | CUMULATIVE % |
|-----------------------------------|-------------------------|-------------------------------|--------------|
| 1 | Fedex | 11,264 | 64.4% |
| 2 | United Parcel | 5,625 | 96.6% |
| 3 | Atlas Air Cargo | 210 | 97.8% |
| 4 | Antonov Air Cargo | 160 | 98.7% |
| 5 | Volga-Dnepr Cargo | 117 | 99.4% |
| 6 | Dubai Air Wing | 59 | 99.7% |
| 7 | Kalitta Flying Services | 36 | 99.9% |
| 8 | Jetblue Airlines | 8 | 99.9% |
| 9 | Us Airways | 7 | 100% |
| 10 | Delta | 3 | 100% |
| Total Airport All Airlines | | 17,490 | |

REGION

| RANK | AIRLINE | TOTAL FREIGHT (SHORT TONS) | CUMULATIVE % |
|-----------------------------------|----------------------|-------------------------------|--------------|
| 1 | Fedex | 430,314 | 21.4% |
| 2 | United Parcel | 177,349 | 30.3% |
| 3 | American | 120,187 | 36.3% |
| 4 | Delta | 108,934 | 41.7% |
| 5 | United | 91,688 | 46.2% |
| 6 | Lufthansa | 70,240 | 49.7% |
| 7 | British Air | 58,627 | 52.7% |
| 8 | Cathay Pacific | 57,835 | 55.5% |
| 9 | Korean | 52,914 | 58.2% |
| 10 | China Airlines (Cal) | 48,589 | 60.6% |
| 11 | Asiana | 47,241 | 63% |
| 12 | Eva | 44,005 | 65.1% |
| 13 | Virgin Atlantic | 42,018 | 67.2% |
| 14 | Tnt | 40,260 | 69.2% |
| 15 | Abx Air Inc. | 37,157 | 71.1% |
| Total Airport All Airlines | | 2,007,717 | |

Note: Data was converted from pounds to short tons and rounded.

Source: Industry, Forecasting, & Traffic Statistics, Port Authority of NY & NJ.

3.5.1

REVENUE MAIL IN SHORT TONS

Annual Totals 2000 to 2013

Domestic

| YEAR | EWR | JFK | LGA | SWF | REGION |
|------|---------|--------|--------|-----|---------|
| 2000 | 116,675 | 99,194 | 56,493 | 209 | 272,572 |
| 2001 | 66,386 | 88,015 | 42,476 | 133 | 197,010 |
| 2002 | 31,258 | 44,004 | 22,350 | – | 97,612 |
| 2003 | 71,533 | 45,325 | 17,740 | 4 | 134,603 |
| 2004 | 81,434 | 39,387 | 14,269 | 2 | 135,092 |
| 2005 | 66,590 | 31,057 | 8,997 | 6 | 106,650 |
| 2006 | 37,719 | 38,060 | 4,568 | 9 | 80,355 |
| 2007 | 35,565 | 39,456 | 396 | 1 | 75,418 |
| 2008 | 33,738 | 41,159 | 1,483 | 1 | 76,381 |
| 2009 | 26,741 | 26,932 | 605 | – | 54,279 |
| 2010 | 21,569 | 21,970 | 28 | – | 43,568 |
| 2011 | 25,858 | 19,349 | 23 | – | 45,229 |
| 2012 | 32,160 | 20,164 | 384 | – | 52,709 |
| 2013 | 25,086 | 19,621 | 802 | 1 | 45,510 |

International

| YEAR | EWR | JFK | LGA | SWF | REGION |
|------|--------|--------|-------|-----|---------|
| 2000 | 6,339 | 41,714 | 1,755 | – | 49,808 |
| 2001 | 6,481 | 38,920 | 1,295 | – | 46,695 |
| 2002 | 7,888 | 42,295 | 1,468 | – | 51,652 |
| 2003 | 13,058 | 39,432 | 1,291 | – | 53,781 |
| 2004 | 9,130 | 49,351 | 950 | – | 59,431 |
| 2005 | 23,579 | 48,862 | 1,300 | – | 73,740 |
| 2006 | 57,940 | 61,809 | 1,150 | – | 120,899 |
| 2007 | 73,497 | 75,767 | 1,691 | – | 150,956 |
| 2008 | 74,820 | 85,033 | 1,152 | – | 161,005 |
| 2009 | 70,699 | 78,790 | 744 | – | 150,234 |
| 2010 | 60,909 | 80,649 | 556 | – | 142,114 |
| 2011 | 58,745 | 80,102 | 620 | – | 139,467 |
| 2012 | 47,233 | 73,507 | 793 | – | 121,533 |
| 2013 | 29,590 | 83,171 | 637 | – | 113,398 |

