

*2011*

***AIRPORT  
TRAFFIC  
REPORT***

*Kennedy • Newark Liberty • LaGuardia • Stewart • Teterboro*

# MEMORANDUM

## *Aviation Department*

From: Ralph Tragale  
Date: April 2, 2012  
Subject: **2011 ANNUAL TRAFFIC REPORT**

Attached is the Port Authority Aviation Department's 2011 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.

### **2011 in Perspective**

Every year has its challenges, but 2011 was exceptional. The Federal Aviation Administration shut down for two weeks because of an impasse in Congress, multiple blizzards closed our airports by dumping snowfalls that were measured in feet instead of inches, and we had a month that featured a major hurricane *and* an earthquake. The U.S. credit rating was downgraded for the first time ever, and airlines attempted to raise ticket prices a record 22 times, succeeding on nine tries. Despite all these negative developments, the Port Authority's airport system continued to demonstrate its resilience, with 1.8 percent more passengers last year than in 2010—slightly higher than the nation's 1.5 percent growth rate. Overall, the four commercial airports handled nearly 106 million passengers in 2011.

- JFK set a record for most international passengers ever with more than 23.9 million.
- EWR also set an international record as it carried 11.5 million passengers.
- As a result, the region's international passenger total also set a record for most ever with 36.5 million.
- All four commercial airports saw growth: JFK was up 2.5 percent; EWR, 1.6 percent; LGA, 0.6 percent; and SWF, 4.8 percent.
- The same could not be said for cargo. Weakness in the second half of the year pulled regional cargo tonnage down 2.3 percent, to 2.3 million tons, comparable to levels attained in 1993. All the airports except SWF experienced a decline in cargo in 2011.

### **Outlook 2012: Cautious Optimism for the Year Ahead**

The key to continuing passenger growth nationwide and in our region is strong confidence in the economy's ability to grow and generate jobs. While encouraging signs at the end of 2011 remain important and the job outlook for the past three months of 2012 has been encouraging, building momentum in 2012 is going to be a real challenge, because 2011 began on a strong note but lost ground in the middle of the year.

The U.S. GDP is a principal driver of our region's passenger forecast. Last year, U.S. GDP grew 1.7 percent and the region's overall passenger traffic grew 1.6 percent. With the U.S. GDP forecast to grow less than 2 percent and the financial services industry—a significant regional income generator—planning to shed jobs, it is difficult to see how passenger growth can be sustained above 2 percent in 2012.

The region's passenger total is expected to grow 1.5 percent. Due to anticipated inventory restocking, cargo is expected to grow 2.5 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 purple ink, appearing to read 'RJT'.

Ralph Tragale  
Assistant Director, Aviation Customer, Industry and External Affairs

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# JOHN F. KENNEDY INTERNATIONAL AIRPORT

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## OPERATED BY

The Port Authority of New York and New Jersey, under a lease with the City of New York since June 1, 1947. In 2004, the Port Authority and the City of New York concluded an agreement that ensures the agency's continued operation of JFK and LaGuardia airports through 2050.

## LOCATION

On Jamaica Bay in the southeastern section of Queens County, New York City – 15 miles by highway from midtown Manhattan.

## SIZE

JFK covers 4,930 acres, including 880 acres in the Central Terminal Area (CTA). The airport has more than 30 miles of roadway.

## 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.

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 International 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.

## 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 \$6.1 billion in JFK.

## AVIATION ROLE

In 2009, the U.S. Bureau of Transportation named JFK the world's leading airport for international travel, and JFK has been recognized for decades as the premier U.S. gateway for passengers and cargo. In 2011, the airport handled 47.7 million passengers

and 1.4 million tons of cargo. The airport handled nearly 24 million international passengers in 2011, a new all-time mark. JFK is the busiest airport in the New York City metropolitan area and one of the busiest in the world. About 80 airlines serve JFK.

## EMPLOYMENT AND ECONOMIC IMPACT

About 35,000 people are employed at the airport. JFK contributes about \$31.5 billion in economic activity to the New York/New Jersey region, including more than \$11.3 billion in wages. About 224,000 total jobs are supported by airport activity.

## REDEVELOPMENT

Recent JFK redevelopment efforts feature several major projects undertaken by the Port Authority and its airline and airport partners, including JetBlue's Terminal 5 and American Airlines' Terminal 8, along with parking garages for both terminals. In 2010, the Port Authority approved a plan for Delta Air Lines to build a new state-of-the-art terminal space at Terminal 4 to replace the antiquated space it occupies in Terminal 3. The \$1.2 billion expansion is under way. It will help alleviate congestion and create capacity by adding nine new passenger gates and additional space for aircraft parking. The Port Authority also recently 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 seven operating 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 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 Airlines operates **Terminals 2 and 3**, and has begun work to create a new state-of-the-art terminal space at

Terminal 4. Delta invested about \$150 million to renovate its existing terminals, including redesigned lounges; new ticket counters, lighting, and flooring; and new baggage facilities. New food, beverage, and retail outlets and Welcome Centers opened in 2008 and 2009.

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. In 2010, the Port Authority approved a \$1.2 billion project by Delta Air Lines to redevelop a portion of the terminal by adding nine new gates and other enhancements and amenities.

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 2009, Terminal 5 received the Richard A. Griesbach Award of Excellence for its concession program.

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 preliminary 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.

## 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 5.5 million paid passengers used the system in 2011. Recent improvements include digital signage, expanded closed-circuit television and audio recording systems for monitoring key critical communications.

**AIR TRAFFIC CONTROL TOWER**

The 321-foot tall air traffic control tower opened in 1994 and includes communications, radar, and wind shear alert systems.

**ROADWAY ACCESS**

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.

**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. \$150 million is being dedicated to fund technical and customer service initiatives identified by the Flight Delay Task Force, convened by the Port Authority, to study airport delays.

**SAFETY AND SECURITY**

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 800 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 airspace. Aviation Director Susan M. Baer is a member of the national NextGen Advisory Committee, protecting the interests of the region and ensuring that NextGen technologies, procedures and operational enhancements are deployed at the Port Authority's airports. JFK is one of a handful of U.S. airports to implement NextGen technologies.

The airport features the world's first 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. Two airport runway ends currently feature an EMAS and a third EMAS is planned.

# NEWARK LIBERTY INTERNATIONAL AIRPORT

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## OPERATED BY

The Port Authority of New York and New Jersey, under a lease with the City of Newark, since March 22, 1948. In 2002, the Port Authority and the City of Newark entered into an agreement to extend the lease through 2065.

## LOCATION

In Essex and Union Counties between the New Jersey Turnpike (accessible from Exits 13A and 14), U.S. Routes 1 and 9 and I-78. The airport is about 16 miles from midtown Manhattan.

## SIZE

Newark Liberty covers 2,027 acres. 880 acres were acquired by the Port Authority after it began operating the airport in 1948.

## 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 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.

In 2003, a 325-foot tall control tower was commissioned, the fourth in the airport's history.

## AVIATION ROLE

Newark Liberty is the 14th busiest airport in the United States and is ranked 29th in the world. In 2011, more than 34 million passengers used Newark Liberty, including more than 11.5 million international passengers—an all-time record for the airport. About 40 scheduled airlines operate out of the airport. Newark Liberty is the predominant overnight small package center for the metropolitan region.

## INVESTMENT

The City of Newark spent more than \$8.2 million on the construction and development of Newark Liberty. 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 \$4.3 billion at the airport.

## EMPLOYMENT AND ECONOMIC IMPACT

About 24,000 people are employed at Newark Liberty. The airport contributes about \$20.2 billion in economic activity to the NY/NJ metropolitan region, including more than \$7.3 billion in wages and salaries. About 143,000 total jobs are supported by airport activity.

## REDEVELOPMENT

Newark Liberty's capital program combines about \$3.8 billion in Port Authority, federal, and private funds and has delivered numerous improvements, including AirTrain Newark, new ticket counters, parking garages, terminal upgrades, and runway and taxiway improvements. The \$347 million modernization of Terminal B is nearing completion.

## 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.

## 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 terminals.

## 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 feet 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.

## AIRTRAIN NEWARK

AirTrain Newark, Newark Liberty'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. In 2011, about two million paid riders used the system to connect to the airport at the Northeast Corridor station, along with millions of others who used the system free of charge to travel between passenger terminals and to parking lots and rental car areas.



## **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.

## **PARKING**

Newark Liberty 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 Liberty 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. The airport expanded its cargo capacity in 2004 with the opening of a 142,000-square-foot facility, which combined with United/Continental Airlines' cargo

buildings increased cargo space at the airport to 1.3 million square feet.

## **RUNWAYS/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. Runway 4R-22L is undergoing rehabilitation in 2012. \$150 million has been dedicated to fund technical and customer service initiatives identified by the Flight Delay Task Force, convened by the Port Authority to study airport delays.

## **SECURITY AND SAFETY**

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 800 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. Aviation Director Susan M. Baer is a member of the national NextGen Advisory Committee, protecting the interests of the region and ensuring that NextGen technologies, procedures and operational enhancements are deployed at the Port Authority's airports. 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 runway end features an EMAS and another is planned.

## LAGUARDIA AIRPORT

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### OPERATED BY

The Port Authority of New York and New Jersey, under a lease with the City of New York, since June 1, 1947. In 2004 the Port Authority and the City of New York concluded an agreement that ensures the agency's continued operation of LaGuardia and John F. Kennedy International through 2050.

### LOCATION

In the Borough of Queens, New York City, bordering on Flushing Bay and Bowery Bay. The airport is eight miles from midtown Manhattan.

### SIZE

LaGuardia consists of 680 acres and has about 72 aircraft gates.

### HISTORY

At the turn of the century, the airport site, then commonly known as North Beach, was occupied by 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, and on October 15, 1939, it 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. 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.

### AVIATION ROLE

LaGuardia Airport is one of our nation's leading domestic gateways for business and leisure travel. About 24 million annual passengers use LaGuardia. About 11 scheduled airlines operate at the airport.

### 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.

### EMPLOYMENT AND ECONOMIC IMPACT

LaGuardia Airport employs about 7,000 people. The airport contributes more than \$13.6 billion in economic activity to the NY/NJ metropolitan region, generating about 103,000 total jobs and \$4.9 billion in annual wages and salaries.

### REDEVELOPMENT

Planning is well under way for a \$2.4 billion redevelopment of Terminal B and a \$1.2 billion investment in airport infrastructure. 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, they added daily shuttle services 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** (formerly 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 can accommodate up to 36 aircraft gate positions. A number of improvements at Terminal B were completed in 2009, including a consolidated Flight Information Display System

and Welcome Centers at the east and west ends.

Opened in September 1992 and costing \$200 million, **Terminal C** comprises approximately 300,000 square feet of space, which is shared between a 12-gate main section and an eight-gate shuttle section. The main section features a food, retail, and concessions court and a Welcome Center on the arrivals level. The shuttle section serves passengers on hourly flights to Boston and Washington, D.C.

**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. In late 2011, Delta took over the lease of Terminal C with plans to expand its operations. By mid-year 2012, Delta plans to serve an additional 29 nonstop destinations, for a growing total of 63 nonstop destinations served from LaGuardia. To support this expansion, Delta plans to invest nearly \$100 million in its terminal complex to improve customer access, speed baggage handling, and improve the concessions and customer service experience.

### PARKING

LaGuardia Airport offers more than 6,900 public parking spaces, including a 2,900-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. A reservation system was introduced in 2011.

### 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 water to their present lengths and widths. The extensions were built on a 50-acre, L-shaped, pile-supported concrete structure. The runways have high-intensity runway edge lighting, centerline, and taxiway exit lighting. The runways are grooved for added traction during wet weather. Touch-down zone lighting was added on Runway 13-31 in 2005 and on Runway 4-22 in 2009, both

as part of the runways' 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 a 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 800 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.

Aviation Director Susan M. Baer is a member of the national NextGen Advisory Committee, protecting the interests of the region and ensuring that NextGen technologies, procedures and operational enhancements are deployed at the Port Authority's airports. 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. Two runway ends currently feature EMAS, and two more EMAS are planned

# STEWART INTERNATIONAL AIRPORT

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## OPERATED BY

The Port Authority of New York and New Jersey since November 1, 2007. In 2007 the Port Authority purchased the remaining 93 years of a 99-year operating lease for \$87.5 million.

## LOCATION

Newburgh/New Windsor, New York at the intersection of the New York State Thruway (I-87) and Interstate 84. The airport is 60 miles north of Manhattan and within a 250-mile radius of Philadelphia, Baltimore, Washington, D.C., Buffalo, Boston, Toronto and Montreal.

## SIZE

SWF covers 2,400 acres.

## HISTORY

In 1930, Archie Stewart, an aviation buff and descendant of prominent local dairy farmer 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 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 was expanded to nearly 12,000 feet in length, allowing it to accommodate any large aircraft.

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 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 \$87.5 million.

## AVIATION ROLE

Stewart International 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 413,000 passengers in 2011, up 4.8 percent for the year—more than triple the growth rate for all U.S. airports.

## INVESTMENT

Since acquiring Stewart International's lease in 2007, the Port Authority has invested more than \$60 million in improvements, including 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.

## EMPLOYMENT AND ECONOMIC IMPACT

About 2,700 people work at Stewart Airport. Airport activity supports more than \$750 million in annual economic activity and more than 5,500 total jobs. More than half the capital projects initiated by the Port Authority were awarded to local firms and contractors.

## PASSENGER TERMINAL AND FACILITIES

Stewart International's terminal features an expansive lobby with 38 check-in stations, 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 agencies. The concourse features top-notch concessions, an ATM, and wi-fi service.

## CARGO

Stewart International maintains 536,800 square feet of air cargo facilities. The airport handles a variety of cargo, from oversized freight to express packages to livestock. The airport is home to the New York Animal Import Center and FedEx. UPS also operates regularly scheduled flights at the airport. The U.S. Postal Service's mail facility for the mid-Hudson region and a USDA inspection facility are on airport.

## ROADWAY ACCESS AND GROUND TRANSPORTATION

Stewart International is located at the intersection of I-84 and the New York State Thruway (I-87). The *MetroNorth-Port Jervis line* offers a direct link to Hoboken, NJ, 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. Taxi and limousine service is provided by Visconti Ground Transport Service. Car rental agencies are located in the passenger terminal.

Shortline/Coach USA offers daily round-trip bus service from Stewart International Airport to the Port Authority Bus Terminal.

**PARKING**

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

**RUNWAYS**

Stewart International 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**

Efforts by the Port Authority and more than 800 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 airspace. Aviation Director Susan M. Baer is a member of the national NextGen Advisory Committee, protecting the interests of the region and ensuring that NextGen technologies, procedures and operational enhancements are deployed at the Port Authority's airports.

# TETERBORO AIRPORT

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## OPERATED BY

Teterboro Airport (TEB) is owned and operated by The Port Authority of New York and New Jersey.

## LOCATION

Located in the boroughs of Teterboro and Moonachie in Bergen County, NJ, it is 12 miles by highway from midtown Manhattan via the George Washington Bridge or Lincoln Tunnel.

## SIZE

The airport consists of 827 acres: 90 acres for aircraft hangers, maintenance and office facilities, plus 408 acres for aeronautical use and 329 undeveloped acres.

## HISTORY

Teterboro Airport is the oldest operating airport in the New York City metropolitan region.

Walter C. Teter acquired the property in 1917.

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.

The first flight from the present airport site took place in 1919.

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.

## 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

## EMPLOYMENT/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.

## AVIATION ROLE

Teterboro Airport is designed as a "reliever" airport for general aviation requirements of the region. The airport does not allow scheduled commercial

air carrier operations. Customs clearance services are available at the airport.

The airport is a 24-hour public use facility that offers both visual nonprecision and "all weather" precision landing capabilities.

The airport imposes weight restrictions that prohibit use of the airport by aircraft with operating weights in excess of 100,000 pounds.

## 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

2011 – 152,247  
2010 – 149,530  
2009 – 137,890  
2008 – 162,433  
2007 – 182,101  
2006 – 187,840  
2005 – 193,427  
2004 – 202,400  
2003 – 193,907  
2002 – 200,599  
2001 – 175,980  
2000 – 182,888  
1990 – 191,118  
1980 – 231,074

## BUSINESS SERVICES

**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.

## 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.

## RUNWAYS

Teterboro Airport consists of a two-runway configuration.

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.

## ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS)

An 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. A second EMAS was installed on the south end of Runway 1-19, and a third EMAS is planned for the south end of Runway 6-24.

**TAXIWAYS**

Approximately 4.2 miles of taxiways exist on the airport. Most are 60 feet wide and all are equipped with centerline lights and edge lighting systems.

**BUILDINGS**

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 the FBO and tenant locations totals about 252,000 square feet. Aircraft rescue and fire fighting (ARFF) and maintenance facilities also are located at the airport.

**DID YOU KNOW THAT TETERBORO AIRPORT...**

is one of the founding members of the Aviation Hall of Fame and Museum of New Jersey, and a major sponsor of all its activities and fund raising programs? For

more information, visit [www.njahof.org](http://www.njahof.org).

hosts an annual 5K "Runway Run" to benefit the Bergen County United Way?

sponsors an annual golf scholarship event to raise funds for local senior high school students to assist them with their aviation-related, post-high school educations?