Domestic and International

| YEAR | EWR | JFK | LGA | SWF | REGION |
|------|---------|---------|--------|-----|---------|
| 2000 | 123,015 | 140,908 | 58,248 | 209 | 322,380 |
| 2001 | 72,867 | 126,934 | 43,771 | 133 | 243,706 |
| 2002 | 39,147 | 86,299 | 23,818 | – | 149,264 |
| 2003 | 84,591 | 84,757 | 19,032 | 4 | 188,384 |
| 2004 | 90,564 | 88,738 | 15,219 | 2 | 194,524 |
| 2005 | 90,169 | 79,919 | 10,296 | 6 | 180,390 |
| 2006 | 95,658 | 99,869 | 5,718 | 9 | 201,254 |
| 2007 | 109,062 | 115,223 | 2,087 | 1 | 226,374 |
| 2008 | 108,558 | 126,193 | 2,635 | 1 | 237,386 |
| 2009 | 97,441 | 105,722 | 1,349 | – | 204,513 |
| 2010 | 82,479 | 102,619 | 585 | – | 185,682 |
| 2011 | 84,603 | 99,451 | 643 | – | 184,696 |
| 2012 | 79,393 | 93,671 | 1,177 | – | 174,241 |
| 2013 | 54,677 | 102,792 | 1,439 | 1 | 158,909 |

Note: Data was converted from pounds to short tons and rounded.

Domestic

| MONTH | EWR | JFK | LGA | SWF | REGION | REGIONAL CHANGE 2012 TO 2013 |
|----------------------------------|---------------|---------------|---------------|----------|---------------|---------------------------------|
| Jan | 1,989 | 1,673 | 42 | — | 3,704 | -23.5% |
| Feb | 2,073 | 1,360 | 25 | — | 3,458 | -24% |
| Mar | 2,382 | 1,670 | 29 | — | 4,080 | -13.5% |
| Apr | 2,436 | 1,818 | 28 | 1 | 4,283 | 3.2% |
| May | 2,138 | 1,737 | 44 | — | 3,919 | -12.4% |
| Jun | 1,944 | 1,323 | 53 | — | 3,320 | -29.5% |
| Jul | 1,921 | 1,364 | 58 | — | 3,344 | -26.3% |
| Aug | 1,934 | 1,754 | 81 | — | 3,769 | -9.1% |
| Sep | 1,712 | 1,699 | 145 | — | 3,557 | -15.1% |
| Oct | 2,208 | 1,800 | 87 | — | 4,096 | -3.5% |
| Nov | 2,050 | 1,606 | 118 | — | 3,775 | -3.7% |
| Dec | 2,298 | 1,818 | 90 | — | 4,207 | -6% |
| Total 2013 | 25,086 | 19,621 | 802 | 1 | 45,510 | -13.7% |
| % Change 2012 to 2013 | -22% | -2.7% | 108.5% | — | -13.7% | |

International

| MONTH | EWR | JFK | LGA | SWF | REGION | REGIONAL CHANGE 2012 TO 2013 |
|----------------------------------|---------------|---------------|---------------|----------|----------------|---------------------------------|
| Jan | 3,548 | 5,349 | 56 | — | 8,953 | -9.5% |
| Feb | 3,950 | 4,612 | 40 | — | 8,602 | -5.3% |
| Mar | 4,246 | 5,855 | 68 | — | 10,168 | -3.3% |
| Apr | 3,552 | 6,266 | 60 | — | 9,877 | .7% |
| May | 3,625 | 5,112 | 51 | — | 8,787 | -9.6% |
| Jun | 2,785 | 5,202 | 57 | — | 8,044 | -19.8% |
| Jul | 1,057 | 6,831 | 62 | — | 7,949 | -19.8% |
| Aug | 1,104 | 7,363 | 53 | — | 8,519 | -11.1% |
| Sep | 1,101 | 6,954 | 49 | — | 8,103 | -16.2% |
| Oct | 1,079 | 7,729 | 44 | — | 8,852 | -4.2% |
| Nov | 2,150 | 10,419 | 46 | — | 12,615 | 29.6% |
| Dec | 1,394 | 11,481 | 54 | — | 12,929 | -9.8% |
| Total 2013 | 29,590 | 83,171 | 637 | — | 113,398 | -6.7% |
| % Change 2012 to 2013 | -37.4% | 13.1% | -19.6% | — | -6.7% | |

Domestic and
International

| MONTH | EWR | JFK | LGA | SWF | REGION | REGIONAL CHANGE 2012 TO 2013 |
|----------------------------------|---------------|----------------|--------------|----------|----------------|---------------------------------|
| Jan | 5,537 | 7,022 | 98 | — | 12,657 | -14.1% |
| Feb | 6,024 | 5,972 | 65 | — | 12,060 | -11.6% |
| Mar | 6,628 | 7,524 | 97 | — | 14,249 | -6.5% |
| Apr | 5,988 | 8,083 | 88 | 1 | 14,160 | 1.5% |
| May | 5,762 | 6,849 | 95 | — | 12,706 | -10.5% |
| Jun | 4,729 | 6,524 | 110 | — | 11,363 | -22.9% |
| Jul | 2,978 | 8,195 | 120 | — | 11,293 | -21.9% |
| Aug | 3,038 | 9,117 | 134 | — | 12,289 | -10.5% |
| Sep | 2,813 | 8,652 | 194 | — | 11,660 | -15.9% |
| Oct | 3,287 | 9,529 | 131 | — | 12,947 | -4% |
| Nov | 4,200 | 12,025 | 164 | — | 16,390 | 20.1% |
| Dec | 3,692 | 13,300 | 144 | — | 17,135 | -7.7% |
| Total 2013 | 54,677 | 102,792 | 1,439 | 1 | 158,909 | -8.8% |
| % Change 2012 to 2013 | -31.1% | 9.7% | 22.2% | — | -8.8% | |