# AIRCRAFT MOVEMENTS



### 1.1.1 JFK

Annual Totals 1998 to 2011

## Commercial and Non-Commercial Aircraft Movements

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*	TOTAL
	1998	91,000	1,877	11,095	101,051	2,416	15,488	222,927
	1999	95,281	838	10,738	97,028	2,820	15,484	222,189
	2000	106,102	672	10,410	87,722	2,480	13,324	220,710
	2001	109,388	1,857	9,905	48,104	2,339	8,710	180,303
	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	171,271	25	5,612	73,247	1,990	8,098	260,243

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*	TOTAL
	1998	100,272	1,839	13,703	3,691	1,125	-	120,630
	1999	100,171	2,561	13,127	3,879	1,461	-	121,199
	2000	103,183	2,615	13,927	4,179	697	-	124,601
	2001	92,992	1,873	13,477	4,112	835	-	113,289
	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	124,652	188	9,387	9,711	529	-	144,467
	2011	127,194	182	9,682	11,739	323	-	149,120

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*	TOTAL
	1998	191,272	3,716	24,798	104,742	3,541	15,488	343,557
	1999	195,452	3,399	23,865	100,907	4,281	15,484	343,388
	2000	209,285	3,287	24,337	91,901	3,177	13,324	345,311
	2001	202,380	3,730	23,382	52,216	3,174	8,710	293,592
	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	293,463	227	15,329	78,355	1,795	7,743	396,912
	2011	298,465	207	15,294	84,986	2,313	8,098	409,363

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

### 1.1.1 EWR

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1998 to 2011

Domestic	SCHEDULED		CHARTER		NON -		TOTAL
	YEAR	PASSENGER	PASSENGER	CARGO	REVENUE	OTHER*	
	1998	246,747	4,308	31,180	96,758	1,447	400,402
	1999	253,928	2,836	30,081	88,859	1,348	396,820
	2000	257,589	1,150	27,894	77,978	1,202	385,563
	2001	240,831	859	26,553	89,968	1,415	374,404
	2002	204,996	729	24,057	96,839	970	342,851
	2003	189,214	1,255	24,469	110,717	668	340,387
	2004	188,233	515	25,058	135,415	436	364,752
	2005	180,606	322	24,719	138,979	362	359,980
	2006	185,996	221	25,337	136,353	364	362,647
	2007	181,414	386	23,902	126,779	206	347,473
	2008	164,519	239	21,799	141,431	341	341,065
	2009	144,577	418	18,475	144,368	408	319,689
	2010	131,385	339	19,008	150,671	374	313,376
	2011	138,804	524	18,736	142,165	360	312,009

  

International	SCHEDULED		CHARTER		NON -		TOTAL
	YEAR	PASSENGER	PASSENGER	CARGO	REVENUE	OTHER*	
	1998	53,141	865	1,255	-	170	55,431
	1999	58,060	1,196	1,727	-	171	61,154
	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	75,202	111	3,142	19,459	65	97,979

  

Domestic and International Totals	SCHEDULED		CHARTER		NON -		TOTAL
	YEAR	PASSENGER	PASSENGER	CARGO	REVENUE	OTHER*	
	1998	299,888	5,173	32,435	96,758	1,617	455,833
	1999	311,988	4,032	31,808	88,859	1,519	457,974
	2000	315,125	2,830	29,864	81,331	1,389	450,289
	2001	295,746	2,670	28,281	96,323	1,475	439,273
	2002	256,295	1,807	26,190	104,818	1,447	405,817
	2003	240,918	2,492	26,724	121,486	1,195	406,879
	2004	245,425	1,183	27,127	147,404	1,212	437,446
	2005	240,954	509	26,838	152,257	694	436,244
	2006	248,078	352	28,237	153,630	585	445,258
	2007	248,220	419	27,207	145,044	254	435,930
	2008	235,875	324	25,162	159,566	387	434,050
	2009	212,043	524	21,597	165,765	449	411,821
	2010	203,824	517	22,142	170,784	455	409,321
	2011	214,006	635	21,878	161,624	425	409,988

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

### 1.1.1 LGA

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1998 to 2011

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*	TOTAL
	1998	222,703	85	378	88,222	1,143	20,376	332,907
	1999	231,004	108	58	86,163	1,113	20,526	338,972
	2000	238,004	239	-	103,658	1,387	18,992	362,280
	2001	219,226	201	-	117,403	804	11,100	348,734
	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	-	173,284	582	15,706	381,585
	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

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*	TOTAL
	1998	19,874	2	-	3,344	8	-	23,228
	1999	21,366	1	-	2,652	5	-	24,024
	2000	19,675	7	-	2,588	5	-	22,275
	2001	18,942	13	-	174	8	-	19,137
	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

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*	TOTAL
	1998	242,577	87	378	91,566	1,151	20,376	356,135
	1999	252,370	109	58	88,815	1,118	20,526	362,996
	2000	257,679	246	-	106,246	1,392	18,992	384,555
	2001	238,168	214	-	117,577	812	11,100	367,871
	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	-	179,401	586	15,706	405,175
	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

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

### 1.1.1 SWF

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1998 to 2011

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER					
	1998	7,300	-	-	-	-	-	7,300
	1999	7,251	-	-	-	-	-	7,251
	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	-	1,159	5,827	179	37,672	46,488

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER					
	1998	9	-	-	-	-	-	9
	1999	10	-	-	-	-	-	10
	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

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER					
	1998	7,309	-	-	-	-	-	7,309
	1999	7,261	-	-	-	-	-	7,261
	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	1,160	5,827	200	37,672	46,530

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

### 1.1.1 TETERBORO

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1998 to 2011

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1998	-	-	-	-	-	184,488	184,488
1999	-	-	-	-	-	185,710	185,710
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

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1998	-	-	-	-	-	-	-
1999	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	-
2001	-	-	-	-	-	-	-
2002	-	-	-	-	-	-	-
2003	-	-	-	-	-	-	-
2004	-	-	-	-	-	-	-
2005	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-
2007	-	-	-	-	-	-	-
2008	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-
2010	-	-	-	-	-	-	-
2011	-	-	-	-	-	-	-

#### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1998	-	-	-	-	-	184,488	184,488
1999	-	-	-	-	-	185,710	185,710
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

\* Includes Air Taxi, Business & Private and Government. Unlike EWR, JFK or LGA, Helicopters are included.

### 1.1.1 REGION

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1998 to 2011

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1998	567,750	6,270	42,653	286,031	5,006	240,314	1,148,024
1999	587,464	3,782	40,877	272,050	5,281	241,488	1,150,942
2000	610,910	2,061	38,304	269,358	5,069	234,954	1,160,656
2001	576,392	2,917	36,458	255,475	4,558	210,568	1,086,368
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	372,172	2,736	236,713	1,179,644
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	463,297	466	25,853	390,300	2,332	217,463	1,099,711
2011	471,117	638	25,507	395,913	3,229	218,472	1,114,876

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1998	173,296	2,706	14,958	7,035	1,303	-	199,298
1999	179,607	3,758	14,854	6,531	1,637	-	206,387
2000	180,400	4,302	15,897	10,120	889	-	211,608
2001	166,858	3,697	15,205	10,641	903	-	197,304
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	208,661	381	12,521	42,519	633	-	264,715
2011	213,231	333	12,825	42,297	436	-	269,122

#### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1998	741,046	8,976	57,611	293,066	6,309	240,314	1,347,322
1999	767,071	7,540	55,731	278,581	6,918	241,488	1,357,329
2000	791,310	6,363	54,201	279,478	5,958	234,954	1,372,264
2001	743,250	6,614	51,663	266,116	5,461	210,568	1,283,672
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	396,775	4,397	236,713	1,399,234
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	671,958	847	38,374	432,819	2,965	217,463	1,364,426
2011	684,348	971	38,332	438,210	3,665	218,472	1,383,998

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

## 1.1.2 JFK

Monthly Totals 2011

## Commercial and Non-Commercial Aircraft Movements

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2010 to 2011
	Jan	13,412	1	447	5,178	117	566	19,721	-5.7%
	Feb	12,520	5	432	5,041	728	470	19,196	6.0%
	Mar	15,124	1	522	6,036	133	542	22,358	5.9%
	Apr	14,495	2	482	6,078	102	578	21,737	4.7%
	May	14,649	-	471	7,046	108	732	23,006	10.7%
	Jun	14,755	2	496	6,518	106	858	22,735	8.4%
	Jul	15,692	-	437	6,924	101	1,004	24,158	5.8%
	Aug	14,529	2	468	6,084	88	706	21,877	-4.3%
	Sep	14,014	-	448	6,467	100	796	21,825	4.2%
	Oct	14,159	4	422	6,505	115	710	21,915	1.9%
	Nov	13,574	4	440	6,028	133	648	20,827	-2.4%
	Dec	14,348	4	547	5,342	159	488	20,888	2.9%
	<b>Total 2011</b>	<b>171,271</b>	<b>25</b>	<b>5,612</b>	<b>73,247</b>	<b>1,990</b>	<b>8,098</b>	<b>260,243</b>	<b>3.1%</b>
	<b>% Change 2010 to 2011</b>	<b>1.5%</b>	<b>-35.9%</b>	<b>-5.6%</b>	<b>6.7%</b>	<b>57.2%</b>	<b>4.6%</b>	<b>3.1%</b>	

  

International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2010 to 2011
	Jan	9,840	11	768	918	21	-	11,558	0.4%
	Feb	8,898	13	656	869	31	-	10,467	3.3%
	Mar	10,698	21	839	1,009	19	-	12,586	8.7%
	Apr	10,389	10	822	948	17	-	12,186	12.4%
	May	10,684	13	801	979	24	-	12,501	2.0%
	Jun	11,284	13	821	1,012	32	-	13,162	1.9%
	Jul	12,551	11	898	1,182	38	-	14,680	3.3%
	Aug	11,777	16	771	1,022	34	-	13,620	-2.8%
	Sep	10,587	8	831	1,006	29	-	12,461	3.9%
	Oct	10,278	14	889	1,007	21	-	12,209	2.1%
	Nov	9,651	11	809	925	33	-	11,429	0.6%
	Dec	10,557	41	777	862	24	-	12,261	4.9%
	<b>Total 2011</b>	<b>127,194</b>	<b>182</b>	<b>9,682</b>	<b>11,739</b>	<b>323</b>	<b>-</b>	<b>149,120</b>	<b>3.2%</b>
	<b>% Change 2010 to 2011</b>	<b>2.0%</b>	<b>-3.2%</b>	<b>3.1%</b>	<b>20.9%</b>	<b>-38.9%</b>	<b>-</b>	<b>3.2%</b>	

  

Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2010 to 2011
	Jan	23,252	12	1,215	6,096	138	566	31,279	-3.6%
	Feb	21,418	18	1,088	5,910	759	470	29,663	5.0%
	Mar	25,822	22	1,361	7,045	152	542	34,944	6.9%
	Apr	24,884	12	1,304	7,026	119	578	33,923	7.4%
	May	25,333	13	1,272	8,025	132	732	35,507	7.5%
	Jun	26,039	15	1,317	7,530	138	858	35,897	5.9%
	Jul	28,243	11	1,335	8,106	139	1,004	38,838	4.8%
	Aug	26,306	18	1,239	7,106	122	706	35,497	-3.7%
	Sep	24,601	8	1,279	7,473	129	796	34,286	4.1%
	Oct	24,437	18	1,311	7,512	136	710	34,124	1.9%
	Nov	23,225	15	1,249	6,953	166	648	32,256	-1.4%
	Dec	24,905	45	1,324	6,204	183	488	33,149	3.6%
	<b>Total 2011</b>	<b>298,465</b>	<b>207</b>	<b>15,294</b>	<b>84,986</b>	<b>2,313</b>	<b>8,098</b>	<b>409,363</b>	<b>3.1%</b>
	<b>% Change 2010 to 2011</b>	<b>1.7%</b>	<b>-8.8%</b>	<b>-0.2%</b>	<b>8.5%</b>	<b>28.9%</b>	<b>4.6%</b>	<b>3.1%</b>	

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

## 1.1.2 EWR

Monthly Totals 2011

## Commercial and Non-Commercial Aircraft Movements

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2010 to 2011
						REVENUE	OTHER*		
	Jan	9,935	38	1,474	10,621	20	648	22,736	-10.4%
	Feb	9,401	47	1,513	9,827	16	792	21,596	0.6%
	Mar	11,609	69	1,678	12,767	16	928	27,067	1.0%
	Apr	11,661	69	1,530	11,765	32	870	25,927	-2.4%
	May	11,649	30	1,497	12,318	24	978	26,496	0.4%
	Jun	12,271	37	1,575	12,453	24	1,130	27,490	3.5%
	Jul	12,723	53	1,474	12,721	15	1,108	28,094	4.4%
	Aug	12,015	42	1,552	11,677	53	1,082	26,421	-10.9%
	Sep	11,415	41	1,487	11,865	18	1,144	25,970	4.4%
	Oct	12,084	42	1,413	11,931	30	980	26,480	-6.9%
	Nov	12,014	32	1,537	11,886	50	980	26,499	2.6%
	Dec	12,027	24	2,006	12,334	62	780	27,233	11.2%
	<b>Total 2011</b>	<b>138,804</b>	<b>524</b>	<b>18,736</b>	<b>142,165</b>	<b>360</b>	<b>11,420</b>	<b>312,009</b>	<b>-0.4%</b>
	<b>% Change 2010 to 2011</b>	<b>5.6%</b>	<b>54.6%</b>	<b>-1.4%</b>	<b>-5.6%</b>	<b>-3.7%</b>	<b>-1.5%</b>	<b>-0.4%</b>	

  

International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2010 to 2011
						REVENUE	OTHER*		
	Jan	6,102	25	229	1,526	3	-	7,885	0.6%
	Feb	5,428	34	246	1,457	4	-	7,169	8.8%
	Mar	6,611	16	294	1,766	6	-	8,693	5.2%
	Apr	6,688	6	257	1,568	8	-	8,527	8.0%
	May	6,473	5	261	1,608	6	-	8,353	2.4%
	Jun	6,719	-	269	1,531	3	-	8,522	1.2%
	Jul	7,308	-	257	1,664	10	-	9,239	1.0%
	Aug	6,602	1	273	1,534	2	-	8,412	-6.4%
	Sep	5,837	-	264	1,627	9	-	7,737	2.4%
	Oct	5,826	4	271	1,676	1	-	7,778	-2.3%
	Nov	5,579	9	258	1,692	4	-	7,542	-0.8%
	Dec	6,029	11	263	1,810	9	-	8,122	8.0%
	<b>Total 2011</b>	<b>75,202</b>	<b>111</b>	<b>3,142</b>	<b>19,459</b>	<b>65</b>	<b>-</b>	<b>97,979</b>	<b>2.1%</b>
	<b>% Change 2010 to 2011</b>	<b>3.8%</b>	<b>-37.6%</b>	<b>0.3%</b>	<b>-3.3%</b>	<b>-19.8%</b>	<b>-</b>	<b>2.1%</b>	

  

Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2010 to 2011
						REVENUE	OTHER		
	Jan	16,037	63	1,703	12,147	23	648	30,621	-7.8%
	Feb	14,829	81	1,759	11,284	20	792	28,765	2.5%
	Mar	18,220	85	1,972	14,533	22	928	35,760	2.0%
	Apr	18,349	75	1,787	13,333	40	870	34,454	0.0%
	May	18,122	35	1,758	13,926	30	978	34,849	0.8%
	Jun	18,990	37	1,844	13,984	27	1,130	36,012	3.0%
	Jul	20,031	53	1,731	14,385	25	1,108	37,333	3.5%
	Aug	18,617	43	1,825	13,211	55	1,082	34,833	-9.9%
	Sep	17,252	41	1,751	13,492	27	1,144	33,707	3.9%
	Oct	17,910	46	1,684	13,607	31	980	34,258	-5.9%
	Nov	17,593	41	1,795	13,578	54	980	34,041	1.8%
	Dec	18,056	35	2,269	14,144	71	780	35,355	10.5%
	<b>Total 2011</b>	<b>214,006</b>	<b>635</b>	<b>21,878</b>	<b>161,624</b>	<b>425</b>	<b>11,420</b>	<b>409,988</b>	<b>0.2%</b>
	<b>% Change 2010 to 2011</b>	<b>5.0%</b>	<b>22.8%</b>	<b>-1.2%</b>	<b>-5.4%</b>	<b>-6.6%</b>	<b>-1.5%</b>	<b>0.2%</b>	

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



## 1.1.2 LGA

Monthly Totals 2011

## Commercial and Non-Commercial Aircraft Movements

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2010 to 2011
						REVENUE	OTHER*		
	Jan	12,720	2	-	13,363	76	636	26,797	-1.2%
	Feb	12,017	3	-	12,795	46	720	25,581	13.2%
	Mar	14,386	3	-	15,417	67	790	30,663	6.4%
	Apr	13,518	15	-	14,289	55	562	28,439	-2.8%
	May	13,958	15	-	15,362	76	775	30,186	3.8%
	Jun	13,725	4	-	14,778	54	854	29,415	3.7%
	Jul	13,876	14	-	14,832	40	760	29,522	3.7%
	Aug	13,287	13	-	14,440	72	722	28,534	-3.2%
	Sep	12,943	16	-	15,159	61	922	29,101	0.2%
	Oct	13,181	3	-	15,705	59	820	29,768	0.1%
	Nov	12,805	-	-	14,638	59	738	28,240	-3.4%
	Dec	12,975	1	-	13,896	35	736	27,643	5.8%
	<b>Total 2011</b>	<b>159,391</b>	<b>89</b>	<b>-</b>	<b>174,674</b>	<b>700</b>	<b>9,035</b>	<b>343,889</b>	<b>1.9%</b>
	<b>% Change 2010 to 2011</b>	<b>-1.4%</b>	<b>1.1%</b>	<b>-</b>	<b>5.5%</b>	<b>40.6%</b>	<b>-4.0%</b>	<b>1.9%</b>	
International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2010 to 2011
						REVENUE	OTHER*		
	Jan	872	6	-	858	2	-	1,738	-10.5%
	Feb	795	-	-	759	4	-	1,558	-5.6%
	Mar	954	-	-	897	-	-	1,851	-12.4%
	Apr	871	14	-	867	5	-	1,757	-20.1%
	May	992	-	-	899	1	-	1,892	-13.6%
	Jun	970	-	-	860	3	-	1,833	-15.6%
	Jul	789	-	-	1,062	1	-	1,852	-15.0%
	Aug	773	-	-	1,016	5	-	1,794	-12.0%
	Sep	967	-	-	934	-	-	1,901	-9.2%
	Oct	1,019	-	-	932	1	-	1,952	-8.1%
	Nov	897	-	-	996	4	-	1,897	1.9%
	Dec	936	-	-	1,019	1	-	1,956	12.5%
	<b>Total 2011</b>	<b>10,835</b>	<b>20</b>	<b>-</b>	<b>11,099</b>	<b>27</b>	<b>-</b>	<b>21,981</b>	<b>-9.6%</b>
	<b>% Change 2010 to 2011</b>	<b>-6.4%</b>	<b>33.3%</b>	<b>-</b>	<b>-12.6%</b>	<b>17.4%</b>	<b>-</b>	<b>-9.6%</b>	
Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2010 to 2011
						REVENUE	OTHER*		
	Jan	13,592	8	-	14,221	78	636	28,535	-1.8%
	Feb	12,812	3	-	13,554	50	720	27,139	11.9%
	Mar	15,340	3	-	16,314	67	790	32,514	5.1%
	Apr	14,389	29	-	15,156	60	562	30,196	-4.0%
	May	14,950	15	-	16,261	77	775	32,078	2.5%
	Jun	14,695	4	-	15,638	57	854	31,248	2.4%
	Jul	14,665	14	-	15,894	41	760	31,374	2.3%
	Aug	14,060	13	-	15,456	77	722	30,328	-3.7%
	Sep	13,910	16	-	16,093	61	922	31,002	-0.4%
	Oct	14,200	3	-	16,637	60	820	31,720	-0.4%
	Nov	13,702	-	-	15,634	63	738	30,137	-3.0%
	Dec	13,911	1	-	14,915	36	736	29,599	6.2%
	<b>Total 2011</b>	<b>170,226</b>	<b>109</b>	<b>-</b>	<b>185,773</b>	<b>727</b>	<b>9,035</b>	<b>365,870</b>	<b>1.2%</b>
	<b>% Change 2010 to 2011</b>	<b>-1.7%</b>	<b>5.8%</b>	<b>-</b>	<b>4.2%</b>	<b>39.5%</b>	<b>-4.0%</b>	<b>1.2%</b>	

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

### 1.1.2 SWF

Monthly Totals 2011

## Commercial and Non-Commercial Aircraft Movements

Domestic		SCHEDULED	CHARTER	NON -			% Change	
MONTH	PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*	TOTAL	2010 to 2011
Jan	114	-	88	422	17	2,555	3,196	-11.0%
Feb	107	-	89	428	17	2,580	3,221	36.0%
Mar	124	-	103	524	19	3,442	4,212	21.5%
Apr	120	-	95	490	17	3,201	3,923	-4.1%
May	124	-	94	506	18	3,471	4,213	-8.8%
Jun	150	-	104	500	18	2,960	3,732	-17.7%
Jul	186	-	91	502	19	3,464	4,262	2.4%
Aug	174	-	100	483	18	3,496	4,271	8.7%
Sep	130	-	95	476	17	3,237	3,955	-0.7%
Oct	122	-	93	479	15	3,172	3,881	-3.0%
Nov	144	-	95	495	3	3,018	3,755	-8.5%
Dec	156	-	112	522	1	3,076	3,867	-8.0%
<b>Total 2011</b>	<b>1,651</b>	<b>-</b>	<b>1,159</b>	<b>5,827</b>	<b>179</b>	<b>37,672</b>	<b>46,488</b>	<b>-1.2%</b>
<b>% Change</b>								
<b>2010 to 2011</b>	<b>15.8%</b>	<b>-</b>	<b>28.3%</b>	<b>8.9%</b>	<b>-7.7%</b>	<b>-3.8%</b>	<b>-1.2%</b>	

  

International		SCHEDULED	CHARTER	NON -			% Change	
MONTH	PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*	TOTAL	2010 to 2011
Jan	-	-	-	-	-	-	-	-
Feb	-	5	1	-	5	-	11	100%
Mar	-	8	-	-	8	-	16	100%
Apr	-	7	-	-	8	-	15	100%
May	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-
Oct	-	-	-	-	-	-	-	-
Nov	-	-	-	-	-	-	-	-
Dec	-	-	-	-	-	-	-	-
<b>Total 2011</b>	<b>-</b>	<b>20</b>	<b>1</b>	<b>-</b>	<b>21</b>	<b>-</b>	<b>42</b>	
<b>% Change</b>								
<b>2010 to 2011</b>	<b>-</b>	<b>100%</b>	<b>100%</b>	<b>-</b>	<b>100%</b>	<b>-</b>	<b>100%</b>	

  

Domestic and International Totals		SCHEDULED	CHARTER	NON -			% Change	
MONTH	PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*	TOTAL	2010 to 2011
Jan	114	-	88	422	17	2,555	3,196	-11.0%
Feb	107	5	90	428	22	2,580	3,232	36.4%
Mar	124	8	103	524	27	3,442	4,228	22.0%
Apr	120	7	95	490	25	3,201	3,938	-3.7%
May	124	-	94	506	18	3,471	4,213	-8.8%
Jun	150	-	104	500	18	2,960	3,732	-17.7%
Jul	186	-	91	502	19	3,464	4,262	2.4%
Aug	174	-	100	483	18	3,496	4,271	8.7%
Sep	130	-	95	476	17	3,237	3,955	-0.7%
Oct	122	-	93	479	15	3,172	3,881	-3.0%
Nov	144	-	95	495	3	3,018	3,755	-8.5%
Dec	156	-	112	522	1	3,076	3,867	-8.0%
<b>Total 2011</b>	<b>1,651</b>	<b>20</b>	<b>1,160</b>	<b>5,827</b>	<b>200</b>	<b>37,672</b>	<b>46,530</b>	<b>-1.1%</b>
<b>% Change</b>								
<b>2010 to 2011</b>	<b>15.8%</b>	<b>100%</b>	<b>28.5%</b>	<b>8.9%</b>	<b>3.1%</b>	<b>-3.8%</b>	<b>-1.1%</b>	

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

### 1.1.2 TETERBORO

## Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2011

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2010 to 2011
	Jan	-	-	-	-	-	11,094	11,094	2.7%
	Feb	-	-	-	-	-	10,979	10,979	10.0%
	Mar	-	-	-	-	-	13,153	13,153	3.5%
	Apr	-	-	-	-	-	12,967	12,967	4.0%
	May	-	-	-	-	-	14,855	14,855	9.9%
	Jun	-	-	-	-	-	13,840	13,840	6.1%
	Jul	-	-	-	-	-	11,554	11,554	0.8%
	Aug	-	-	-	-	-	10,341	10,341	-9.0%
	Sep	-	-	-	-	-	13,833	13,833	3.3%
	Oct	-	-	-	-	-	13,028	13,028	-3.6%
	Nov	-	-	-	-	-	13,918	13,918	-1.4%
	Dec	-	-	-	-	-	12,685	12,685	-3.6%
	<b>Total 2011</b>	-	-	-	-	-	<b>152,247</b>	<b>152,247</b>	<b>1.8%</b>
	<b>% Change 2010 to 2011</b>	-	-	-	-	-	<b>1.8%</b>	<b>1.8%</b>	

International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2010 to 2011
	Jan	-	-	-	-	-	-	-	-
	Feb	-	-	-	-	-	-	-	-
	Mar	-	-	-	-	-	-	-	-
	Apr	-	-	-	-	-	-	-	-
	May	-	-	-	-	-	-	-	-
	Jun	-	-	-	-	-	-	-	-
	Jul	-	-	-	-	-	-	-	-
	Aug	-	-	-	-	-	-	-	-
	Sep	-	-	-	-	-	-	-	-
	Oct	-	-	-	-	-	-	-	-
	Nov	-	-	-	-	-	-	-	-
	Dec	-	-	-	-	-	-	-	-
	<b>Total 2011</b>	-	-	-	-	-	-	-	-
	<b>% Change 2010 to 2011</b>	-	-	-	-	-	-	-	-

Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2010 to 2011
	Jan	-	-	-	-	-	11,094	11,094	2.7%
	Feb	-	-	-	-	-	10,979	10,979	10.0%
	Mar	-	-	-	-	-	13,153	13,153	3.5%
	Apr	-	-	-	-	-	12,967	12,967	4.0%
	May	-	-	-	-	-	14,855	14,855	9.9%
	Jun	-	-	-	-	-	13,840	13,840	6.1%
	Jul	-	-	-	-	-	11,554	11,554	0.8%
	Aug	-	-	-	-	-	10,341	10,341	-9.0%
	Sep	-	-	-	-	-	13,833	13,833	3.3%
	Oct	-	-	-	-	-	13,028	13,028	-3.6%
	Nov	-	-	-	-	-	13,918	13,918	-1.4%
	Dec	-	-	-	-	-	12,685	12,685	-3.6%
	<b>Total 2011</b>	-	-	-	-	-	<b>152,247</b>	<b>152,247</b>	<b>1.8%</b>
	<b>% Change 2010 to 2011</b>	-	-	-	-	-	<b>1.8%</b>	<b>1.8%</b>	

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

## 1.1.2 REGION

Monthly Totals 2011

## Commercial and Non-Commercial Aircraft Movements

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% Change 2010 to 2011
	Jan	36,181	41	2,009	29,584	230	15,499	83,544	-4.8%
	Feb	34,045	55	2,034	28,091	807	15,541	80,573	8.1%
	Mar	41,243	73	2,303	34,744	235	18,855	97,453	4.9%
	Apr	39,794	86	2,107	32,622	206	18,178	92,993	-0.2%
	May	40,380	45	2,062	35,232	226	20,811	98,756	4.6%
	Jun	40,901	43	2,175	34,249	202	19,642	97,212	4.0%
	Jul	42,477	67	2,002	34,979	175	17,890	97,590	4.0%
	Aug	40,005	57	2,120	32,684	231	16,347	91,444	-6.0%
	Sep	38,502	57	2,030	33,967	196	19,932	94,684	2.6%
	Oct	39,546	49	1,928	34,620	219	18,710	95,072	-2.2%
	Nov	38,537	36	2,072	33,047	245	19,302	93,239	-1.5%
	Dec	39,506	29	2,665	32,094	257	17,765	92,316	4.6%
	<b>Total 2011</b>	<b>471,117</b>	<b>638</b>	<b>25,507</b>	<b>395,913</b>	<b>3,229</b>	<b>218,472</b>	<b>1,114,876</b>	<b>1.4%</b>
	<b>% Change 2010 to 2011</b>	<b>1.7%</b>	<b>36.9%</b>	<b>-1.3%</b>	<b>1.4%</b>	<b>38.5%</b>	<b>0.5%</b>	<b>1.4%</b>	

  

International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% Change 2010 to 2011
	Jan	16,814	42	997	3,302	26	-	21,181	-0.5%
	Feb	15,121	52	903	3,085	44	-	19,205	4.6%
	Mar	18,263	45	1,133	3,672	33	-	23,146	5.4%
	Apr	17,948	37	1,079	3,383	38	-	22,485	7.4%
	May	18,149	18	1,062	3,486	31	-	22,746	0.6%
	Jun	18,973	13	1,090	3,403	38	-	23,517	0.0%
	Jul	20,648	11	1,155	3,908	49	-	25,771	0.9%
	Aug	19,152	17	1,044	3,572	41	-	23,826	-4.9%
	Sep	17,391	8	1,095	3,567	38	-	22,099	2.1%
	Oct	17,123	18	1,160	3,615	23	-	21,939	-0.5%
	Nov	16,127	20	1,067	3,613	41	-	20,868	0.2%
	Dec	17,522	52	1,040	3,691	34	-	22,339	6.6%
	<b>Total 2011</b>	<b>213,231</b>	<b>333</b>	<b>12,825</b>	<b>42,297</b>	<b>436</b>	<b>-</b>	<b>269,122</b>	<b>1.7%</b>
	<b>% Change 2010 to 2011</b>	<b>2.2%</b>	<b>-12.6%</b>	<b>2.4%</b>	<b>-0.5%</b>	<b>-31.1%</b>	<b>-</b>	<b>1.7%</b>	

  

Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% Change 2010 to 2011
	Jan	52,995	83	3,006	32,886	256	15,499	104,725	-4.0%
	Feb	49,166	107	2,937	31,176	851	15,541	99,778	7.4%
	Mar	59,506	118	3,436	38,416	268	18,855	120,599	5.0%
	Apr	57,742	123	3,186	36,005	244	18,178	115,478	1.2%
	May	58,529	63	3,124	38,718	257	20,811	121,502	3.8%
	Jun	59,874	56	3,265	37,652	240	19,642	120,729	3.2%
	Jul	63,125	78	3,157	38,887	224	17,890	123,361	3.3%
	Aug	59,157	74	3,164	36,256	272	16,347	115,270	-5.8%
	Sep	55,893	65	3,125	37,534	234	19,932	116,783	2.5%
	Oct	56,669	67	3,088	38,235	242	18,710	117,011	-1.9%
	Nov	54,664	56	3,139	36,660	286	19,302	114,107	-1.2%
	Dec	57,028	81	3,705	35,785	291	17,765	114,655	5.0%
	<b>Total 2011</b>	<b>684,348</b>	<b>971</b>	<b>38,332</b>	<b>438,210</b>	<b>3,665</b>	<b>218,472</b>	<b>1,383,998</b>	<b>1.4%</b>
	<b>% Change 2010 to 2011</b>	<b>1.8%</b>	<b>14.6%</b>	<b>-0.1%</b>	<b>1.2%</b>	<b>23.6%</b>	<b>0.5%</b>	<b>1.4%</b>	

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

## 1.2.1

*Annual Totals 1998 to 2011*

## Helicopter Movements

MONTH	JFK*	EWB*	LGA*	WEST 30TH STREET	DOWNTOWN**	TOTAL
1998	3,676	-	-	-	25,489	29,165
1999	3,630	-	-	-	29,580	33,210
2000	3,218	-	-	-	28,534	31,752
2001	2,152	-	-	-	6,866	9,018
2002	1,778	-	-	-	3,158	4,936
2003	1,578	-	-	-	18,054	19,632
2004	851	-	-	-	31,856	32,707
2005	605	-	-	-	35,936	36,541
2006	2,306	82	-	-	40,450	42,838
2007	2,746	1,745	-	-	59,072	63,563
2008	2,237	1,734	-	-	67,784	71,755
2009	784	411	-	-	-	1,195
2010	-	-	-	-	-	-
2011	-	-	-	-	-	-

\* Scheduled Only, consisting of US Helicopter and DHL package express movements.  
Teterboro not reporting; W. 30th Heliport was returned to NYS DOT, May 1996

\*\* The Downtown Heliport (JRB) was handed over to New York City effective October 2008.  
Data unavailable as of December 2008.  
Data for November to December was provided by NYC JRB staff.

### 1.3.1 JFK

Annual Totals 1998 to 2011

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1,998	215,741	7,186	4,501	15,043	3,538	14,975	69,285	13,288	343,557
1,999	214,559	7,630	4,637	17,353	3,487	12,505	69,113	14,104	343,388
2,000	212,504	8,206	4,968	18,606	3,653	10,798	72,490	14,086	345,311
2,001	173,429	6,874	5,074	19,695	3,653	9,874	60,831	14,162	293,592
2,002	173,994	6,772	3,663	19,698	3,725	9,184	56,195	14,426	287,657
2,003	166,198	7,958	4,425	19,817	3,896	8,425	54,247	15,352	280,318
2,004	194,943	9,679	5,178	21,667	3,954	9,679	58,312	16,674	320,086
2,005	219,672	10,570	6,604	20,816	4,142	10,093	60,385	17,668	349,950
2,006	239,670	10,743	8,052	20,813	5,115	11,146	65,960	16,928	378,427
2,007	293,130	9,828	8,285	23,424	7,558	12,092	72,271	17,166	443,754
2,008	278,965	9,060	13,850	25,577	8,243	11,806	74,939	15,951	438,391
2,009	263,832	8,972	11,289	29,220	7,228	11,854	68,822	14,069	415,286
2,010	242,987	9,458	10,221	31,713	6,567	12,763	67,762	15,441	396,912
2,011	250,717	9,526	11,871	31,813	5,441	13,207	70,738	16,050	409,363

### 1.3.1 EWR

Annual Totals 1998 to 2011

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1,998	395,992	4,410	14,338	4,947	3,842	4,993	26,228	1,083	455,833
1,999	391,929	4,891	13,228	5,242	4,041	5,704	31,170	1,769	457,974
2,000	379,955	5,638	17,062	6,325	4,146	5,226	30,104	1,863	450,319
2,001	368,919	5,567	19,440	6,947	3,625	4,799	27,912	2,146	439,355
2,002	337,475	5,376	17,533	7,696	3,941	3,995	27,903	1,898	405,817
2,003	335,196	5,191	20,031	8,359	3,690	3,932	28,758	1,722	406,879
2,004	358,833	5,919	21,358	9,662	3,918	4,354	31,365	2,037	437,446
2,005	354,556	5,424	21,084	8,912	4,075	4,474	34,716	3,003	436,244
2,006	356,035	6,612	22,304	8,225	3,719	5,125	39,869	3,369	445,258
2,007	342,280	5,193	22,536	8,849	3,908	4,688	45,259	3,217	435,930
2,008	337,154	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,050
2,009	316,516	3,173	30,200	8,534	3,699	4,649	41,476	3,574	411,821
2,010	310,754	2,622	32,137	8,926	3,918	4,669	42,332	3,963	409,321
2,011	310,174	1,835	32,486	8,703	3,529	4,770	44,652	3,839	409,988

**Notes:** Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan

Transpacific includes Pacific Rim countries, including China, Japan, Australia, New Zealand, "Indo-China", "Far East".

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

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

### 1.3.1 LGA

## Aircraft Movements By Market

Annual Totals 1998 to 2011

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1998	332,907	-	22,444	784	-	-	-	-	356,135
1999	338,972	-	23,241	783	-	-	-	-	362,996
2000	362,278	2	21,110	1,165	-	-	-	-	384,555
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	381,585	-	21,556	2,034	-	-	-	-	405,175
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

### 1.3.1 SWF

## Aircraft Movements By Market

Annual Totals 1998 to 2011

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1998	7,300	-	3	3	1	-	2	-	7,309
1999	7,251	-	5	3	-	-	2	-	7,261
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

### 1.3.1 REGION

## Aircraft Movements By Market

Annual Totals 1998 to 2011

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1998	1,136,428	11,596	41,286	20,777	7,381	19,968	95,515	14,267	1,347,218
1999	1,138,421	12,521	41,111	23,381	7,528	18,209	100,285	15,873	1,357,329
2000	1,144,071	13,846	43,505	26,096	7,801	16,024	105,002	15,949	1,372,294
2001	1,067,021	12,441	42,308	28,338	7,279	14,673	95,386	16,308	1,283,754
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	1,163,650	15,994	49,247	31,762	8,218	14,567	95,121	20,675	1,399,234
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	12,080	66,315	40,985	10,485	17,432	110,094	19,404	1,364,426
2011	1,103,515	11,361	66,281	40,573	9,011	17,977	115,391	19,889	1,383,998

**Note:** Domestic includes Air Taxi, Business & Private, and Government. Helicopters are excluded.  
Regional total includes Teterboro.

### 1.4.1 August Average Nonstop Daily Scheduled Passenger Departures page 1

EWR August 2011: 560.38 Daily Average Nonstop Scheduled Departures to 154 Cities\*

JFK August 2011: 595.54 Daily Average Nonstop Scheduled Departures to 161 Cities\*

LGA August 2011: 529.79 Daily Average Nonstop Scheduled Departures to 74 Cities\*

SWF August 2011: 11.72 Daily Average Nonstop Scheduled Departures to 5 Cities\*

#### 1.4.1 REGION AIRCRAFT MOVEMENTS BY WORLD REGION & CITY

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
<b>DOMESTIC</b>						
Mid Western U.S.	DES MOINES, IOWA, US	1				1
	KANSAS CITY, MISSOURI, US	4.82		6.3		11.12
	MINNEAPOLIS/ST PAU, MN, US	9.95	5.41	10.72		26.08
	OMAHA, NEBRASKA, US	2.84		0.86		3.7
	ST LOUIS, MISSOURI, US	7.89	2.07	7.44		17.4
<b>*TOTAL REGION Mid Western U.S.</b>		<b>26.5</b>	<b>7.48</b>	<b>25.32</b>	<b>0</b>	<b>59.3</b>
Mountain U.S.	DENVER, COLORADO, US	9.62	2	7.28		18.9
	JACKSON, WYOMING, US	0.07				0.07
	LAS VEGAS, NEVADA, US	6.28	12.72			19
	PHOENIX, ARIZONA, US	8.62	6.43			15.05
	SALT LAKE CITY, UTAH, US	1.72	5			6.72
<b>*TOTAL REGION Mountain U.S.</b>		<b>26.31</b>	<b>26.15</b>	<b>7.28</b>	<b>0</b>	<b>59.74</b>
North Central U.S.	AKRON/CANTON, OHIO, US			2.72		2.72
	CHICAGO, ILLINOIS, US	27.5	8.14	46.43		82.07
	CINCINNATI, OHIO, US	6.98	4.21	5		16.19
	CLEVELAND, OHIO, US	5.6	6	9.83		21.43
	COLUMBUS, OHIO, US	5.56	4	13.18		22.74
	DAYTON, OHIO, US	2.56		2.44		5
	DETROIT, MICHIGAN, US	11.28	4.07	16.02	2.86	34.23
	GRAND RAPIDS, MICHIGAN, US	1.68		0.86		2.54
	INDIANAPOLIS, INDIANA, US	5.54	5	4.44		14.98
	MADISON, WISCONSIN, US	0.84		0.86		1.7
	MILWAUKEE, WISCONSIN, US	5.18		8.44		13.62
	TRAVERSE CITY, MICHIGAN, US			0.84		0.84
<b>*TOTAL REGION North Central U.S.</b>		<b>72.72</b>	<b>31.42</b>	<b>111.06</b>	<b>2.86</b>	<b>218.06</b>
North East U.S.	ALBANY, NEW YORK, US	3.86	1	2.44		7.3
	BANGOR, MAINE, US			6.3		6.3
	BOSTON, MASSACHUSETTS, US	14.08	16.86	32.68		63.62
	BUFFALO, NEW YORK, US	5.09	14.85	6.03		25.97
	BURLINGTON, VERMONT, US	3.97	8	4.3		16.27
	HARRISBURG/YORK, PA, US	3.56		1.72		5.28
	HARTFORD, CONNECTICUT, US	2.98	1	2.44		6.42
	ITHACA, NEW YORK, US	2.72		1.44		4.16
	MANCHESTER, NEW HAMPSHIRE, US	3.95		3.58		7.53
	MARTHAS VINEYARD, MA, US		2	3.72		5.72
	NANTUCKET, MASSACHUSETTS, US	2.7	4.28	3.14		10.12
	PHILA, PA/CAMDEN, NJ, US	8.55	1	15.68	4	29.23
	PITTSBURGH, PA, US	6.72	8.85	7.88		23.45
	PORTLAND, MAINE, US	4	5	7.16		16.16
	PROVIDENCE, RHODE ISLAND, US	3.93		2.86		6.79
	ROCHESTER, NEW YORK, US	4.72	7.72	4.02		16.46
	SCRANTON/WILKES-BARRE, PA, US	3.84				3.84
	SYRACUSE, NEW YORK, US	3.85	6.72	3.58		14.15
<b>*TOTAL REGION North East U.S.</b>		<b>78.52</b>	<b>77.28</b>	<b>108.97</b>	<b>4</b>	<b>268.77</b>
South Central U.S.	BIRMINGHAM, ALABAMA, US			1.72		1.72
	KNOXVILLE, TENNESSEE, US	1.2		0.86		2.06
	LEXINGTON/FRANKFORT, KY, US			2.58		2.58
	LOUISVILLE, KENTUCKY, US	2.67		2.58		5.25
	MEMPHIS, TENNESSEE, US	4.28		3		7.28
South Central U.S.	NASHVILLE, TENNESSEE, US	4.68	2	6.72		13.4
	<b>*TOTAL REGION South Central U.S.</b>	<b>12.83</b>	<b>2</b>	<b>17.46</b>	<b>0</b>	<b>32.29</b>