Note: Data was converted from pounds to short tons and rounded.

| From | To | Frequency | Class | Time | Days | Plane | Change | En Route |
|--|--------|-----------|-------|---------|------|-------|--------|----------|
| 06 | 6:25p | 9:30p | DL | 1854 | 0 | 319 | | |
| X6 | 6:30p | 9:40p | B6 | 3605 | 0 | 320 | | |
| X6 | 7:42p | 10:50p | B6 | 1271 | 0 | 320 | | |
| X6 | 7:47p | 10:50p | NK | 779 | 0 | 320 | | |
| X6 | 7:47p | 10:50p | B6 | 201 | 0 | 320 | | |
| X6 | 8:25p | 11:42p | DL | 2065 | 0 | 738 | | |
| X6 | 8:35p | 11:40p | UA | 288 | 0 | 320 | | |
| X6 | 9:37p | 12:27a | B6 | 1371 | 0 | 320 | | |
| From Ft. LAUDERDALE, FL (CONT'D) | | | | | | | | |
| 6 | 0:00a | 8:37a | B6 | 1502 | 0 | 320 | | |
| 6 | 0:00a | 8:42a | B6 | 272 | 0 | 320 | | |
| 6 | 7:05a | 10:00a | NK | 604 | 0 | 320 | | |
| 6 | 7:15a | 10:00a | B6 | 972 | 0 | 320 | | |
| 6 | 7:15a | 10:07a | DL | 1498 | 0 | 738 | | |
| 6 | 7:21a | 10:00a | JL | 2185 | 0 | 319 | | |
| 6 | 7:25a | 10:38a | B6 | 2 | 0 | 320 | | |
| X67 | 7:30a | 11:28a | UA | 292 | 0 | 320 | | |
| 6 | 7:30a | 9:50a | L | UA 672 | 1 | 752 | | |
| 6 | 9:13a | 12N | E | B6 306 | 0 | 320 | | |
| 6 | 9:33a | 12:30p | UA | 15 | 0 | 739 | | |
| 6 | 9:42a | 12:21p | B6 | 502 | 0 | 320 | | |
| 6 | 9:45a | 3:25p | LWN | 1444 | 1 | 739 | | |
| 6 | 9:48a | 12:30p | B6 | 1572 | 0 | 320 | | |
| 6 | 10:04a | 2:00p | E | UA 527 | 0 | 320 | | |
| X6 | 11:00a | 1:51p | DL | 1698 | 0 | 319 | | |
| 6 | 11:30a | 2:24p | NK | 180 | 0 | 321 | | |
| X6 | 11:35a | 2:19p | JL | 2185 | 0 | 319 | | |
| 6 | 11:45a | 2:38p | B6 | 536 | 0 | 320 | | |
| D | 12:04p | 2:59p | JL | 2104 | 0 | M88 | | |
| 6 | 12:20p | 3:13p | DL | 1698 | 0 | 319 | | |
| 6 | 12:23p | 3:00p | E | UA 1065 | 0 | 739 | | |
| X6 | 12:44p | 3:30p | B6 | 1272 | 0 | 320 | | |
| X6 | 12:44p | 4:30p | UA | 206 | 0 | 320 | | |
| 6 | 2:19p | 5:16p | JL | 2274 | 0 | M88 | | |
| 6 | 2:35p | 5:27p | DL | 2425 | 0 | 320 | | |
| X23 | 2:40p | 5:39p | B6 | 506 | 0 | 320 | | |
| X6 | 3:10p | 6:00p | B6 | 1202 | 0 | 320 | | |
| X6 | 3:15p | 6:12p | DL | 2425 | 0 | 319 | | |
| X6 | 4:05p | 7:00p | NK | 174 | 0 | 320 | | |
| 6 | 5:10p | 8:16p | UA | 540 | 0 | 320 | | |
| 6 | 5:14p | 8:04p | B6 | 402 | 0 | 320 | | |
| 6 | 6:01p | 8:52p | B6 | 672 | 0 | 320 | | |
| 6 | 6:05p | 9:05p | DL | 1514 | 0 | M88 | | |
| 6 | 7:05p | 9:52p | E | B6 6 | 0 | 320 | | |
| 6 | 7:44p | 10:41p | UA | 541 | 0 | 320 | | |
| 1457 | 7:45p | 10:25p | B6 | 302 | 0 | 320 | | |
| 6 | 8:12p | 10:55p | NK | 710 | 0 | 319 | | |
| 6 | 8:20p | 11:02p | B6 | 1472 | 0 | 320 | | |
| To Ft. MYERS, FL | | | | | | | | |
| 7 | 6:15a | 11:20a | US | 1989 | 1 | 320 | | |
| 6 | 6:58a | 10:07a | UA | 1163 | 0 | 320 | | |
| 6 | 8:05a | 11:10a | B6 | 1511 | 0 | 320 | | |
| X6 | 8:05a | 11:39a | DL | 3489 | 0 | CR9 | | |
| 6 | 8:17a | 11:27a | B6 | 929 | 0 | 320 | | |
| 6 | 9:35a | 1:14p | DL | 6005 | 0 | E75 | | |
| 1457 | 11:04a | 2:43p | DL | 7305 | 0 | E75 | | |
| 6 | 1:12p | 4:24p | B6 | 1639 | 0 | 320 | | |
| X6 | 2:55p | 6:07p | UA | 222 | 0 | 319 | | |
| X6 | 3:17p | 6:34p | B6 | 1729 | 0 | 320 | | |
| X6 | 3:40p | 1:06p | US | 1714 | 1 | 319 | | |
| 6 | 4:05p | 7:18p | DL | 1299 | 0 | 739 | | |
| 6 | 4:05p | 7:42p | DL | 7310 | 0 | E70 | | |
| X6 | 7:45p | 11:12p | DL | 7310 | 0 | E75 | | |
| To Ft. MYERS, FL | | | | | | | | |
| 9 | 7:50a | 10:48a | E | UA 1469 | 0 | 739 | | |
| X6 | 8:00a | 10:50a | L | DL 7302 | 0 | E75 | | |
| X67 | 8:20a | 1:45p | E | US 1936 | 1 | 321 | | |
| 6 | 11:00a | 1:51p | E | UA 1065 | 0 | 739 | | |
| 6 | 11:00a | 1:53p | DL | 7302 | 0 | E75 | | |
| 6 | 11:55a | 2:43p | B6 | 1512 | 0 | 320 | | |
| X67 | 12:05p | 4:51p | E | US 1972 | 1 | 321 | | |
| 6 | 12:05p | 4:49p | J | B6 930 | 0 | 320 | | |
| 1457 | 12:14p | 3:05p | DL | 3403 | 0 | CR9 | | |
| 6 | 2:15p | 5:06p | DL | 7306 | 0 | E75 | | |
| X6 | 3:15p | 6:08p | DL | 7306 | 0 | E75 | | |
| X6 | 6:15p | 8:58p | B6 | 1730 | 0 | 320 | | |
| X6 | 7:47p | 9:45p | UA | 594 | 0 | 319 | | |
| X6 | 6:18p | 9:59p | B6 | 1640 | 0 | 320 | | |
| To GRAND RAPIDS, MI | | | | | | | | |
| X67 | 7:10a | 9:11a | UA | 4155 | 0 | ERJ | | |
| X6 | 1:59p | 4:14p | DL | 6158 | 0 | ERJ | | |
| X6 | 3:25p | 5:26p | UA | 4576 | 0 | ERJ | | |
| X6 | 8:05p | 10:23p | DL | 6204 | 0 | CR7 | | |
| From GRAND RAPIDS, MI | | | | | | | | |