## 1.4.1 August Average Nonstop Daily Scheduled Passenger Departures page 2

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
South East U.S.	AGUADILLA, PUERTO RICO (US)	1	2.7			3.7
	ASHEVILLE, NORTH CAROLINA, US	1.4		2.58		3.98
	ATLANTA, GEORGIA, US	17.01	6.4	29.6	1.86	54.87
	BALTIMORE, MARYLAND, US	6.99	4	7.74		18.73
	CHARLESTON, SOUTH CAROLINA, US	2.98		6.36		9.34
	CHARLESTON/DUNBAR, WV, US			0.86		0.86
	CHARLOTTE AMALIE, VI (US)	0.21	1.14			1.35
	CHARLOTTE, NORTH CAROLINA, US	15.17	9.92	15.14		40.23
	CHARLOTTESVILLE, VIRGINIA, US			2.37		2.37
	COLUMBIA, SOUTH CAROLINA, US			1.72		1.72
	FORT LAUDERDALE, FL, US	9.82	12.21	14.64	1	37.67
	FORT MYERS, FLORIDA, US	2.13	3	2		7.13
	GREENBRIER/WH SULP SPG, WV, US		0.98			0.98
	GREENSBORO/HIGH POINT, NC, US	3.37		5.95		9.32
	GREENVILLE/SPRTNBG, SC, US	1.84		1.58		3.42
	JACKSONVILLE, FLORIDA, US	3.59	3	2.98		9.57
	MIAMI, FLORIDA, US	7.67	12	10.72		30.39
	MYRTLE BEACH, SC, US	1.14		3		4.14
	NEWPORT NEWS/WMSBG, VA, US			2		2
	NORFOLK/VA B/PT/CH, VA, US	4.83	5	6.67		16.5
	ORLANDO, FLORIDA, US	13.69	17.86	8.42	2	41.97
	PONCE, PUERTO RICO (US)		1.28			1.28
	RALEIGH/DURHAM, NC, US	6.54	11	18.95		36.49
	RICHMOND INTL, RICHMND, VA, US	4.85	4.86	5.6		15.31
	ROANOKE, VIRGINIA, US			2.44		2.44
	SAN JUAN, PUERTO RICO (US)	2.13	13.22			15.35
	SARASOTA/BRADENTON, FL, US		1			1
	SAVANNAH, GEORGIA, US	3		3		6
	TAMPA, FLORIDA, US	5.68	7	4		16.68
	WASHINGTON, DC, US	12.41	18.86	35.01		66.28
	WEST PALM BEACH/PALM B, FL, US	4.99	5	5		14.99
	WILMINGTON, NORTH CAROLINA, US			2.72		2.72
<b>*TOTAL REGION South East U.S.</b>		<b>132.44</b>	<b>140.43</b>	<b>201.05</b>	<b>4.86</b>	<b>478.78</b>
South Western	AUSTIN, TEXAS, US	2.58	4			6.58
	DALLAS/FORT WORTH, TX, US	10	3	13.87		26.87
	FAYETTEVILLE, ARKANSAS, US	1.42		2.16		3.58
	HOUSTON, TEXAS, US	12.74	3	7.52		23.26
	LITTLE ROCK, ARKANSAS, US	1				1
	NEW ORLEANS, LOUISIANA, US	2.13	2	3		7.13
	OKLAHOMA CITY, OK, US	0.99				0.99
	SAN ANTONIO, TEXAS, US	1.84	1			2.84
<b>*TOTAL REGION South Western U.S.</b>		<b>33.69</b>	<b>13</b>	<b>26.55</b>	<b>0</b>	<b>73.24</b>
Western U.S.	BURBANK, CALIFORNIA, US		2.86			2.86
	HONOLULU, OAHU, HAWAII, US	1				1
	LONG BEACH, CALIFORNIA, US		2			2
	LOS ANGELES, CA, US	8.96	33.01			41.97
	OAKLAND, CALIFORNIA, US		1			1
	PORTLAND, OREGON, US	1.91	2.21			4.12
	SACRAMENTO, CALIFORNIA, US		1			1
	SAN DIEGO, CALIFORNIA, US	3.85	5.85			9.7
	SAN FRANCISCO, CA, US	8.99	22.29			31.28
	SAN JOSE, CALIFORNIA, US		1			1
	SANTA ANA, CALIFORNIA, US	2.64				2.64
	SEATTLE/TACOMA, WA, US	6.82	6.14			12.96
<b>*TOTAL REGION Western U.S.</b>		<b>34.17</b>	<b>77.36</b>	<b>0</b>	<b>0</b>	<b>111.53</b>
<b>Domestic Daily-Each-Way Flight Averages</b>		<b>417.18</b>	<b>375.12</b>	<b>497.69</b>	<b>11.72</b>	<b>1,301.7</b>

### 1.4.1 August Average Nonstop Daily Scheduled Passenger Departures page 3

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
<b>International</b>						
Africa	ACCRA, GHANA		0.56			0.56
	CAIRO, EGYPT		1			1
	CASABLANCA, MOROCCO		1.58			1.58
	DAKAR, SENEGAL		0.42			0.42
	JOHANNESBURG, SOUTH AFRICA		1			1
	LAGOS, NIGERIA		0.42			0.42
<b>*TOTAL REGION Africa</b>		<b>0</b>	<b>4.98</b>	<b>0</b>	<b>0</b>	<b>4.98</b>
Australia	SYDNEY, NS, AUSTRALIA Direct Service Via LAX		1			1
<b>*TOTAL REGION Australia</b>		<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Canada, Green.	CALGARY, CANADA	2				2
	CHARLOTTETOWN, CANADA		1			1
	HALIFAX, CANADA	3.98	4			7.98
	MONCTON, CANADA	0.99				0.99
	MONTREAL, CANADA	8.42	6.14	10.3		24.86
	OTTAWA, CANADA	3.57		2.58		6.15
	QUEBEC, CANADA	3.98				3.98
	ST. JOHNS, CANADA	0.99				0.99
	TORONTO, CANADA	23.46	8	19.08		50.54
	VANCOUVER, CANADA	2	1			3
<b>*TOTAL REGION Canada, Green.</b>		<b>49.39</b>	<b>20.14</b>	<b>31.96</b>	<b>0</b>	<b>101.49</b>
Caribbean	ANTIGUA, ANTIGUA & BARBUDA	0.28	0.7			0.98
	ARUBA, ARUBA	1.27	2.56	0.14		3.97
	BERMUDA, BERMUDA (UK)	1	2			3
	BRIDGETOWN, BARBADOS		3			3
	CURACAO, NETH ANTILLES (NL)	0.28				0.28
	GRAND CAYMAN, CAYMAN (BWI-UK)		0.42			0.42
	GRENADA, GRENADA & S GREN		0.56			0.56
	KINGSTON, JAMAICA		4			4
	MONTEGO BAY, JAMAICA	1.14	2.71			3.85
	NASSAU, BAHAMAS	1	3			4
	PORT AU PRINCE, HAITI	1	1.57			2.57
	PORT OF SPAIN, TRINIDAD & TOBA	0.99	4.42			5.41
	PROVIDENCIALES, TURKS & C (UK)	0.86	2			2.86
	PUERTO PLATA, DOMINICAN REP	0.42	2			2.42
	PUNTA CANA, DOMINICAN REPUBLIC	1.98	2.7			4.68
	SANTIAGO, DOMINICAN REPUBLIC		9			9
	SANTO DOMINGO, DO	1	9			10
	ST KITTS, ST KITTS & NEVIS		0.28			0.28
	ST LUCIA, ST LUCIA		0.72			0.72
	ST MARTIN, NETH ANTIL (NL)	1	1.56			2.56
	TOBAGO, TRINIDAD & TOBAGO		0.14			0.14
<b>*TOTAL REGION Caribbean</b>		<b>12.22</b>	<b>52.34</b>	<b>0.14</b>	<b>0</b>	<b>64.7</b>
Europe	AMSTERDAM, NETHERLANDS	3	2.98			5.98
	ATHENS, GREECE	1	1.28			2.28
	BARCELONA, SPAIN	1	2.58			3.58
	BELFAST, NORTHERN IRE, UK	1				1
	BERLIN, GERMANY	1	1.42			2.42
	BIRMINGHAM, ENGLAND, UK	1				1
	BRUSSELS, BELGIUM	2	2.86			4.86
	BUDAPEST, HUNGARY		1.86			1.86
	COLOGNE/DUSSELDORF/BONN	1	1			2
	COPENHAGEN, DENMARK	2	1			3
	DUBLIN, IRELAND	2	3.28			5.28
	EDINBURGH, SCOTLAND, UK	2				2
	FRANKFURT, GERMANY	3	4			7
	GENEVA, SWITZERLAND	1	1			2
	GLASGOW/PRESTWICK, SCOTLAND, UK	1				1
	HAMBURG, GERMANY	1				1
	HELSINKI, FINLAND		1			1
	KEFLAVIK/REYKJAVIK, IS	1	2.72			3.72
	KIEV, UKRAINE		0.86			0.86
	LISBON, PORTUGAL	2.42				2.42
	LONDON, ENGLAND, UK	10	17.71			27.71
	MADRID, SPAIN	1.58	5.42			7
	MALAGA, SPAIN		0.85			0.85
	MANCHESTER, ENGLAND, UK	2	2.21			4.21
	MILAN, ITALY	1	2.72			3.72
	MOSCOW, RUSSIA		3.86			3.86
	MUNICH, GERMANY	2	1			3
	NAPLES, ITALY		0.28			0.28

### 1.4.1 August Average Nonstop Daily Scheduled Passenger Departures page 4

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
Europe continued...	NICE, FRANCE		1			1
	OSLO, NORWAY	2				2
	PALERMO, ITALY		0.28			0.28
	PARIS, FRANCE	4.72	8.42			13.14
	PISA, ITALY		0.86			0.86
	PORTO, PORTUGAL	0.42				0.42
	PRAGUE, CZECHOSLOVAKIA		1			1
	RIGA, LATVIA		0.28			0.28
	ROME, ITALY	2	4.58			6.58
	SHANNON, IRELAND	1.58	2.01			3.59
	STOCKHOLM, SWEDEN	2	1			3
	STUTTGART, GERMANY	1				1
	VALENCIA, SPAIN		0.58			0.58
	VENICE, ITALY		1			1
	VIENNA, AUSTRIA		1			1
	WARSAW, POLAND	0.56	0.86			1.42
	ZURICH, SWITZERLAND	1.86	4			5.86
<b>*TOTAL REGION Europe</b>		<b>59.14</b>	<b>88.76</b>	<b>0</b>	<b>0</b>	<b>147.9</b>
Far East	BEIJING, CHINA	1	0.98			1.98
	BOMBAY, INDIA	2				2
	DELHI, INDIA	1	1			2
	HONG KONG, CHINA	1	3			4
	LAHORE, PAKISTAN		0.21			0.21
	OSAKA, JAPAN		0.42			0.42
	SEOUL, SOUTH KOREA		3			3
	SHANGHAI, CHINA	1	1			2
	SINGAPORE, SINGAPORE	1				1
	TAIPEI, TAIWAN	0.29				0.29
	TAIPEI, TAIWAN Direct Service Via ANC	0.29				0.29
	TOKYO, JAPAN	1	4.86			5.86
<b>*TOTAL REGION Far East</b>		<b>8.58</b>	<b>14.47</b>	<b>0</b>	<b>0</b>	<b>23.05</b>
Middle America	CAN CUN, MEXICO	1.42	3.28			4.7
	GUATEMALA CITY, GUATEMALA	0.14				0.14
	LIBERIA, COSTA RICA	0.14				0.14
	MEXICO CITY, MEXICO	2	4.42			6.42
	PANAMA CITY, PANAMA	1.28	1			2.28
	SAN JOSE DEL CABO, MEXICO	0.56				0.56
	SAN JOSE, COSTA RICA	2	0.86			2.86
	SAN PEDRO SULA, HONDURAS	0.14	0.58			0.72
	SAN SALVADOR, EL SALVADOR	0.14	1.54			1.68
<b>*TOTAL REGION Middle America</b>		<b>7.82</b>	<b>11.68</b>	<b>0</b>	<b>0</b>	<b>19.5</b>
Middle East	ABU DHABI, UNITED ARAB EM		1			1
	AMMAN, JORDAN		0.72			0.72
	DOHA, QATAR		1			1
	DUBAI, UNITED ARAB EM		2			2
	ISTANBUL, TURKEY		3			3
	JEDDAH, SAUDI ARABIA		0.42			0.42
	KUWAIT, KUWAIT		0.42			0.42
	RIYADH, SAUDI ARABIA		0.14			0.14
	TEL AVIV, ISRAEL	2.84	3.2			6.04
<b>*TOTAL REGION Middle East</b>		<b>2.84</b>	<b>11.9</b>	<b>0</b>	<b>0</b>	<b>14.74</b>
South America	BOGOTA, COLOMBIA	1	2.72			3.72
	BUENOS AIRES, ARGENTINA		1			1
	CARACAS, VENEZUELA		0.28			0.28
	GEORGETOWN, GUYANA		1			1
	GUAYAQUIL, ECUADOR		2			2
	LIMA, PERU	1	1			2
	MEDELLIN, COLOMBIA		1			1
	RIO DE JANEIRO, RJ, BRAZIL		1.86			1.86
	SANTIAGO, CHILE		1			1
	SAO PAULO, BRAZIL	1	4			5
<b>*TOTAL REGION South America</b>		<b>3</b>	<b>15.86</b>	<b>0</b>	<b>0</b>	<b>18.86</b>
<b>International Daily-Each-Way Flight Averages</b>		<b>142.99</b>	<b>221.13</b>	<b>32.1</b>	<b>0</b>	<b>396.22</b>
<b>System Daily-Each-Way Flight Averages</b>		<b>560.67</b>	<b>596.25</b>	<b>529.79</b>	<b>11.72</b>	<b>1,698.4</b>

PASSENGER  
TRAFFIC

## 2.1.1 Ranked by Passengers

U.S. Passenger Traffic

## Top 50 Domestic Airport Comparisons

2011	RANK	AIRPORT	# OF PASSENGERS	% Change - 2010-2011
	1	Hartsfield-Jackson Atlanta International Airport	92,365,860	3.4
	2	Chicago O'Hare International Airport	66,561,023	(0.5)
	3	Los Angeles International Airport	61,848,449	4.8
	4	Dallas/Fort Worth International Airport	57,806,152	1.6
	5	Denver International Airport	52,699,298	0.9
	6	John F. Kennedy International Airport	47,683,529	2.5
	7	McCarran International Airport	41,479,572	4.3
	8	San Francisco International Airport	40,907,389	4.2
	9	Sky Harbor International Airport	40,565,677	5.2
	10	George Bush Intercontinental Airport	40,170,844	(0.8)
	11	Charlotte Douglas International Airport	39,043,708	2.4
	12	Miami International Airport	38,314,389	7.3
	13	Orlando International Airport	35,356,991	1.4
	14	Newark Liberty International Airport	33,701,031	1.5
	15	Minneapolis/St. Paul International Airport	33,074,443	1.0
	16	Seattle-Tacoma International Airport	32,820,060	4.0
	17	Detroit Metropolitan Wayne County Airport	32,419,181	0.1
	18	Philadelphia International Airport	30,839,130	0.2
	19	Logan International Airport	28,866,313	5.2
	20	La Guardia Airport	24,122,478	0.6
	21	Fort Lauderdale-Hollywood International Airport	23,348,804	4.2
	22	Washington Dulles International Airport	23,056,291	(1.7)
	23	Baltimore Washington International Thurgood Marshal	22,395,638	2.0
	24	Salt Lake City International Airport	20,434,601	(2.6)
	25	Midway International Airport	18,882,549	7.0
	26	Ronald Reagan Washington National Airport	18,811,335	3.9
	27	San Diego International Airport	16,836,027	(0.4)
	28	Tampa International Airport	16,732,051	0.5
	29	Portland International Airport	13,675,773	3.7
	30	Lambert-St. Louis International Airport	12,527,663	1.8
	31	Kansas City International Airport	10,430,503	2.8
	32	William P. Hobby Airport	9,829,979	8.6
	33	General Mitchell International Airport	9,522,456	(3.3)
	34	Cleveland Hopkins International Airport	9,376,862	(1.2)
	35	Oakland International Airport	9,266,558	(2.6)
	36	Raleigh-Durham International Airport	9,161,279	0.9
	37	Austin-Bergstrom International Airport	9,080,875	5.2
	38	Memphis International Airport	8,731,075	(12.5)
	39	Sacramento International Airport	8,718,847	(1.5)
	40	John Wayne Airport	8,609,008	(0.6)
	41	Louis Armstrong New Orleans International Airport	8,579,037	4.7
	42	Norman Y. Mineta San Jose International Airport	8,345,409	1.2
	43	Pittsburgh International Airport	8,300,310	1.3
	44	San Antonio International Airport	8,151,952	1.3
	45	Dallas Love Field Airport	7,980,020	0.2
	46	Southwest Florida International Airport	7,528,597	0.2
	47	Indianapolis International Airport	7,476,913	(0.7)
	48	Cincinnati/Northern Kentucky International Airport	7,034,930	(11.8)
	49	Port Columbus International Airport	6,378,722	(0.4)
	50	Albuquerque International Sunport	5,697,625	(1.7)