| X67 | 6:00a | 8:06a | DL | 6197 | 0 | CR7 | | |
| 7 | 9:35a | 11:30a | DL | 6197 | 0 | CR7 | | |
| X6 | 11:18a | 1:06p | UA | 4155 | 0 | ERJ | | |
| X6 | 6:00p | 7:03p | DL | 6193 | 0 | ERJ | | |
| X6 | 6:21p | 8:17p | UA | 4538 | 0 | ERJ | | |
| X6 | 5:00p | 7:03p | DL | 6193 | 0 | ERJ | | |
| X6 | 6:21p | 8:17p | UA | 4538 | 0 | ERJ | | |
| To HAMBURG, GERMANY | | | | | | | | |
| 3567 | 5:30p | 7:30a | T | UA 74 | 0 | 752 | | |
| From HAMBURG, GERMANY | | | | | | | | |
| 1467 | 9:00a | 12:05p | E | UA 75 | 0 | 752 | | |
| To HELSINKI, FINLAND | | | | | | | | |
| 6 | 5:45p | 8:50a | A | AY 005 | 0 | 333 | | |
| From HELSINKI, FINLAND | | | | | | | | |
| 6 | 2:10p | 3:55p | J | AY 005 | 0 | 333 | | |
| To HO CHI MINH CITY, VIET NAM | | | | | | | | |
| 136 | 3:35p | E 11:55p | UA | 117 | 1 | 777 | | |
| Plane Change En Route | | | | | | | | |
| 2457 | 3:35p | E 1:30a | UA | 117 | 1 | 777 | | |
| Plane Change En Route | | | | | | | | |
| From HO CHI MINH CITY, VIET NAM | | | | | | | | |
| 6 | 5:55a | 1:45p | E | UA 116 | 1 | 738 | | |
| Plane Change En Route | | | | | | | | |
| To HONG KONG, HONG KONG (SAR) CHINA | | | | | | | | |
| 12 | 12:05a | 5:40a | CX | 845 | 0 | 77W | | |
| 9 | 9:00a | 2:15p | CX | 841 | 0 | 77W | | |
| 9 | 1:55p | 7:00p | CX | 831 | 0 | 77W | | |
| 9 | 3:35p | 8:35p | UA | 117 | 1 | 777 | | |
| 9 | 9:15p | 7:00a | CX | 899 | 0 | 77W | | |
| From HONG KONG, HONG KONG (SAR) CHINA | | | | | | | | |
| 9 | 1:00a | 6:00a | J | CX 888 | 1 | 77W | | |
| 9 | 9:35a | 12:10p | J | CX 830 | 0 | 77W | | |
| 9 | 11:25a | 1:45p | UA | 116 | 0 | 777 | | |
| 9 | 4:20p | 7:15p | CX | 840 | 0 | 77W | | |
| 9 | 7:45p | 10:25p | CX | 846 | 0 | 77W | | |
| To GREENSBORO/WIN-SALEM, NC | | | | | | | | |
| X67 | 7:37a | E 9:15a | UA | 3821 | 0 | ERJ | | |
| 6 | 8:05a | L 10:00a | DL | 5242 | 0 | CR7 | | |
| 6 | 9:45a | L 11:40a | DL | 5373 | 0 | CR7 | | |
| X6 | 11:30a | L 1:30p | DL | 5373 | 0 | CR7 | | |
| 6 | 1:11p | E 2:40p | UA | 3822 | 0 | ERJ | | |
| X6 | 1:45p | J 5:27p | US | 1802 | 1 | 319 | | |
| X6 | 2:44p | L 4:41p | DL | 4949 | 0 | CR7 | | |
| 6 | 4:36p | E 6:14p | UA | 5813 | 0 | ERJ | | |
| 7 | 5:59p | L 10:14p | DL | 5233 | 1 | E75 | | |
| X6 | 7:45p | L 9:43p | DL | 5266 | 0 | CR7 | | |
| X6 | 8:12p | E 9:50p | UA | 4106 | 0 | ERJ | | |
| From GREENSBORO/WIN-SALEM, NC | | | | | | | | |
| X67 | 5:56a | 7:30a | E | UA 4212 | 0 | ERJ | | |
| X67 | 6:10a | 7:53a | L | DL 5248 | 0 | CR7 | | |
| 67 | 8:47a | L 10:30a | L | DL 5248 | 0 | CR7 | | |
| 6 | 9:45a | L 11:40a | UA | 3842 | 0 | ERJ | | |
| X6 | 10:35a | L 12:16p | L | DL 5147 | 0 | CR7 | | |
| X6 | 1:00p | 3:44p | DL | 5262 | 0 | CR7 | | |
| 6 | 3:19p | 5:00p | E | UA 3822 | 0 | ERJ | | |
| X6 | 5:17p | 7:14p | DL | 4982 | 0 | CR7 | | |
| X6 | 6:47p | E 8:25p | UA | 3813 | 0 | ERJ | | |
| To GREENVILLE, SC | | | | | | | | |
| 6 | 9:00a | E 8:38a | UA | 4166 | 0 | ERJ | | |
| X6 | 9:30a | L 11:54a | DL | 6090 | 0 | ERJ | | |
| X6 | 3:05p | E 5:03p | UA | 4572 | 0 | ERJ | | |
| X6 | 7:00p | L 9:19p | DL | 3584 | 0 | CRJ | | |
| From GREENVILLE, SC | | | | | | | | |
| X6 | 6:36a | 8:45a | L | DL 3855 | 0 | CRJ | | |
| 6 | 10:04a | 11:53a | E | UA 5814 | 0 | ERJ | | |
| 6 | 1:09p | 3:00p | E | UA 6100 | 0 | ERJ | | |
| X6 | 5:35p | 7:29p | UA | 4170 | 0 | ERJ | | |
| X6 | 6:25p | 8:35p | L | DL 6100 | 0 | ERJ | | |
| To HARLINGEN, TX | | | | | | | | |
| Consult Your Travel Representative | | | | | | | | |
| From HARLINGEN, TX | | | | | | | | |
| X67 | 8:40a | 2:55p | UA | 292 | 1 | 73W | | |
| To HARRISBURG, PA | | | | | | | | |
| 6 | 8:00a | E 9:40a | UA | 4797 | 0 | DH2 | | |
| 6 | 8:59p | E 10:09p | UA | 4802 | 0 | DH2 | | |
| From HARRISBURG, PA | | | | | | | | |
| 6 | 6:24a | 7:30a | E | UA 4792 | 0 | DH2 | | |
| 6 | 10:05a | 11:08a | E | UA 4797 | 0 | DH2 | | |
| To HARTFORD/SPRINGFIELD, CT | | | | | | | | |
| 7 | 7:55a | E 8:32a | UA | 5144 | 0 | E70 | | |
| 7 | 11:50p | 12:47p | UA | 5145 | 0 | E70 | | |
| X6 | 9:30p | 7:28p | UA | 4847 | 0 | DH3 | | |
| 6 | 6:25p | E 10:22p | UA | 5137 | 0 | DH3 | | |
| From HARTFORD/SPRINGFIELD, CT | | | | | | | | |
| 6 | 5:54a | 6:49a | E | UA 3910 | 0 | E70 | | |
| 6 | 9:10a | 10:02a | E | UA 5144 | 0 | E70 | | |
| 6 | 1:22p | 2:20p | E | UA 5145 | 0 | E70 | | |
| X6 | 8:05p | 9:20p | UA | 4847 | 0 | DH3 | | |
| To HONOLULU, HI | | | | | | | | |