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2011

## 2.1.2 Ranked by Passengers

Worldwide Passenger Traffic

## Top 50 Worldwide Airport Comparisons

2011	RANK	AIRPORT	# OF PASSENGERS	% Change - 2010-2011
	1	Atlanta GA, US (ATL)	92,365,860	3.3
	2	Beijing, CN (PEK)	77,403,668	4.5
	3	London, GB (LHR)	69,433,565	5.1
	4	Chicago IL, US (ORD)	66,561,023	(0.5)
	5	Tokyo, JP (HND)	62,263,025	(3.0)
	6	Los Angeles CA, US (LAX)	61,848,449	4.6
	7	Paris, FR (CDG)	60,970,551	4.6
	8	Dallas/Fort Worth TX, US (DFW)	57,806,152	1.6
	9	Frankfurt, DE (FRA)	56,436,255	6.1
	10	Hong Kong, HK (HKG)	53,314,213	5.5
	11	Denver CO, US (DEN)	52,699,298	0.9
	12	Jakarta, ID (CGK)	52,446,618	16.1
	13	Dubai, AE (DXB)	50,977,960	7.4
	14	Amsterdam, NL (AMS)	49,754,910	9.1
	15	Madrid, ES (MAD)	49,644,302	(0.4)
	16	Bangkok, TH (BKK)	47,910,744	10.7
	17	New York NY, US (JFK)	47,683,529	2.5
	18	Singapore, SG (SIN)	46,543,845	9.7
	19	Guangzhou, CN (CAN)	45,400,156	9.7
	20	Las Vegas NV, US (LAS)	41,479,572	4.2
	21	Shanghai, CN (PVG)	41,450,211	2.6
	22	San Francisco CA, US (SFO)	40,907,389	4.0
	23	Phoenix AZ, US (PHX)	40,565,677	5.0
	24	Houston TX, US (IAH)	40,170,844	(0.8)
	25	Charlotte NC, US (CLT)	39,043,708	2.3
	26	Miami FL, US (MIA)	38,314,389	6.8
	27	Munich, DE (MUC)	37,763,701	8.1
	28	Kuala Lumpur, MY (KUL)	37,670,586	9.5
	29	Rome, IT (FCO)	37,651,222	3.8
	30	Istanbul, TR (IST)	37,398,221	14.0
	31	Sydney, AU (SYD)	36,022,614	0.1
	32	Orlando FL, US (MCO)	35,356,991	1.4
	33	Incheon, KR (ICN)	35,191,825	4.5
	34	New Delhi, IN (DEL)	34,729,467	17.8
	35	Barcelona, ES (BCN)	34,387,597	15.1
	36	London, GB (LGW)	33,668,048	6.8
	37	Newark NJ, US (EWR)	33,701,031	1.5
	38	Toronto ON, CA (YYZ)	33,434,199	4.5
	39	Shanghai, CN (SHA)	33,112,442	5.5
	40	Minneapolis MN, US (MSP)	33,074,443	1.0
	41	Seattle WA, US (SEA)	32,820,060	3.9
	42	Detroit MI, US (DTW)	32,419,181	0.1
	43	Philadelphia PA, US (PHL)	30,839,130	0.2
	44	Mumbai, IN (BOM)	30,439,122	7.6
	45	Sao Paulo, BR (GRU)	30,371,131	9.7
	46	Manila, PH (MNL)	29,551,394	8.1
	47	Chengdu, CN (CTU)	29,073,990	11.2
	48	Boston MA, US (BOS)	28,866,313	5.0
	49	Shenzhen, CN (SZX)	28,245,745	5.4
	50	Melbourne, AU (MEL)	28,060,111	1.2

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2011

## 2.2.1 JFK

Annual Totals 1998 to 2011

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	11,032,963	373,908	1,807,696	13,214,567
1999	11,677,151	82,156	1,744,540	13,503,847
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	20,697,693	1,953	3,063,400	23,763,046

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	17,442,416	322,212	79,900	17,844,528
1999	17,677,968	440,676	85,940	18,204,584
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	22,786,544	17,939	305,394	23,109,877
2011	23,514,993	14,944	390,546	23,920,483

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	28,475,379	696,120	1,887,596	31,059,095
1999	29,355,119	522,832	1,830,480	31,708,431
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	43,353,043	21,128	3,139,983	46,514,154
2011	44,212,686	16,897	3,453,946	47,683,529

## 2.2.1 EWR

Annual Totals 1998 to 2011

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	22,941,044	511,028	2,404,735	25,856,807
1999	23,242,960	302,192	2,367,417	25,912,569
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	5,298,492	22,189,712

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	6,605,229	113,838	-	6,719,067
1999	7,550,534	159,583	-	7,710,117
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	10,718,405	9,747	783,167	11,511,319

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	29,546,273	624,866	2,404,735	32,575,874
1999	30,793,494	461,775	2,367,417	33,622,686
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	27,573,405	45,967	6,081,659	33,701,031



## 2.2.1 LGA

Annual Totals 1998 to 2011

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	20,366,692	6,500	1,197,603	21,570,795
1999	21,080,537	7,150	1,504,373	22,592,060
2000	21,835,951	12,412	2,165,476	24,013,839
2001	19,162,097	9,260	2,203,906	21,375,263
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

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	1,160,032	-	81,108	1,241,140
1999	1,268,410	45	66,408	1,334,863
2000	1,270,120	667	75,408	1,346,195
2001	1,140,410	1,192	3,009	1,144,611
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

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	21,526,724	6,500	1,278,711	22,811,935
1999	22,348,947	7,195	1,570,781	23,926,923
2000	23,106,071	13,079	2,240,884	25,360,034
2001	20,302,507	10,452	2,206,915	22,519,874
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

## 2.2.1 SWF

Annual Totals 1998 to 2011

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	518,097	-	-	518,097
1999	362,143	-	-	362,143
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

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	350	-	-	350
1999	336	-	-	336
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

### Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	518,447	-	-	518,447
1999	362,479	-	-	362,479
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

## 2.2.1 REGION

Annual Totals 1998 to 2011

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	54,858,796	891,436	5,410,034	61,160,266
1999	56,362,791	391,498	5,616,330	62,370,619
2000	58,220,901	187,980	5,955,750	64,364,631
2001	52,882,139	187,405	5,396,285	58,465,829
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	54,915,637	43,385	14,492,545	69,451,567

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	25,208,027	436,050	161,008	25,805,085
1999	26,497,248	600,304	152,348	27,249,900
2000	27,512,117	640,100	262,398	28,414,615
2001	23,996,068	464,876	290,275	24,751,219
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	34,177,332	30,143	1,412,673	35,620,148
2011	34,921,711	28,479	1,518,935	36,469,125

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1998	80,066,823	1,327,486	5,571,042	86,965,351
1999	82,860,039	991,802	5,768,678	89,620,519
2000	85,733,018	828,080	6,218,148	92,779,246
2001	76,878,207	652,281	5,686,560	83,217,048
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	88,311,986	63,734	15,710,608	104,086,328
2011	89,837,348	71,864	16,011,480	105,920,692

## 2.2.2 JFK

Monthly Totals 2011

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	1,517,675	-	178,649	1,696,324	-1.1%	59,283
	Feb	1,419,356	386	170,832	1,590,574	5.8%	57,268
	Mar	1,817,124	95	237,462	2,054,681	6.5%	78,772
	Apr	1,707,248	-	257,147	1,964,395	4.3%	91,227
	May	1,808,964	-	282,399	2,091,363	8.3%	81,997
	Jun	1,836,367	336	284,889	2,121,592	0.9%	84,418
	Jul	1,976,183	-	325,007	2,301,190	3.2%	92,186
	Aug	1,860,070	219	277,375	2,137,664	-5.2%	81,731
	Sep	1,674,444	-	277,550	1,951,994	1.9%	77,321
	Oct	1,712,724	297	286,570	1,999,591	-2.0%	83,065
	Nov	1,689,971	365	259,853	1,950,189	-3.6%	78,375
	Dec	1,677,567	255	225,667	1,903,489	1.6%	81,906
	<b>Total 2010</b>	<b>20,697,693</b>	<b>1,953</b>	<b>3,063,400</b>	<b>23,763,046</b>	<b>1.5%</b>	<b>947,549</b>
	<b>% Change</b>						
	<b>2010 to 2011</b>	<b>0.6%</b>	<b>-38.8%</b>	<b>8.1%</b>	<b>1.5%</b>		<b>12.6%</b>

  

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	1,675,318	440	24,156	1,699,914	4.3%	38,613
	Feb	1,367,563	607	25,692	1,393,862	1.6%	41,396
	Mar	1,765,049	1,993	32,860	1,799,902	3.7%	45,334
	Apr	1,970,845	650	29,746	2,001,241	14.9%	43,622
	May	2,056,325	1,020	34,194	2,091,539	4.5%	46,736
	Jun	2,196,276	2,042	33,121	2,231,439	2.4%	47,351
	Jul	2,485,644	1,122	44,869	2,531,635	3.1%	49,310
	Aug	2,369,356	1,109	40,885	2,411,350	-2.1%	44,969
	Sep	2,049,258	435	34,739	2,084,432	3.3%	43,573
	Oct	1,967,259	1,741	34,804	2,003,804	1.6%	47,574
	Nov	1,718,021	989	27,418	1,746,428	1.3%	72,364
	Dec	1,894,079	2,796	28,062	1,924,937	5.9%	45,777
	<b>Total 2010</b>	<b>23,514,993</b>	<b>14,944</b>	<b>390,546</b>	<b>23,920,483</b>	<b>3.5%</b>	<b>566,619</b>
	<b>% Change</b>						
	<b>2010 to 2011</b>	<b>3.2%</b>	<b>-16.7%</b>	<b>27.9%</b>	<b>3.5%</b>		<b>10.1%</b>

  

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	3,192,993	440	202,805	3,396,238	1.5%	97,896
	Feb	2,786,919	993	196,524	2,984,436	3.8%	98,664
	Mar	3,582,173	2,088	270,322	3,854,583	5.1%	124,106
	Apr	3,678,093	650	286,893	3,965,636	9.4%	134,849
	May	3,865,289	1,020	316,593	4,182,902	6.4%	128,733
	Jun	4,032,643	2,378	318,010	4,353,031	1.7%	131,769
	Jul	4,461,827	1,122	369,876	4,832,825	3.1%	141,496
	Aug	4,229,426	1,328	318,260	4,549,014	-3.6%	126,700
	Sep	3,723,702	435	312,289	4,036,426	2.6%	120,894
	Oct	3,679,983	2,038	321,374	4,003,395	-0.2%	130,639
	Nov	3,407,992	1,354	287,271	3,696,617	-1.3%	150,739
	Dec	3,571,646	3,051	253,729	3,828,426	3.7%	127,683
	<b>Total 2010</b>	<b>44,212,686</b>	<b>16,897</b>	<b>3,453,946</b>	<b>47,683,529</b>	<b>2.5%</b>	<b>1,514,168</b>
	<b>% Change</b>						
	<b>2010 to 2011</b>	<b>2.0%</b>	<b>-20.0%</b>	<b>10.0%</b>	<b>2.5%</b>		<b>11.7%</b>

## 2.2.2 EWR

Monthly Totals 2011

## Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change 2010 to 2011	Non-Revenue Passengers
					PASSENGERS		
Jan		1,104,816	1,687	336,993	1,443,496	-8.7%	58,406
Feb		1,062,269	1,028	315,971	1,379,268	-3.2%	54,040
Mar		1,395,246	3,688	451,755	1,850,689	-3.9%	69,009
Apr		1,452,129	4,180	459,227	1,915,536	0.7%	68,353
May		1,475,206	2,454	498,741	1,976,401	5.8%	70,987
Jun		1,552,170	3,110	490,420	2,045,700	5.4%	78,630
Jul		1,649,892	4,474	512,659	2,167,025	6.9%	83,638
Aug		1,555,257	3,561	453,834	2,012,652	-1.9%	74,987
Sep		1,334,513	3,816	432,498	1,770,827	5.7%	68,061
Oct		1,424,086	4,111	451,438	1,879,635	1.2%	76,022
Nov		1,432,399	2,037	445,193	1,879,629	4.8%	70,032
Dec		1,417,017	2,074	449,763	1,868,854	11.8%	72,200
<b>Total 2010</b>		<b>16,855,000</b>	<b>36,220</b>	<b>5,298,492</b>	<b>22,189,712</b>	<b>2.2%</b>	<b>844,365</b>
<b>% Change</b>							
<b>2010 to 2011</b>		<b>5.6%</b>	<b>47.0%</b>	<b>-7.5%</b>	<b>2.2%</b>		<b>1.5%</b>

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change 2010 to 2011	Non-Revenue Passengers
					PASSENGERS		
Jan		786,102	1,300	57,305	844,707	-3.3%	16,492
Feb		653,992	1,388	54,360	709,740	-0.7%	15,304
Mar		869,189	851	75,455	945,495	-3.2%	19,985
Apr		950,784	879	64,649	1,016,312	10.0%	22,573
May		959,972	1,022	65,833	1,026,827	2.9%	21,913
Jun		1,013,306	-	60,093	1,073,399	0.3%	23,830
Jul		1,131,102	-	71,218	1,202,320	0.7%	27,304
Aug		1,031,910	298	68,982	1,101,190	-5.4%	24,219
Sep		875,392	-	64,970	940,362	1.8%	20,120
Oct		853,717	399	69,570	923,686	-3.6%	22,779
Nov		763,928	1,438	64,490	829,856	-0.8%	21,031
Dec		829,011	2,172	66,242	897,425	6.4%	21,827
<b>Total 2010</b>		<b>10,718,405</b>	<b>9,747</b>	<b>783,167</b>	<b>11,511,319</b>	<b>0.3%</b>	<b>257,377</b>
<b>% Change</b>							
<b>2010 to 2011</b>		<b>0.4%</b>	<b>-12.4%</b>	<b>-0.7%</b>	<b>0.3%</b>		<b>18.9%</b>

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change 2010 to 2011	Non-Revenue Passengers
					PASSENGERS		
Jan		1,890,918	2,987	394,298	2,288,203	-6.8%	74,898
Feb		1,716,261	2,416	370,331	2,089,008	-2.4%	69,344
Mar		2,264,435	4,539	527,210	2,796,184	-3.7%	88,994
Apr		2,402,913	5,059	523,876	2,931,848	3.8%	90,926
May		2,435,178	3,476	564,574	3,003,228	4.8%	92,900
Jun		2,565,476	3,110	550,513	3,119,099	3.6%	102,460
Jul		2,780,994	4,474	583,877	3,369,345	4.6%	110,942
Aug		2,587,167	3,859	522,816	3,113,842	-3.1%	99,206
Sep		2,209,905	3,816	497,468	2,711,189	4.3%	88,181
Oct		2,277,803	4,510	521,008	2,803,321	-0.4%	98,801
Nov		2,196,327	3,475	509,683	2,709,485	3.0%	91,063
Dec		2,246,028	4,246	516,005	2,766,279	10.0%	94,027
<b>Total 2010</b>		<b>27,573,405</b>	<b>45,967</b>	<b>6,081,659</b>	<b>33,701,031</b>	<b>1.5%</b>	<b>1,101,742</b>
<b>% Change</b>							
<b>2010 to 2011</b>		<b>3.5%</b>	<b>28.5%</b>	<b>-6.7%</b>	<b>1.5%</b>		<b>5.1%</b>

## 2.2.2 LGA

Monthly Totals 2011

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	1,202,095	128	369,154	1,571,377	2.1%	53,959
	Feb	1,128,879	196	365,985	1,495,060	6.5%	53,102
	Mar	1,450,592	62	481,863	1,932,517	3.2%	69,461
	Apr	1,439,739	774	510,980	1,951,493	-1.1%	67,347
	May	1,548,035	1,035	548,540	2,097,610	3.3%	72,140
	Jun	1,538,976	172	537,524	2,076,672	2.1%	74,161
	Jul	1,591,915	733	525,555	2,118,203	1.6%	80,530
	Aug	1,551,373	855	514,191	2,066,419	-5.1%	68,282
	Sep	1,381,114	970	512,999	1,895,083	-2.1%	67,593
	Oct	1,454,942	287	552,403	2,007,632	-3.3%	70,682
	Nov	1,442,745	-	513,094	1,955,839	-1.0%	62,931
	Dec	1,444,886	-	473,965	1,918,851	3.8%	68,896
	<b>Total 2011</b>	<b>17,175,291</b>	<b>5,212</b>	<b>5,906,253</b>	<b>23,086,756</b>	<b>0.6%</b>	<b>809,084</b>
	<b>% Change</b>						
	<b>2010 to 2011</b>	<b>-1.4%</b>	<b>-9.5%</b>	<b>6.9%</b>	<b>0.6%</b>		<b>12.5%</b>

  

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	43,867	300	21,447	65,614	8.6%	1,144
	Feb	42,696	-	18,156	60,852	7.1%	1,027
	Mar	52,461	-	23,141	75,602	-10.1%	1,309
	Apr	53,839	1,887	23,394	79,120	-12.4%	1,464
	May	66,051	-	28,504	94,555	-3.3%	1,809
	Jun	65,263	-	27,745	93,008	0.3%	1,454
	Jul	58,471	-	41,020	99,491	3.8%	2,002
	Aug	62,549	-	39,655	102,204	-4.1%	1,915
	Sep	64,835	-	32,387	97,222	4.1%	1,505
	Oct	67,741	-	30,565	98,306	4.1%	1,625
	Nov	54,789	-	28,654	83,443	3.6%	1,389
	Dec	55,751	-	30,554	86,305	7.9%	1,574
	<b>Total 2011</b>	<b>688,313</b>	<b>2,187</b>	<b>345,222</b>	<b>1,035,722</b>	<b>0.3%</b>	<b>18,217</b>
	<b>% Change</b>						
	<b>2010 to 2011</b>	<b>-3.5%</b>	<b>102.3%</b>	<b>8.3%</b>	<b>0.3%</b>		<b>-7.0%</b>

  

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	1,245,962	428	390,601	1,636,991	2.4%	55,103
	Feb	1,171,575	196	384,141	1,555,912	6.6%	54,129
	Mar	1,503,053	62	505,004	2,008,119	2.6%	70,770
	Apr	1,493,578	2,661	534,374	2,030,613	-1.6%	68,811
	May	1,614,086	1,035	577,044	2,192,165	3.0%	73,949
	Jun	1,604,239	172	565,269	2,169,680	2.1%	75,615
	Jul	1,650,386	733	566,575	2,217,694	1.7%	82,532
	Aug	1,613,922	855	553,846	2,168,623	-5.1%	70,197
	Sep	1,445,949	970	545,386	1,992,305	-1.8%	69,098
	Oct	1,522,683	287	582,968	2,105,938	-3.0%	72,307
	Nov	1,497,534	-	541,748	2,039,282	-0.8%	64,320
	Dec	1,500,637	-	504,519	2,005,156	4.0%	70,470
	<b>Total 2011</b>	<b>17,863,604</b>	<b>7,399</b>	<b>6,251,475</b>	<b>24,122,478</b>	<b>0.6%</b>	<b>827,301</b>
	<b>% Change</b>						
	<b>2010 to 2011</b>	<b>-1.5%</b>	<b>8.2%</b>	<b>7.0%</b>	<b>0.6%</b>		<b>12.0%</b>

## 2.2.2 SWF

Monthly Totals 2011

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	14,275	-	14,751	29,026	-5.3%	303
	Feb	13,704	-	14,365	28,069	1.7%	322
	Mar	15,963	-	18,426	34,389	0.0%	420
	Apr	14,472	-	18,711	33,183	-1.0%	398
	May	14,417	-	20,057	34,474	-4.2%	447
	Jun	15,328	-	19,187	34,515	3.7%	601
	Jul	20,724	-	20,424	41,148	13.9%	630
	Aug	20,499	-	20,717	41,216	11.7%	496
	Sep	14,064	-	19,520	33,584	7.2%	465
	Oct	16,393	-	19,904	36,297	8.1%	482
	Nov	13,817	-	19,471	33,288	10.6%	462
	Dec	13,997	-	18,867	32,864	4.4%	450
	<b>Total 2011</b>	<b>187,653</b>	<b>-</b>	<b>224,400</b>	<b>412,053</b>	<b>4.3%</b>	<b>5,476</b>
	<b>% Change</b>						
	<b>2010 to 2011</b>	<b>1.1%</b>	<b>-</b>	<b>7.2%</b>	<b>4.3%</b>		<b>20.3%</b>

  