| YEAR | EWR | | | | | TOTAL NEW JERSEY TRANSIT |
|------|--------------------------------|---------------------|-----------------------------------|-----------------|-----------|-----------------------------|
| | OLYMPIA TRAIL | NEW JERSEY TRANSIT | | | | |
| | OLYMPIA TRAIL (MOTOR COACH) | EXPRESS #300 BUS | NJT RAIL SERVICE AND AIR TRAIN | AIRLINK/302 BUS | | |
| 2000 | 663,591 | 521,679 | – | 288,081 | 809,760 | |
| 2001 | 484,571 | 419,286 | – | 251,644 | 798,082 | |
| 2002 | 308,998 | 306,300 | 1,008,821 | – | 1,315,121 | |
| 2003 | 314,272 | 300,784 | 1,178,822 | – | 1,479,606 | |
| 2004 | 387,828 | 293,250 | 1,368,067 | – | 1,661,317 | |
| 2005 | 374,322 | 272,357 | 1,445,035 | – | 1,717,392 | |
| 2006 | 229,507 | 386,227 | 1,453,409 | – | 1,839,636 | |
| 2007 | 225,972 | 394,490 | 1,793,796 | – | 2,188,286 | |
| 2008 | 271,527 | 396,581 | 1,933,100 | – | 2,329,681 | |
| 2009 | 275,913 | 361,321 | 1,863,718 | – | 2,225,039 | |
| 2010 | 279,716 | 352,753 | 1,870,237 | – | 2,222,990 | |
| 2011 | 275,853 | 349,016 | 2,055,623 | – | 2,404,639 | |
| 2012 | 263,479 | 316,300 | 2,136,446 | – | 2,452,746 | |
| 2013 | 262,554 | 305,149 | 2,386,467 | – | 2,691,616 | |