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	-	-	-	-	-	-
	Feb	-	503	-	503	100%	-
	Mar	-	545	-	545	100%	-
	Apr	-	553	-	553	100%	-
	May	-	-	-	-	-	-
	Jun	-	-	-	-	-	-
	Jul	-	-	-	-	-	-
	Aug	-	-	-	-	-	-
	Sep	-	-	-	-	-	-
	Oct	-	-	-	-	-	-
	Nov	-	-	-	-	-	-
	Dec	-	-	-	-	-	-
	<b>Total 2010</b>	<b>-</b>	<b>1,601</b>	<b>-</b>	<b>1,601</b>	<b>-</b>	<b>-</b>
	<b>% Change</b>						
	<b>2010 to 2011</b>	<b>-</b>	<b>100%</b>	<b>-</b>	<b>100%</b>	<b>-</b>	<b>-</b>

  

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	14,275	-	14,751	29,026	-5.3%	303
	Feb	13,704	503	14,365	28,572	3.5%	322
	Mar	15,963	545	18,426	34,934	1.6%	420
	Apr	14,472	553	18,711	33,736	0.7%	398
	May	14,417	-	20,057	34,474	-4.2%	447
	Jun	15,328	-	19,187	34,515	3.7%	601
	Jul	20,724	-	20,424	41,148	13.9%	630
	Aug	20,499	-	20,717	41,216	11.7%	496
	Sep	14,064	-	19,520	33,584	7.2%	465
	Oct	16,393	-	19,904	36,297	8.1%	482
	Nov	13,817	-	19,471	33,288	10.6%	462
	Dec	13,997	-	18,867	32,864	4.4%	450
	<b>Total 2010</b>	<b>187,653</b>	<b>1,601</b>	<b>224,400</b>	<b>413,654</b>	<b>4.7%</b>	<b>5,476</b>
	<b>% Change</b>						
	<b>2010 to 2011</b>	<b>1.1%</b>	<b>100%</b>	<b>7.2%</b>	<b>4.7%</b>		<b>20.3%</b>

## 2.2.2 REGION

Monthly Totals 2011

## Commercial Passenger Traffic

Domestic	TOTAL REVENUE				% Change	Non-Revenue	
	MONTH	SCHEDULED	CHARTER	COMMUTER	2010 to 2011	Passengers	
	Jan	3,838,861	1,815	899,547	4,740,223	-2.6%	171,951
	Feb	3,624,208	1,610	867,153	4,492,971	3.1%	164,732
	Mar	4,678,925	3,845	1,189,506	5,872,276	1.9%	217,662
	Apr	4,613,588	4,954	1,246,065	5,864,607	1.3%	227,325
	May	4,846,622	3,489	1,349,737	6,199,848	5.7%	225,571
	Jun	4,942,841	3,618	1,332,020	6,278,479	2.7%	237,810
	Jul	5,238,714	5,207	1,383,645	6,627,566	3.9%	256,984
	Aug	4,987,199	4,635	1,266,117	6,257,951	-4.0%	225,496
Sep	4,404,135	4,786	1,242,567	5,651,488	1.7%	213,440	
Oct	4,608,145	4,695	1,310,315	5,923,155	-1.4%	230,251	
Nov	4,578,932	2,402	1,237,611	5,818,945	0.0%	211,800	
Dec	4,553,467	2,329	1,168,262	5,724,058	5.5%	223,452	
Total 2011	54,915,637	43,385	14,492,545	69,451,567	1.4%	2,606,474	
% Change							
2010 to 2011	1.4%	29.2%	1.4%	1.4%		8.7%	

International	TOTAL REVENUE				% Change 2010 to 2011	Non-Revenue Passengers	
	MONTH	SCHEDULED	CHARTER	COMMUTER PASSENGERS			
	Jan	2,505,287	2,040	102,908	2,610,235	1.8%	56,249
	Feb	2,064,251	2,498	98,208	2,164,957	1.0%	57,727
	Mar	2,686,699	3,389	131,456	2,821,544	0.9%	66,628
	Apr	2,975,468	3,969	117,789	3,097,226	12.4%	67,659
	May	3,082,348	2,042	128,531	3,212,921	3.8%	70,458
	Jun	3,274,845	2,042	120,959	3,397,846	1.7%	72,635
	Jul	3,675,217	1,122	157,107	3,833,446	2.3%	78,616
	Aug	3,463,815	1,407	149,522	3,614,744	-3.2%	71,103
	Sep	2,989,485	435	132,096	3,122,016	2.9%	65,198
	Oct	2,888,717	2,140	134,939	3,025,796	0.0%	71,978
	Nov	2,536,738	2,427	120,562	2,659,727	0.7%	94,784
	Dec	2,778,841	4,968	124,858	2,908,667	6.2%	69,178
	Total 2011	34,921,711	28,479	1,518,935	36,469,125	2.4%	842,213
	% Change						
	2010 to 2011	2.2%	-5.5%	7.5%	2.4%		12.2%

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2010 to 2011	Passengers
	Jan	6,344,148	3,855	1,002,455	7,350,458	-1.1%	228,200
	Feb	5,688,459	4,108	965,361	6,657,928	2.4%	222,459
	Mar	7,365,624	7,234	1,320,962	8,693,820	1.5%	284,290
	Apr	7,589,056	8,923	1,363,854	8,961,833	4.9%	294,984
	May	7,928,970	5,531	1,478,268	9,412,769	5.0%	296,029
	Jun	8,217,686	5,660	1,452,979	9,676,325	2.4%	310,445
	Jul	8,913,931	6,329	1,540,752	10,461,012	3.3%	335,600
	Aug	8,451,014	6,042	1,415,639	9,872,695	-3.7%	296,599
	Sep	7,393,620	5,221	1,374,663	8,773,504	2.1%	278,638
	Oct	7,496,862	6,835	1,445,254	8,948,951	-0.9%	302,229
	Nov	7,115,670	4,829	1,358,173	8,478,672	0.2%	306,584
	Dec	7,332,308	7,297	1,293,120	8,632,725	5.7%	292,630
	Total 2011	89,837,348	71,864	16,011,480	105,920,692	1.8%	3,448,687
	% Change						
	2010 to 2011	1.7%	12.8%	1.9%	1.8%		9.6%



### 2.3.1

## Passenger Traffic in Helicopters

*Annual Totals 1998 to 2011*

YEAR	JFK	EWR	LGA	DOWNTOWN	TOTAL
1998				61,520	61,520
1999				75,342	75,342
2000				68,289	68,289
2001				17,351	17,351
2002				6,845	6,845
2003				47,124	47,124
2004				104,158	104,158
2005				113,752	113,752
2006				124,130	124,130
2007				182,688	182,688
2008				234,185	234,185
2009				-	-
2010				-	-
2011				-	-

**Notes:** No passenger activity for scheduled helicopters at JFK, EWR or LGA until U.S. Helicopter began service in 2005. US Helicopter provides passenger only for its Downtown location. It does not provide data for its traffic to JFK and LGA.

W. 30th Heliport was returned to NYS DOT, May 1996

The Downtown Heliport was ceded to New York City on October 1, 2008

No data available as of October 2008.

### 2.4.1 JFK

Annual Totals 1998 to 2011

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1998	11,827,827	1,386,740	175,903	2,382,744	378,601	1,733,559	11,704,201	1,469,520	31,059,095
1999	12,051,043	1,452,804	167,360	2,669,806	419,918	1,434,742	12,011,032	1,501,726	31,708,431
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	768,778	2,000,877	13,534,550	2,344,776	46,514,154
2011	22,487,467	1,275,579	401,042	4,093,838	683,617	2,166,435	14,078,304	2,497,247	47,683,529

### 2.4.1 EWR

Annual Totals 1998 to 2011

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1998	25,248,909	607,898	685,200	529,551	348,693	469,355	4,518,340	167,928	32,575,874
1999	25,243,147	669,422	687,053	545,081	411,947	626,900	5,124,745	314,391	33,622,686
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	21,894,734	294,978	1,496,798	1,126,381	460,342	626,350	7,027,241	774,207	33,701,031

**Notes:** Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan

Transpacific includes Pacific Rim countries, including China, Japan, Australia, New Zealand, "Indo-China", "Far East".

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

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

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

### 2.4.1 LGA

### Passenger Traffic By Market

Annual Totals 1998 to 2011

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1998	21,570,795	-	1,161,343	79,797	-	-	-	-	22,811,935
1999	22,592,060	-	1,229,098	105,765	-	-	-	-	23,926,923
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

### 2.4.1 SWF

### Passenger Traffic By Market

Annual Totals 1998 to 2011

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1998	518,097	-	-	350	-	-	-	-	518,447
1999	362,143	-	143	193	-	-	-	-	362,479
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

### 2.4.1 REGION

### Passenger Traffic By Market

Annual Totals 1998 to 2011

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1998	59,165,628	1,994,638	2,022,446	2,992,442	727,294	2,202,914	16,222,541	1,637,448	86,965,351
1999	60,248,393	2,122,226	2,083,654	3,320,845	831,865	2,061,642	17,135,777	1,816,117	89,620,519
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	1,291,836	2,621,280	20,445,675	3,184,498	104,086,328
2011	67,881,010	1,570,557	2,927,474	5,226,307	1,145,560	2,792,785	21,105,545	3,271,454	105,920,692

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

## 2.5.1 JFK

Top 20 Carriers

## 2011 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRLINES	9,267,109	2,162,125	11,429,234	24.0%
2	DELTA	7,238,481	4,187,581	11,426,062	47.9%
3	AMERICAN	4,683,941	3,506,997	8,190,938	65.1%
4	BRITISH AIR	-	1,177,468	1,177,468	67.6%
5	UNITED	982,819	-	982,819	69.6%
6	VIRGIN AMERICA	962,416	-	962,416	71.7%
7	AIR FRANCE	-	900,374	900,374	73.5%
8	CATHAY PACIFIC	-	684,069	684,069	75.0%
9	LUFTHANSA	-	575,732	575,732	76.2%
10	CARIBBEAN	-	566,342	566,342	77.4%
11	VIRGIN ATLANTIC	-	556,870	556,870	78.5%
12	US AIRWAYS	545,351	-	545,351	79.7%
13	EMIRATES AIRLINES	-	494,580	494,580	80.7%
14	SWISS INTI	-	416,850	416,850	81.6%
15	KLM	-	404,299	404,299	82.4%
16	KOREAN	-	399,348	399,348	83.3%
17	EL AL	-	399,087	399,087	84.1%
18	AER LINGUS	-	395,846	395,846	85.0%
19	TAM BRAZILIAN AIRLINES	-	381,174	381,174	85.8%
20	ALITALIA	-	371,139	371,139	86.5%
<b>@TOP 20</b>		<b>23,680,117</b>	<b>17,579,881</b>	<b>41,259,998</b>	
<b>TOTAL AIRPORT</b>		<b>23,763,046</b>	<b>23,920,483</b>	<b>47,683,529</b>	

## 2.5.1 EWR

Top 20 Carriers

## 2011 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	14,878,466	7,593,576	22,472,042	66.7%
2	DELTA	1,516,691	125,277	1,641,968	71.6%
3	UNITED	1,274,825	155,558	1,430,383	75.8%
4	JETBLUE AIRLINES	1,203,313	-	1,203,313	79.4%
5	US AIRWAYS	1,159,035	-	1,159,035	82.8%
6	AMERICAN	1,106,466	394	1,106,860	86.1%
7	SOUTHWEST	772,387	-	772,387	88.4%
8	LUFTHANSA	-	630,175	630,175	90.3%
9	AIR CANADA	-	402,381	402,381	91.4%
10	SAS	-	398,785	398,785	92.6%
11	BRITISH AIR	-	343,681	343,681	93.6%
12	VIRGIN ATLANTIC	-	334,931	334,931	94.6%
13	PORTER AIRLINES	-	300,018	300,018	95.5%
14	ALASKA AIRLINES	199,202	-	199,202	96.1%
15	AIR PORTUGAL	-	168,227	168,227	96.6%
16	EL AL	-	151,544	151,544	97.1%
17	JET AIRWAYS	-	138,288	138,288	97.5%
18	AIR INDIA	-	128,706	128,706	97.9%
19	ALITALIA	-	120,936	120,936	98.2%
20	AIR FRANCE	-	117,539	117,539	98.6%
<b>@TOP 20</b>		<b>22,110,385</b>	<b>11,110,016</b>	<b>33,220,401</b>	
<b>TOTAL AIRPORT</b>		<b>22,189,712</b>	<b>11,511,319</b>	<b>33,701,031</b>	

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

## 2.5.1 LGA

Top 20 Carriers

## 2011 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	DELTA	7,146,308	4,414	7,150,722	29.6%
2	AMERICAN	4,792,050	235,025	5,027,075	50.5%
3	US AIRWAYS	4,236,270	-	4,236,270	68.0%
4	UNITED	1,635,804	-	1,635,804	74.8%
5	AIRTRAN AIRWAYS	1,230,040	-	1,230,040	79.9%
6	SPIRIT	1,161,602	-	1,161,602	84.7%
7	CONTINENTAL	840,116	-	840,116	88.2%
8	JETBLUE AIRLINES	838,733	-	838,733	91.7%
9	AIR CANADA	-	794,609	794,609	95.0%
10	SOUTHWEST	624,766	-	624,766	97.6%
11	FRONTIER	579,838	-	579,838	100.0%
12	MIAMI AIR INT'L	1,229	1,674	2,903	100.0%
13	-	-	-	-	-
14	-	-	-	-	-
15	-	-	-	-	-
16	-	-	-	-	-
17	-	-	-	-	-
18	-	-	-	-	-
19	-	-	-	-	-
20	-	-	-	-	-
@TOP 20		23,086,756	1,035,722	24,122,478	
TOTAL AIRPORT		23,086,756	1,035,722	24,122,478	

## 2.5.1 SWF

Top 20 Carriers

## 2011 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRLINES	187,653	-	187,653	45.4%
2	DELTA	147,666	-	147,666	81.1%
3	US AIRWAYS	76,734	-	76,734	99.6%
4	ALLEGiant AIR	-	1,601	1,601	100.0%
5	-	-	-	-	-
6	-	-	-	-	-
7	-	-	-	-	-
8	-	-	-	-	-
9	-	-	-	-	-
10	-	-	-	-	-
11	-	-	-	-	-
12	-	-	-	-	-
13	-	-	-	-	-
14	-	-	-	-	-
15	-	-	-	-	-
16	-	-	-	-	-
17	-	-	-	-	-
18	-	-	-	-	-
19	-	-	-	-	-
20	-	-	-	-	-
@TOP 20		412,053	1,601	413,654	
TOTAL AIRPORT		412,053	1,601	413,654	

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

## 2.5.1 REGION

Top 20 Carriers

## 2011 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	15,718,582	7,593,576	23,312,158	22.0%
2	DELTA	16,049,146	4,317,272	20,366,418	41.2%
3	AMERICAN	10,582,457	3,742,416	14,324,873	54.8%
4	JETBLUE AIRLINES	11,496,808	2,162,125	13,658,933	67.7%
5	US AIRWAYS	6,017,390	-	6,017,390	73.3%
6	UNITED	3,893,448	155,558	4,049,006	77.2%
7	BRITISH AIR	-	1,521,149	1,521,149	78.6%
8	SOUTHWEST	1,397,153	-	1,397,153	79.9%
9	AIRTRAN AIRWAYS	1,230,040	-	1,230,040	81.1%
10	LUFTHANSA	-	1,205,907	1,205,907	82.2%
11	AIR CANADA	-	1,196,990	1,196,990	83.3%
12	SPIRIT	1,161,743	-	1,161,743	84.4%
13	AIR FRANCE	-	1,017,913	1,017,913	85.4%
14	VIRGIN AMERICA	962,416	-	962,416	86.3%
15	VIRGIN ATLANTIC	-	891,801	891,801	87.2%
16	CATHAY PACIFIC	-	684,069	684,069	87.8%
17	FRONTIER	634,028	-	634,028	88.4%
18	CARIBBEAN	-	566,931	566,931	88.9%
19	EL AL	-	550,631	550,631	89.5%
20	EMIRATES AIRLINES	-	494,580	494,580	89.9%
<b>@TOP 20</b>		<b>69,143,211</b>	<b>26,100,918</b>	<b>95,244,129</b>	
<b>TOTAL AIRPORT</b>		<b>69,451,567</b>	<b>36,469,125</b>	<b>105,920,692</b>	

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

## 2.6.1 JFK

## Passenger Traffic by Terminal

### 2011 Passengers

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	Inbound	Outbound	Inbound	Outbound	
Terminal 1	-	-	2,031,687	2,021,870	4,053,557
Terminal 2	1,832,557	1,853,141	86,844	94,585	3,867,127
Terminal 3	1,584,112	1,652,673	1,433,469	1,665,953	6,336,207
Terminal 4	709,059	652,284	4,930,884	3,673,171	9,965,398
Terminal 5	4,624,492	4,642,617	186,103	1,062,349	10,515,561
Terminal 6 (closed Oct. 2008)	-	-	-	-	-
Terminal 7	770,262	757,908	1,290,533	1,319,628	4,138,331
Terminal 8	2,364,413	2,319,528	2,057,052	2,066,355	8,807,348
Terminal Location Varies	-	-	-	-	-
<b>Total</b>	<b>11,884,895</b>	<b>11,878,151</b>	<b>12,016,572</b>	<b>11,903,911</b>	<b>47,683,529</b>

## 2.6.1 EWR

### 2011 Passengers

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	Inbound	Outbound	Inbound	Outbound	
Terminal A	3,760,176	3,736,008	347,636	378,693	8,222,513
Terminal B	875,965	865,115	2,855,987	1,654,819	6,251,886
Terminal C	6,437,419	6,515,029	2,541,399	3,732,785	19,226,632
<b>Total</b>	<b>11,073,560</b>	<b>11,116,152</b>	<b>5,745,022</b>	<b>5,766,297</b>	<b>33,701,031</b>

## 2.6.1 LGA

### 2011 Passengers

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	Inbound	Outbound	Inbound	Outbound	
Central Terminal Building	5,847,626	5,856,552	519,337	511,971	12,735,486
Delta Terminal	3,113,861	3,145,608	2,283	2,131	6,263,883
Marine Air Terminal	440,859	445,980	-	-	886,839
US Airways Terminal	2,119,511	2,116,759	-	-	4,236,270
<b>Total</b>	<b>11,521,857</b>	<b>11,564,899</b>	<b>521,620</b>	<b>514,102</b>	<b>24,122,478</b>

## 2.6.1 SWF

### 2011 Passengers

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	Inbound	Outbound	Inbound	Outbound	
Airline Terminal	205,661	206,392	800	801	413,654
<b>Total</b>	<b>205,661</b>	<b>206,392</b>	<b>800</b>	<b>801</b>	<b>413,654</b>

**Note:** It is difficult to accurately reflect traffic at passenger terminals having 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.