| YEAR | JFK | | LGA | SWF | REGION |
|------|-------------------------------------|--|---|--------------------------------|-------------------------------------|
| | NY AIRPORT SERVICE (MOTOR COACH) | AIRTRAIN JAMAICA STATION AND HOWARD BEACH | NEW YORK AIRPORT SERVICE (MOTOR COACH) | CONNECTING BUS (LEPRECHAUN) | GRAND TOTAL MOTOR COACH AND RAIL |
| 2000 | 575,493 | – | 444,632 | – | 2,493,476 |
| 2001 | 499,986 | – | 390,853 | – | 2,173,492 |
| 2002 | 482,691 | – | 377,459 | – | 2,484,269 |
| 2003 | 532,165 | 82,293 | 386,948 | – | 2,795,284 |
| 2004 | 571,048 | 2,477,862 | 421,746 | – | 5,519,801 |
| 2005 | 570,468 | 3,411,762 | 425,547 | – | 6,499,491 |
| 2006 | 514,561 | 3,950,014 | 407,838 | – | 6,941,556 |
| 2007 | 498,755 | 4,393,258 | 383,394 | – | 7,689,665 |
| 2008 | 488,459 | 4,733,128 | 332,048 | – | 8,163,682 |
| 2009 | 491,429 | 5,236,404 | 332,947 | 1,371 | 8,563,103 |
| 2010 | 492,597 | 5,287,909 | 400,762 | 1,320 | 8,685,294 |
| 2011 | 272,274 | 5,573,116 | 232,843 | 1,548 | 8,760,273 |
| 2012 | 356,741 | 5,706,207 | 271,382 | 652 | 9,051,207 |
| 2013 | 386,657 | 6,002,835 | 269,360 | 713 | 9,613,735 |

EWR

Olympia Trails: currently serves Bryant Park and GCT, formerly served lower Manhattan and Penn Station.