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

## 2.7.1 JFK

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2011

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked	
						Percent of O&D		Percent of O&D

### Kennedy International Airport

1	Los Angeles, CA, US	2,846,380	84.4%	40.8%	AA	33.5%	DL	23.0%
2	San Francisco, CA, US	1,999,930	84.5%	41.6%	AA	26.4%	DL	24.3%
3	Orlando, Florida, US	1,303,560	83.0%	59.3%	B6	56.7%	AA	22.1%
4	Miami, Florida, US	1,198,470	50.7%	35.1%	AA	66.7%	DL	32.8%
5	Fort Lauderdale, FL, US	1,041,570	90.3%	58.5%	B6	68.7%	DL	19.2%
6	Las Vegas, Nevada, US	1,005,900	85.7%	67.6%	DL	41.6%	B6	31.4%
7	San Juan, Puerto Rico (US)	934,310	87.0%	59.6%	B6	52.2%	AA	33.5%
8	Boston, Massachusetts, US	582,240	54.5%	27.7%	B6	51.7%	DL	26.7%
9	Buffalo, New York, US	550,450	92.2%	46.4%	B6	79.2%	DL	19.2%
10	Tampa, Florida, US	529,770	85.4%	48.1%	B6	71.0%	DL	15.3%
11	Seattle/Tacoma, WA, US	457,380	80.8%	40.6%	DL	52.8%	B6	22.5%
12	West Palm Beach/Palm B, FL, US	456,920	99.3%	65.6%	B6	98.8%	DL	0.7%
13	San Diego, California, US	449,590	83.5%	43.6%	DL	33.3%	B6	31.6%
14	Phoenix, Arizona, US	425,390	88.8%	49.8%	US	39.9%	DL	30.1%
15	Washington, DC, US	393,150	51.9%	27.8%	DL	34.0%	AA	25.5%
16	Atlanta, Georgia, US	379,700	44.8%	22.5%	DL	97.1%	US	2.1%
17	Chicago, Illinois, US	351,830	74.1%	43.5%	B6	42.5%	DL	35.8%
18	Salt Lake City, Utah, US	348,960	84.3%	47.0%	DL	79.4%	B6	18.9%
19	Charlotte, North Carolina, US	323,810	80.4%	41.8%	B6	46.0%	US	27.3%
20	Raleigh/Durham, NC, US	303,630	72.6%	37.9%	B6	49.1%	AA	29.3%
21	Fort Myers, Florida, US	282,320	98.6%	66.8%	B6	97.5%	DL	1.5%
22	Rochester, New York, US	251,730	88.9%	41.8%	B6	72.3%	DL	21.4%
23	Pittsburgh, PA, US	248,470	76.5%	40.2%	DL	44.2%	B6	38.0%
24	Austin, Texas, US	241,270	90.5%	44.2%	B6	64.1%	AA	32.8%
25	New Orleans, Louisiana, US	215,630	97.5%	60.0%	B6	91.1%	DL	5.0%
26	Burbank, California, US	202,820	99.5%	42.6%	B6	95.5%	US	1.9%
27	Minneapolis/St Pau, MN, US	198,040	68.3%	26.8%	DL	64.4%	SY	34.5%
28	Portland, Oregon, US	187,470	83.4%	36.8%	DL	59.0%	B6	31.3%
29	Jacksonville, Florida, US	185,920	96.3%	54.0%	B6	91.3%	DL	5.3%
30	Denver, Colorado, US	178,510	77.6%	41.2%	DL	53.3%	B6	41.2%
31	Houston, Texas, US	176,920	89.7%	47.8%	B6	71.0%	DL	21.0%
32	Long Beach, California, US	167,180	99.3%	43.1%	B6	95.1%	DL	2.8%
33	Dallas/Fort Worth, TX, US	163,280	53.3%	24.7%	AA	54.9%	DL	29.8%
34	Aguadilla, Puerto Rico (US)	161,220	99.9%	68.8%	B6	100.0%	YY	0.0%
35	Burlington, Vermont, US	151,650	85.7%	40.4%	B6	77.2%	DL	18.0%
36	Detroit, Michigan, US	142,880	39.9%	18.5%	DL	97.9%	NW	0.8%
37	Syracuse, New York, US	135,120	79.7%	36.5%	B6	68.7%	DL	24.1%
38	Oakland, California, US	120,460	98.9%	42.4%	B6	88.8%	DL	7.0%
39	Sarasota/Bradenton, FL, US	112,290	98.9%	67.3%	B6	95.6%	DL	3.5%
40	Charlotte Amalie, VI (US)	110,030	92.9%	76.6%	AA	88.8%	DL	9.1%
41	San Jose, California, US	106,470	97.9%	47.2%	B6	72.9%	DL	10.7%
42	Sacramento, California, US	91,560	95.7%	40.5%	B6	68.2%	DL	16.6%
43	Portland, Maine, US	90,900	92.5%	50.3%	B6	99.9%	UA	0.1%
44	Cleveland, Ohio, US	85,490	40.7%	22.9%	DL	57.4%	AA	34.1%
45	Ponce, Puerto Rico (US)	82,150	99.9%	61.8%	B6	99.9%	9K	0.1%
46	Cincinnati, Ohio, US	81,080	45.3%	20.6%	DL	72.6%	AA	24.9%
47	Columbus, Ohio, US	80,960	49.9%	22.3%	AA	44.9%	DL	37.9%
48	Richmond Intl, Richmnd, VA, US	77,130	76.5%	37.7%	DL	75.8%	XX	13.3%
49	Indianapolis, Indiana, US	71,370	57.8%	25.6%	DL	55.7%	AA	37.7%
50	Norfolk/Va B/Pt/Ch, VA, US	67,640	54.1%	28.1%	DL	67.9%	AA	15.8%

**Total for top 50 Markets**

**20,350,900**

**95.0%** Percent Top  
50 Markets  
are of Total

**Kennedy Total**

**21,417,590**

**80.2%**  
Percent Pure  
Domestic O&D  
is of Total O&D

**45.5%**  
Percent  
O&D  
originating  
at the base

**56.5%**  
Percent  
O&D by Top  
Airline

**22.7%**  
Percent  
O&D by 2nd  
Ranked  
Airline

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules.

**Note on "Pure" domestic O&D:** DOT domestic O&D data includes the domestic portion of international journeys (called DPIJ's). Pure domestic O&D data excludes DPIJ's. Note also that in comparisons of O&D traffic to domestic enplanements plus deplanements, that the latter will always be higher. This is due to the non-O&D traffic that connects at Port Authority airports, but is neither originated or destined in the NYNJ region.



## 2.7.1 EWR

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2011

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked	
						Percent of O&D		Percent of O&D

### Newark Liberty International Airport

1	Orlando, Florida, US	1,324,440	84.5%	68.0%	CO	63.6%	B6	29.1%
2	Chicago, Illinois, US	1,030,050	83.4%	47.0%	CO	39.8%	UA	28.0%
3	Fort Lauderdale, FL, US	938,240	87.9%	61.5%	CO	61.5%	B6	33.0%
4	Houston, Texas, US	892,840	53.6%	25.2%	CO	87.5%	WN	3.2%
5	Los Angeles, CA, US	838,210	82.0%	48.0%	CO	70.2%	AA	11.3%
6	San Francisco, CA, US	837,800	78.6%	48.4%	CO	64.9%	UA	27.9%
7	Las Vegas, Nevada, US	716,510	82.5%	70.3%	CO	82.9%	UA	6.4%
8	Miami, Florida, US	713,720	67.2%	50.2%	CO	53.5%	AA	39.0%
9	West Palm Beach/Palm B, FL, US	616,550	93.5%	65.3%	CO	74.6%	B6	19.7%
10	Tampa, Florida, US	605,520	85.1%	53.6%	CO	72.9%	B6	14.6%
11	Atlanta, Georgia, US	601,710	75.6%	39.8%	DL	66.3%	CO	25.3%
12	Dallas/Fort Worth, TX, US	534,650	86.3%	45.0%	AA	47.9%	CO	41.2%
13	Phoenix, Arizona, US	481,670	87.4%	52.5%	CO	61.0%	US	23.4%
14	Denver, Colorado, US	448,830	84.0%	49.5%	CO	55.5%	UA	27.1%
15	Seattle/Tacoma, WA, US	440,340	86.4%	40.5%	CO	53.4%	AS	32.0%
16	Boston, Massachusetts, US	433,000	60.4%	34.4%	CO	76.7%	B6	16.6%
17	Fort Myers, Florida, US	383,940	90.8%	67.8%	CO	64.6%	B6	30.6%
18	Charlotte, North Carolina, US	348,340	65.3%	34.7%	US	56.1%	CO	34.5%
19	San Diego, California, US	336,240	84.3%	51.8%	CO	74.5%	UA	9.2%
20	Minneapolis/St Pau, MN, US	254,890	77.1%	40.2%	DL	49.2%	CO	35.8%
21	Detroit, Michigan, US	247,820	70.3%	36.8%	DL	52.5%	CO	36.6%
22	Cleveland, Ohio, US	235,440	48.8%	25.1%	CO	93.4%	UA	3.5%
23	Raleigh/Durham, NC, US	212,200	77.2%	42.2%	CO	82.9%	US	10.2%
24	Washington, DC, US	211,300	35.7%	20.0%	CO	68.0%	UA	22.6%
25	San Juan, Puerto Rico (US)	205,220	91.3%	72.8%	CO	84.4%	B6	4.4%
26	Santa Ana, California, US	199,840	93.3%	50.7%	CO	79.8%	US	5.7%
27	Austin, Texas, US	197,700	79.0%	41.6%	CO	81.0%	AA	5.5%
28	Honolulu, Oahu, Hawaii, US	197,030	86.1%	65.1%	CO	68.7%	UA	18.1%
29	St Louis, Missouri, US	188,640	82.9%	44.9%	CO	63.8%	WN	17.0%
30	New Orleans, Louisiana, US	182,290	86.8%	61.9%	CO	73.1%	US	8.5%
31	Portland, Oregon, US	171,400	81.4%	38.3%	CO	67.5%	UA	14.8%
32	San Antonio, Texas, US	159,050	86.7%	48.5%	CO	78.1%	AA	5.5%
33	Indianapolis, Indiana, US	147,540	76.3%	41.3%	CO	72.4%	UA	14.3%
34	Jacksonville, Florida, US	143,120	86.0%	51.1%	CO	65.6%	US	16.8%
35	Pittsburgh, PA, US	141,040	65.4%	35.8%	CO	88.9%	UA	5.1%
36	Kansas City, Missouri, US	134,120	76.8%	37.0%	CO	75.1%	WN	7.9%
37	Cincinnati, Ohio, US	130,920	80.4%	44.1%	CO	50.7%	DL	39.3%
38	Columbus, Ohio, US	127,480	72.6%	40.6%	CO	81.3%	UA	10.7%
39	Nashville, Tennessee, US	127,450	78.1%	47.2%	CO	75.4%	US	12.1%
40	Milwaukee, Wisconsin, US	116,430	90.0%	50.8%	CO	55.2%	XX	30.6%
41	Salt Lake City, Utah, US	112,480	92.7%	62.5%	DL	75.2%	CO	9.0%
42	Aguadilla, Puerto Rico (US)	83,480	98.7%	69.5%	CO	99.0%	B6	0.9%
43	Memphis, Tennessee, US	82,950	84.3%	47.6%	CO	49.4%	DL	39.1%
44	Charleston, South Carolina, US	82,700	83.7%	58.2%	CO	72.3%	US	21.1%
45	Buffalo, New York, US	82,630	65.0%	37.2%	CO	91.4%	XX	4.3%
46	Omaha, Nebraska, US	71,050	80.8%	41.8%	CO	78.7%	UA	7.2%
47	Greensboro/High Point, NC, US	70,700	73.0%	41.7%	CO	80.5%	US	9.4%
48	Louisville, Kentucky, US	67,490	78.8%	45.0%	CO	73.2%	US	12.9%
49	Richmond Intl, Richmnd, VA, US	66,640	64.5%	34.5%	CO	84.8%	UA	9.4%
50	Norfolk/Va B/Pt/Ch, VA, US	66,120	58.7%	35.0%	CO	92.6%	US	3.5%

**Total for top 50 Markets**

**17,039,760**

**88.1%** Percent Top 50 Markets are of Total

**Newark Liberty Total**

**19,340,940**

**79.3%** Percent Pure Domestic O&D is of Total O&D

**49.1%** Percent O&D originating at the base

**66.0%** Percent O&D by Top Airline

**21.3%** Percent O&D by 2nd Ranked Airline

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules.

**Note on "Pure" domestic O&D:** DOT domestic O&D data includes the domestic portion of international journeys (called DPIJ's). Pure domestic O&D data excludes DPIJ's. Note also that in comparisons of O&D traffic to domestic enplanements plus deplanements, that the latter will always be higher. This is due to the non-O&D traffic that connects at Port Authority airports, but is neither originated or destined in the NYNJ region.

## 2.7.1 LGA

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2011

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked	
						Percent of O&D		Percent of O&D

### LaGuardia

1	Chicago, Illinois, US	2,186,640	95.0%	43.6%	AA	41.3%	UA	30.9%
2	Atlanta, Georgia, US	1,604,040	90.0%	39.3%	DL	65.3%	FL	22.6%
3	Fort Lauderdale, FL, US	1,464,210	94.5%	53.5%	NK	39.8%	B6	30.9%
4	Miami, Florida, US	1,073,540	71.0%	41.7%	AA	96.1%	DL	1.9%
5	Dallas/Fort Worth, TX, US	870,300	89.3%	37.5%	AA	77.0%	US	11.4%
6	Orlando, Florida, US	759,980	97.4%	65.2%	DL	55.4%	B6	27.9%
7	Detroit, Michigan, US	727,350	94.5%	41.1%	DL	58.0%	NK	25.7%
8	Boston, Massachusetts, US	719,410	95.7%	44.7%	DL	50.2%	US	41.1%
9	Charlotte, North Carolina, US	602,900	91.2%	37.7%	US	77.2%	AA	17.6%
10	Washington, DC, US	587,440	93.1%	47.8%	US	49.4%	DL	31.8%
11	Houston, Texas, US	566,090	83.6%	32.6%	CO	76.6%	US	6.2%
12	Denver, Colorado, US	547,880	98.3%	45.0%	UA	46.2%	F9	35.5%
13	Minneapolis/St Pau, MN, US	493,240	94.2%	40.9%	DL	65.1%	AA	19.1%
14	Raleigh/Durham, NC, US	479,900	96.9%	43.6%	AA	45.0%	DL	30.5%
15	West Palm Beach/Palm B, FL, US	394,850	99.6%	62.2%	DL	61.4%	B6	35.1%
16	Milwaukee, Wisconsin, US	374,650	99.8%	41.2%	FL	55.9%	F9	39.5%
17	St Louis, Missouri, US	339,720	97.8%	43.9%	AA	64.1%	DL	25.4%
18	Tampa, Florida, US	314,760	98.7%	52.8%	DL	83.3%	US	9.1%
19	Columbus, Ohio, US	274,620	98.6%	44.8%	DL	38.2%	AA	27.7%
20	Nashville, Tennessee, US	274,290	97.9%	45.6%	AA	52.5%	DL	23.3%
21	New Orleans, Louisiana, US	261,690	98.6%	62.6%	DL	77.1%	US	9.5%
22	Kansas City, Missouri, US	256,020	98.7%	41.1%	DL	45.3%	F9	39.9%
23	Myrtle Beach, SC, US	252,170	100.0%	66.6%	NK	94.5%	US	3.6%
24	Pittsburgh, PA, US	250,690	99.3%	41.4%	US	89.3%	XX	8.1%
25	Indianapolis, Indiana, US	236,930	99.4%	42.6%	DL	58.8%	FL	23.7%
26	Los Angeles, CA, US	217,670	95.6%	43.2%	AA	20.6%	US	18.2%
27	Cleveland, Ohio, US	216,470	98.4%	44.0%	CO	58.2%	XX	17.6%
28	Cincinnati, Ohio, US	178,150	98.3%	41.3%	DL	92.8%	US	5.7%
29	Jacksonville, Florida, US	163,710	99.0%	47.2%	DL	73.9%	US	17.8%
30	Charleston, South Carolina, US	151,710	99.3%	54.2%	US	35.7%	DL	31.9%
31	Akron/Canton, Ohio, US	141,300	100.0%	39.4%	FL	96.2%	US	2.8%
32	San Francisco, CA, US	135,780	94.2%	43.8%	UA	25.9%	AA	16.0%
33	Memphis, Tennessee, US	133,450	98.4%	44.0%	DL	78.9%	US	9.8%
34	Buffalo, New York, US	125,180	99.3%	47.5%	US	85.7%	XX	11.9%
35	Greensboro/High Point, NC, US	124,680	99.1%	43.8%	US	53.2%	XX	43.9%
36	Richmond Intl, Richmnd, VA, US	121,900	99.3%	44.0%	US	87.0%	XX	7.3%
37	Las Vegas, Nevada, US	119,990	96.9%	65.9%	FL	21.1%	US	19.7%
38	Fort Myers, Florida, US	115,770	98.2%	67.6%	DL	85.2%	US	6.0%
39	Louisville, Kentucky, US	98,450	99.5%	44.4%	XX	48.5%	DL	21.3%
40	San Antonio, Texas, US	95,880	99.3%	45.5%	AA	32.6%	FL	17.7%
41	Phoenix, Arizona, US	95,770	97.6%	47.6%	AA	28.7%	WN	19.1%
42	Albuquerque, NM, US	93,620	99.0%	50.3%	AA	49.7%	DL	15.8%
43	Newport News/Wmsbg, VA, US	93,430	100.0%	43.2%	FL	97.4%	US	2.5%
44	Austin, Texas, US	92,140	99.0%	40.6%	AA	42.5%	WN	14.8%
45	Norfolk/Va B/Pt/Ch, VA, US	80,380	98.8%	49.1%	US	72.0%	XX	18.7%
46	Savannah, Georgia, US	79,990	99.4%	60.8%	DL	51.9%	XX	28.1%
47	Birmingham, Alabama, US	79,540	99.1%	38.0%	DL	66.9%	US	20.4%
48	Portland, Maine, US	74,710	98.6%	53.0%	US	49.2%	XX	28.3%
49	San Diego, California, US	72,100	98.7%	42.8%	WN	19.1%	UA	19.1%
50	Dayton, Ohio, US	70,700	99.2%	37.1%	US	69.1%	DL	8.4%

**Total for top 50 Markets**

**18,885,780**

**87.2%**  
Percent Top  
50 Markets  
are of Total

**LaGuardia Airport Total**

**21,659,100**

**94.2%**  
Percent Pure  
Domestic O&D  
is of Total O&D

**45.5%**  
Percent  
O&D  
originating  
at the base

**59.2%**  
Percent  
O&D by Top  
Airline

**23.1%**  
Percent  
O&D by 2nd  
Ranked  
Airline

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules.

**Note on "Pure" domestic O&D:** DOT domestic O&D data includes the domestic portion of international journeys (called DPIJ's). Pure domestic O&D data excludes DPIJ's. Note also that in comparisons of O&D traffic to domestic enplanements plus deplanements, that the latter will always be higher. This is due to the non-O&D traffic that connects at Port Authority airports, but is neither originated or destined in the NYNJ region.