Express #300 bus: currently serves PABT and operated by Olympic Trails as of 4/5/1997.

NJT Rail Services & AirTrain: currently serves Manhattan and various points in New Jersey and operated by Olympic Trails.

Airlink/302 bus: formerly linked Newark Penn Station with EWR but ceased operations with opening of AirTrain.

JFK

New York Airport Service: currently serves GCT and the PABT in Manhattan (formerly known as Carey bus).

LIRR & AirTrain: currently serves various points in the City of New York and Long Island.

LGA

New York Airport Service: currently serves GCT and the PABT in Manhattan (formerly known as Carey bus).

SWF

Leprechaun Bus: currently serves Beacon Metro-North commuter rail station.

| YEAR | EWR | JFK | LGA | SWF | REGION |
|------|-----------|-----------|-----------|---------|------------|
| 2000 | 5,921,144 | 4,726,660 | 2,942,561 | n/a | 13,590,365 |
| 2001 | 5,396,562 | 4,493,573 | 2,619,336 | n/a | 12,509,471 |
| 2002 | 4,844,475 | 4,724,885 | 2,542,071 | n/a | 12,111,431 |
| 2003 | 4,398,127 | 4,958,635 | 2,314,150 | n/a | 11,670,912 |
| 2004 | 4,397,346 | 5,196,064 | 2,305,507 | n/a | 11,898,917 |
| 2005 | 4,306,993 | 4,762,364 | 2,250,659 | n/a | 11,320,016 |
| 2006 | 4,466,632 | 4,283,499 | 2,092,066 | 124,608 | 10,966,805 |
| 2007 | 4,246,706 | 4,753,459 | 1,874,350 | 404,505 | 11,279,020 |
| 2008 | 3,762,446 | 4,570,687 | 1,645,465 | 353,075 | 10,331,673 |
| 2009 | 3,272,762 | 4,429,201 | 1,467,839 | 157,363 | 9,327,165 |
| 2010 | 3,105,058 | 4,337,572 | 1,530,875 | 94,400 | 9,067,905 |
| 2011 | 3,063,016 | 4,273,262 | 1,481,809 | 94,574 | 8,912,661 |
| 2012 | 2,926,748 | 4,154,895 | 1,494,103 | 81,934 | 8,657,680 |
| 2013 | 2,862,943 | 4,202,721 | 1,452,692 | 73,664 | 8,592,020 |

Note: n/a = no data available.

4.3.1

TAXI DISPATCH PASSENGERS

Annual Totals 2000 to 2013

Outbound
Passengers

| YEAR | EWR | JFK | LGA | SWF* | REGION |
|------|-----------|-----------|-----------|-------|-----------|
| 2000 | — | — | — | — | — |
| 2001 | — | — | — | — | — |
| 2002 | 912,500 | 2,070,444 | 3,238,522 | — | 6,221,466 |
| 2003 | 980,000 | 2,209,365 | 3,456,575 | — | 6,645,940 |
| 2004 | 875,518 | 2,398,900 | 3,714,114 | — | 6,988,532 |
| 2005 | 940,440 | 2,602,497 | 3,801,868 | — | 7,344,805 |
| 2006 | 1,019,570 | 2,647,581 | 3,726,796 | — | 7,393,947 |
| 2007 | 1,066,032 | 2,880,015 | 3,828,857 | 6,195 | 7,781,099 |
| 2008 | 1,296,643 | 2,919,327 | 3,630,833 | 5,897 | 7,852,700 |
| 2009 | 1,188,024 | 2,798,833 | 3,247,619 | 4,125 | 7,238,601 |
| 2010 | 1,307,449 | 2,982,192 | 3,608,390 | 4,200 | 7,902,231 |
| 2011 | 1,370,930 | 3,194,816 | 3,586,124 | 5,810 | 8,157,680 |
| 2012 | 1,318,801 | 3,250,056 | 3,769,163 | 3,717 | 8,341,737 |
| 2013 | 1,286,444 | 3,206,289 | 3,811,038 | 2,353 | 8,306,124 |

*Visconti Cab Company.

4.4.1

GROUND TRANSPORTATION CENTER BOOKINGS*

Annual Totals 2000 to 2013

Outbound
Only

| YEAR | EWR | JFK | LGA | SWF | REGION |
|------|---------|---------|---------|-----|---------|
| 2000 | 219,107 | 238,335 | 242,366 | n/a | 699,808 |
| 2001 | 192,485 | 181,538 | 211,271 | n/a | 585,294 |
| 2002 | 165,276 | 261,423 | 195,446 | n/a | 622,145 |
| 2003 | 167,592 | 238,063 | 186,444 | n/a | 592,099 |
| 2004 | 164,206 | 251,793 | 184,034 | n/a | 600,033 |
| 2005 | 105,572 | 191,131 | 129,887 | n/a | 426,590 |
| 2006 | 110,022 | 166,026 | 151,795 | n/a | 427,843 |
| 2007 | 84,304 | 149,322 | 122,802 | n/a | 356,428 |
| 2008 | 94,335 | 156,553 | 102,510 | n/a | 353,398 |
| 2009 | 103,706 | 169,021 | 108,489 | n/a | 381,216 |
| 2010 | 104,697 | 171,736 | 115,681 | n/a | 392,114 |
| 2011 | 99,826 | 175,785 | 117,143 | n/a | 392,754 |
| 2012 | 111,175 | 204,480 | 123,988 | n/a | 439,643 |
| 2013 | 109,757 | 216,005 | 112,627 | n/a | 438,389 |

*A passenger booking a reservation will book for all passengers traveling together, therefore there will be fewer bookings than actual passengers.

Note: n/a = no data available.

| YEAR | EWR | JFK | LGA | SWF | REGION |
|-------|--------|--------|--------|-------|--------|
| 1994 | 18,572 | 37,365 | 9,180 | n/a | 65,117 |
| 1995 | n/a | n/a | n/a | n/a | n/a |
| 1996 | n/a | n/a | n/a | n/a | n/a |
| 1997 | n/a | n/a | n/a | n/a | n/a |
| 1998 | n/a | n/a | n/a | n/a | n/a |
| 1999 | 24,270 | 37,396 | 10,034 | n/a | 71,700 |
| 2000 | n/a | n/a | n/a | n/a | n/a |
| 2001 | n/a | n/a | n/a | n/a | n/a |
| 2002* | 20,000 | 29,500 | 9,400 | n/a | 58,900 |
| 2003 | n/a | n/a | n/a | n/a | n/a |
| 2004 | 18,352 | 29,519 | 7,874 | n/a | 55,745 |
| 2005 | n/a | 30,988 | 9,110 | n/a | 40,098 |
| 2006 | n/a | 32,350 | 9,172 | n/a | 41,522 |
| 2007 | 20,900 | 34,576 | 8,796 | n/a | 64,272 |
| 2008 | 22,449 | 25,201 | 9,510 | n/a | 57,160 |
| 2009 | 20,304 | 30,851 | 9,411 | 1,194 | 61,760 |
| 2010 | 20,900 | 34,576 | 8,796 | n/a | 64,272 |
| 2011 | 20,716 | 36,352 | 10,284 | 1,139 | 68,491 |
| 2012 | 20,283 | 34,924 | 11,068 | 1,113 | 67,388 |
| 2013 | 19,700 | 36,620 | 11,353 | 1,145 | 68,818 |

*Beginning in 2002, a different method is used to arrive at totals. The earlier period figures were based on surveys of employers at the airports. The current method represents individuals who require airport security badges to work at the airport.

There are two types of security badges: SIDA and Sterile. Security Identification Display Area (SIDA) badges are held by those with access to ramps, runways, taxiways, baggage areas, terminals and airline offices. Sterile Badges are held by those who have access to the passenger terminals, between passenger screening checkpoints and the boarding gates only.

Other airport employees who do not require badges are not included here.

Note: Employment numbers are based on an annual employment census conducted in August.

Note: n/a = Airport employment survey not available.

2013

| IMPACT | EWR | JFK | LGA | REGION |
|---------------------------------------|----------|----------|----------|----------|
| Passenger Operating Impact | | | | |
| Wages | \$ 3,978 | \$ 7,034 | \$ 2,714 | \$13,725 |
| Sales | \$11,221 | \$19,555 | \$ 7,683 | \$38,458 |
| Jobs* | 70,173 | 123,254 | 47,558 | 240,984 |
| Visitor Economic Impact | | | | |
| Wages | \$ 3,162 | \$ 4,188 | \$ 2,944 | \$10,294 |
| Sales | \$ 8,389 | \$11,137 | \$ 7,810 | \$27,336 |
| Jobs* | 73,223 | 97,445 | 67,925 | 238,592 |
| Cargo Impact | | | | |
| Wages | \$ 1,146 | \$ 2,167 | \$ 17 | \$ 3,331 |
| Sales | \$ 3,168 | \$ 6,440 | \$ 38 | \$ 9,646 |
| Jobs* | 17,783 | 34,102 | 229 | 52,115 |
| Capital Spending Impact | | | | |
| Wages | \$ 32 | \$ 47 | \$ 29 | \$108 |
| Sales | \$ 123 | \$ 182 | \$ 112 | \$ 416 |
| Jobs* | 533 | 794 | 485 | 1,813 |
| Total Regional Economic Impact | | | | |
| Wages | \$ 8,318 | \$13,436 | \$ 5,704 | \$27,458 |
| Sales | \$22,901 | \$37,314 | \$15,643 | \$75,857 |
| Jobs* | 161,712 | 255,594 | 116,197 | 533,504 |

* **Jobs:** Operations consists of employment directly related to servicing aircraft, passengers, freight and mail on airport.
All monetary values are in millions of 2013 dollars. Jobs include direct and indirect employees.

Source: Port Authority Planning & Regional Development Department.

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