## 2.7.1 SWF

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2011

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked	
						Percent of O&D		Percent of O&D
Stewart								
1	Orlando, Florida, US	106,630	99.1%	75.9%	B6	96.2%	US	2.2%
2	Fort Lauderdale, FL, US	86,070	98.9%	67.5%	B6	96.8%	US	1.8%
3	Atlanta, Georgia, US	18,340	93.4%	53.8%	DL	86.9%	US	13.1%
4	Dallas/Fort Worth, TX, US	9,280	100.0%	60.7%	DL	73.6%	US	26.0%
5	Tampa, Florida, US	7,400	100.0%	53.0%	DL	51.0%	US	47.8%
6	Detroit, Michigan, US	6,990	90.3%	48.2%	DL	88.4%	US	11.0%
7	Los Angeles, CA, US	6,830	99.0%	59.6%	DL	60.2%	US	39.2%
8	Phila, PA/Camden, NJ, US	6,800	59.9%	24.4%	US	51.2%	XX	48.8%
9	Chicago, Illinois, US	6,200	99.8%	58.1%	DL	73.9%	US	24.8%
10	Denver, Colorado, US	6,040	100.0%	52.8%	DL	69.0%	US	29.3%
11	Jacksonville, Florida, US	5,310	100.0%	57.4%	DL	58.6%	US	41.4%
12	Minneapolis/St Pau, MN, US	5,100	97.3%	50.0%	DL	82.4%	US	17.3%
13	Raleigh/Durham, NC, US	5,070	100.0%	45.4%	US	93.7%	DL	6.3%
14	San Francisco, CA, US	4,780	99.0%	61.9%	DL	61.1%	US	36.8%
15	Nashville, Tennessee, US	4,750	100.0%	53.7%	DL	69.9%	US	29.9%
16	Las Vegas, Nevada, US	4,680	100.0%	78.0%	DL	63.0%	US	36.3%
17	Phoenix, Arizona, US	4,500	99.1%	59.8%	DL	61.1%	US	38.9%
18	Houston, Texas, US	4,100	100.0%	57.8%	DL	81.5%	US	17.6%
19	St Louis, Missouri, US	4,050	100.0%	45.2%	DL	87.2%	US	12.4%
20	Charlotte, North Carolina, US	4,010	96.3%	49.4%	US	72.6%	DL	27.4%
21	San Diego, California, US	3,730	100.0%	59.8%	DL	53.4%	US	46.7%
22	Fort Myers, Florida, US	3,130	100.0%	64.9%	DL	68.1%	US	31.0%
23	Austin, Texas, US	2,910	100.0%	51.6%	DL	92.4%	B6	3.8%
24	Indianapolis, Indiana, US	2,850	100.0%	51.9%	DL	68.8%	US	31.2%
25	Milwaukee, Wisconsin, US	2,800	100.0%	51.1%	DL	91.1%	US	8.9%
26	New Orleans, Louisiana, US	2,620	99.6%	70.2%	DL	72.1%	US	27.9%
27	San Juan, Puerto Rico (US)	2,550	98.4%	74.5%	B6	47.8%	US	43.5%
28	Seattle/Tacoma, WA, US	2,490	97.2%	61.9%	DL	70.3%	US	29.3%
29	Kansas City, Missouri, US	2,390	100.0%	56.5%	DL	77.0%	US	22.6%
30	Columbus, Ohio, US	2,230	100.0%	42.6%	US	63.2%	DL	36.8%
31	Miami, Florida, US	2,100	96.7%	61.4%	DL	62.9%	US	35.7%
32	Pittsburgh, PA, US	2,060	100.0%	54.9%	US	86.4%	DL	13.6%
33	San Antonio, Texas, US	2,030	100.0%	59.6%	DL	95.1%	US	3.9%
34	Salt Lake City, Utah, US	2,020	100.0%	58.4%	DL	95.5%	US	3.0%
35	West Palm Beach/Palm B, FL, US	3,940	99.8%	47.2%	US	59.1%	DL	36.0%
36	Cincinnati, Ohio, US	1,720	100.0%	42.4%	DL	70.4%	US	29.1%
37	Knoxville, Tennessee, US	1,710	100.0%	48.0%	DL	73.7%	US	26.3%
38	Greensboro/High Point, NC, US	1,700	100.0%	48.8%	US	64.1%	DL	35.9%
39	Charleston, South Carolina, US	1,580	100.0%	67.7%	US	51.3%	DL	48.7%
40	Greenville/Sprtnbg, SC, US	1,560	100.0%	44.9%	US	55.1%	DL	44.9%
41	Columbia, South Carolina, US	1,500	100.0%	46.0%	US	58.7%	DL	41.3%
42	Madison, Wisconsin, US	1,450	98.6%	24.1%	DL	99.3%	US	0.7%
43	Wilmington, North Carolina, US	1,440	100.0%	57.6%	US	81.9%	DL	18.1%
44	Savannah, Georgia, US	1,420	100.0%	56.3%	DL	64.8%	US	35.2%
45	Myrtle Beach, SC, US	1,290	100.0%	76.0%	DL	51.9%	US	48.1%
46	Tucson, Arizona, US	1,280	100.0%	59.4%	DL	77.3%	US	20.3%
47	Richmond Intl, Richmnd, VA, US	1,260	100.0%	51.6%	US	100.0%	US	0.0%
48	Portland, Oregon, US	1,230	99.2%	63.4%	US	48.8%	AS	1.6%
49	Oklahoma City, OK, US	1,180	100.0%	51.7%	DL	98.3%	US	0.9%
50	Sarasota/Bradenton, FL, US	1,130	100.0%	65.5%	DL	90.3%	US	9.7%
Total for top 50 Markets		368,230	90.4% Percent Top 50 Markets are of Total					
Stewart Total		407,160	98.2% Percent Pure Domestic O&D is of Total O&D	62.4% Percent O&D originating at the base	85.3% Percent O&D by Top Airline		13.4% Percent O&D by 2nd Ranked Airline	

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules.

**Note on "Pure" domestic O&D:** DOT domestic O&D data includes the domestic portion of international journeys (called DPIJ's). Pure domestic O&D data excludes DPIJ's. Note also that in comparisons of O&D traffic to domestic enplanements plus deplanements, that the latter will always be higher. This is due to the non-O&D traffic that connects at Port Authority airports, but is neither originated or destined in the NYNJ region.

## 2.7.1 Region

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2011

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked	
						Percent of O&D		Percent of O&D
1	Los Angeles, CA, US	3,909,090	84.5%	42.5%	AA	28.0%	DL	18.1%
2	Chicago, Illinois, US	3,574,720	89.6%	44.6%	AA	33.3%	UA	27.1%
3	Fort Lauderdale, FL, US	3,530,090	91.6%	57.4%	B6	44.2%	DL	17.1%
4	Orlando, Florida, US	3,494,610	87.2%	64.4%	B6	41.2%	CO	24.2%
5	Miami, Florida, US	2,987,830	61.9%	41.1%	AA	70.6%	DL	14.2%
6	San Francisco, CA, US	2,978,290	83.3%	43.7%	UA	23.1%	CO	18.9%
7	Atlanta, Georgia, US	2,603,790	80.1%	37.0%	DL	70.3%	FL	14.0%
8	Las Vegas, Nevada, US	1,847,080	85.2%	68.5%	CO	32.5%	DL	24.7%
9	Boston, Massachusetts, US	1,734,720	73.1%	36.4%	DL	29.8%	B6	21.5%
10	Houston, Texas, US	1,639,950	68.0%	30.3%	CO	74.1%	B6	7.7%
11	Dallas/Fort Worth, TX, US	1,577,510	84.6%	38.9%	AA	64.4%	CO	14.4%
12	West Palm Beach/Palm B, FL, US	1,470,290	96.9%	64.5%	B6	48.4%	CO	31.3%
13	Tampa, Florida, US	1,457,450	88.2%	51.4%	B6	31.9%	CO	30.3%
14	Charlotte, North Carolina, US	1,279,060	81.4%	38.0%	US	58.8%	B6	11.7%
15	Washington, DC, US	1,192,800	69.3%	36.3%	DL	26.9%	US	24.5%
16	San Juan, Puerto Rico (US)	1,187,020	88.1%	62.0%	B6	42.1%	AA	27.5%
17	Denver, Colorado, US	1,181,260	89.8%	46.2%	UA	32.1%	CO	22.7%
18	Detroit, Michigan, US	1,125,040	82.2%	37.3%	DL	62.0%	NK	16.6%
19	Phoenix, Arizona, US	1,007,330	89.0%	50.9%	CO	29.6%	US	29.3%
20	Raleigh/Durham, NC, US	1,000,800	85.3%	41.6%	AA	30.5%	DL	20.1%
21	Seattle/Tacoma, WA, US	969,340	84.5%	41.0%	DL	27.3%	CO	24.5%
22	Minneapolis/St Pau, MN, US	951,270	84.3%	37.8%	DL	60.8%	AA	10.2%
23	San Diego, California, US	861,660	85.1%	46.8%	CO	29.6%	DL	19.9%
24	Fort Myers, Florida, US	785,160	94.7%	67.4%	B6	50.1%	CO	31.6%
25	Buffalo, New York, US	758,790	90.4%	45.6%	B6	57.5%	US	14.4%
26	New Orleans, Louisiana, US	662,230	95.0%	61.6%	DL	34.2%	B6	29.7%
27	Pittsburgh, PA, US	642,260	83.0%	39.8%	US	36.2%	CO	19.6%
28	St Louis, Missouri, US	589,100	88.0%	41.9%	AA	42.1%	DL	20.8%
29	Cleveland, Ohio, US	538,310	67.5%	32.4%	CO	64.3%	AA	11.4%
30	Austin, Texas, US	534,020	87.8%	42.6%	CO	32.2%	B6	29.3%
31	Salt Lake City, Utah, US	505,850	87.3%	51.3%	DL	75.0%	B6	13.0%
32	Milwaukee, Wisconsin, US	499,550	97.2%	43.4%	FL	42.0%	F9	31.1%
33	Jacksonville, Florida, US	498,060	94.3%	51.0%	B6	34.1%	DL	28.7%
34	Columbus, Ohio, US	485,290	83.6%	39.9%	DL	28.3%	AA	23.2%
35	Indianapolis, Indiana, US	458,690	85.5%	39.6%	DL	40.0%	CO	23.6%
36	Nashville, Tennessee, US	447,130	87.7%	43.9%	AA	35.7%	CO	21.5%
37	Kansas City, Missouri, US	404,430	90.3%	39.3%	DL	32.5%	F9	26.0%
38	Portland, Oregon, US	403,700	84.3%	37.9%	DL	31.0%	CO	29.3%
39	Cincinnati, Ohio, US	391,870	81.4%	38.0%	DL	70.7%	CO	17.0%
40	Rochester, New York, US	376,850	86.0%	41.1%	B6	48.3%	XX	17.5%
41	San Antonio, Texas, US	319,420	88.4%	45.0%	CO	41.9%	DL	24.3%
42	Myrtle Beach, SC, US	303,760	97.8%	66.8%	NK	78.5%	CO	10.9%
43	Santa Ana, California, US	301,800	94.9%	47.9%	CO	55.2%	DL	13.8%
44	Honolulu, Oahu, Hawaii, US	283,740	83.9%	61.4%	CO	48.5%	UA	20.5%
45	Richmond Intl, Richmd, VA, US	266,930	84.0%	39.8%	US	41.4%	DL	24.2%
46	Aguadilla, Puerto Rico (US)	248,220	99.5%	68.7%	B6	65.3%	CO	33.3%
47	Charleston, South Carolina, US	241,450	93.3%	55.1%	US	30.4%	CO	24.8%
48	Burbank, California, US	235,140	99.5%	42.9%	B6	82.4%	AA	6.3%
49	Memphis, Tennessee, US	229,200	91.8%	44.6%	DL	63.7%	CO	18.2%
50	Burlington, Vermont, US	220,360	82.5%	39.1%	B6	53.1%	XX	18.4%

**Total for top 50 Markets**

**55,192,310**

**87.9%** Percent Top 50 Markets are of Total

**Regional Total**

**62,824,790**

**84.9%** Percent Pure Domestic O&D is of Total O&D

**46.7%** Percent O&D originating at the base

**44.9%** Percent O&D by Top Airline

**20.9%** Percent O&D by 2nd Ranked Airline

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules.

**Note on "Pure" domestic O&D:** DOT domestic O&D data includes the domestic portion of international journeys (called DPIJ's). Pure domestic O&D data excludes DPIJ's. Note also that in comparisons of O&D traffic to domestic enplanements plus deplanements, that the latter will always be higher. This is due to the non-O&D traffic that connects at Port Authority airports, but is neither originated or destined in the NYNJ region.

## 2.7.2 JFK

## Top 50 International Passenger City Markets in 2011

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London, UK	1,694,044	80.1	930,783	72.9	2,624,827
2	Paris, France	966,623	85.5	261,618	81.5	1,228,241
3	Madrid, Spain	452,561	80.5	235,751	82.0	688,312
4	Santiago, Dominican Republic	-	0.0	654,625	80.2	654,625
5	Santo Domingo, Dominican Republic	6	0.0	648,917	81.6	648,923
6	Frankfurt, Germany	540,422	78.3	97,839	74.1	638,261
7	Tel Aviv, Israel	398,386	85.7	228,935	83.6	627,321
8	Tokyo, Japan	255,465	75.1	360,184	77.5	615,649
9	Sao Paulo, Brazil	288,363	92.1	262,290	81.5	550,653
10	Amsterdam, Netherlands	398,775	88.4	138,870	85.8	537,645
11	Rome, Italy	255,166	80.0	266,832	86.2	521,998
12	Incheon, South Korea	520,769	79.0	614	0.0	521,383
13	Dubai, United Arab Emirates	487,491	82.0	69	92.2	487,560
14	Hong Kong, Hong Kong	467,151	77.3	-	0.0	467,151
15	Dublin, Ireland	342,406	78.7	119,421	88.9	461,827
16	Zurich, Switzerland	291,458	87.5	156,640	78.6	448,098
17	Seoul, South Korea	331,967	556.7	52,756	588.8	384,723
18	Mexico City, Mexico	281,887	78.0	98,849	75.9	380,736
19	Istanbul, Turkey	264,758	77.7	111,399	83.2	376,157
20	Moscow, Russia	227,920	76.7	125,652	84.0	353,572
21	Kingston, Jamaica	171,397	72.9	175,275	84.0	346,672
22	Barcelona, Spain	13,382	0.0	318,466	85.0	331,848
23	Milan, Italy	68,292	71.1	252,437	81.0	320,729
24	Port of Spain, Trinidad	269,552	88.5	39,355	87.7	308,907
25	Cancun, Mexico	-	0.0	304,792	82.5	304,792
26	Brussels, Belgium	94,344	81.6	186,121	76.7	280,465
27	Montego Bay, Jamaica	61,870	78.3	179,043	83.9	240,913
28	Aruba, Aruba	74	0.0	205,741	79.5	205,815
29	Punta Cana, Dominican Republic	5	0.0	203,445	81.9	203,450
30	Toronto, Canada Ontario	24,342	55.3	179,043	66.7	203,385
31	Cairo, Egypt	162,287	72.5	38,610	86.9	200,897
32	Rio De Janeiro, Brazil	91,696	90.6	108,200	83.2	199,896
33	Beijing, China	199,700	90.4	-	0.0	199,700
34	Bridget, Barbados	-	0.0	193,738	81.8	193,738
35	Shanghai, China	192,166	82.7	-	0.0	192,166
36	Port Au Prince, Haiti	-	0.0	184,329	81.6	184,329
37	Munich, Germany	171,628	83.6	216	100.0	171,844
38	Georgetown, Guyana	96,437	32.3	73,961	84.1	170,398
39	San Salvador, El Salvador	168,389	83.7	65	0.0	168,454
40	Keflavik, Iceland	147,633	84.3	20,783	88.3	168,416
41	Nassau, Bahamas	-	0.0	166,091	73.6	166,091
42	Helsinki, Finland	155,911	81.5	-	73.5	155,911
43	Vienna, Austria	154,841	78.8	-	0.0	154,841
44	Athens, Greece	8	50.6	151,786	83.4	151,794
45	Bogota, Colombia	96,941	74.8	54,222	71.1	151,163
46	Buenos Aires, Argentina	67	0.0	149,385	86.5	149,452
47	Bermuda, Bermuda	-	0.0	149,281	68.6	149,281
48	Johannesburg, South Africa	149,068	79.0	-	0.0	149,068
49	Shannon, Ireland	62,498	69.6	84,926	86.3	147,424
50	Abu Dhabi, United Arab Emirates	144,756	82.4	-	0.0	144,756
@Kennedy Top 50 T100 markets		11,162,902		8,171,355		19,334,257
@Bottom 51 to 158 T100 markets		2,214,364		1,790,216		4,004,580
@Kennedy International Total of All T100 markets		13,377,266		9,961,571		23,338,837

**Source:** United States DOT T-100 onboard traffic data. Unlike the domestic 2.7.1 exhibits based on domestic origin & destination data, this exhibit uses enplaned and deplaned traffic data. International origin destination data is restricted and has other limitations preventing its use. Immigration and Naturalization service data is no longer provided by the vendor used due to cost issues.

**Note:** The data shown is for 12 months ending September 2011.



## 2.7.2 EWR

## Top 50 International Passenger City Markets in 2011

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London, UK	654,741	74.8	487,819	74.0	1,142,560
2	Toronto, Canada Ontario	494,902	62.7	237,168	67.4	732,070
3	Tel Aviv, Israel	153,492	81.3	338,588	87.3	492,080
4	Frankfurt, Germany	290,635	78.9	154,491	80.9	445,126
5	Paris, France	193,651	76.1	230,021	81.5	423,672
6	Munich, Germany	187,004	84.9	108,597	81.8	295,601
7	Mumbai, India	106,448	74.3	172,570	87.5	279,018
8	Amsterdam, Netherlands	-	0.0	268,785	79.9	268,785
9	Copenhagen, Denmark	151,446	82.4	95,023	82.2	246,469
10	Stockholm, Sweden	142,074	81.2	97,258	83.6	239,332
11	Brussels, Belgium	96,566	85.0	137,784	79.3	234,350
12	Cancun, Mexico	-	0.0	233,527	83.4	233,527
13	Lisbon, Portugal	123,162	80.4	103,214	80.6	226,376
14	Rome, Italy	111,487	78.7	102,218	81.6	213,705
15	Montreal, Canada Quebec	63,081	68.4	150,194	64.3	213,275
16	Manchester, UK	-	69.0	186,281	84.2	186,281
17	Oslo, Norway	80,717	82.9	103,906	84.4	184,623
18	San Jose, Costa Rica	-	0.0	183,131	86.4	183,131
19	Dublin, Ireland	1	84.4	182,650	86.5	182,651
20	Delhi, India	-	0.0	177,948	89.8	177,948
21	Hong Kong, Hong Kong	-	99.0	172,576	88.0	172,576
22	Aruba, Aruba	-	0.0	170,422	91.3	170,422
23	Mexico City, Mexico	-	0.0	162,130	73.6	162,130
24	Beijing, China	-	0.0	161,762	88.2	161,762
25	Shanghai, China	-	0.0	160,975	85.9	160,975
26	Punta Cana, Dominican Republic	-	0.0	158,177	90.1	158,177
27	Santo Domingo, Dominican Republic	-	0.0	151,769	84.6	151,769
28	Edinburgh, UK	-	0.0	150,090	84.6	150,090
29	Tokyo, Japan	-	0.0	136,415	76.4	136,415
30	Nassau, Bahamas	108	84.3	127,976	86.3	128,084
31	Cologne, Germany	124,325	79.6	-	0.0	124,325
32	Zurich, Switzerland	22,797	68.4	98,988	77.1	121,785
33	Geneva, Switzerland	-	0.0	117,259	74.2	117,259
34	Shannon, Ireland	20	34.3	117,068	81.9	117,088
35	Seoul, South Korea	66	300.7	113,440	787.8	113,506
36	Halifax, Can Nova Scotia	-	82.6	105,750	75.6	105,750
37	Madrid, Spain	-	0.0	105,700	82.3	105,700
38	Glasgow, UK	323	93.0	103,432	83.3	103,755
39	Taipei, Taiwan	101,851	78.1	-	0.0	101,851
40	Barcelona, Spain	-	0.0	101,049	80.9	101,049
41	Calgary, Canada Alberta	100,702	78.0	67	0.0	100,769
42	Sao Paulo, Brazil	-	0.0	100,155	81.6	100,155
43	Hamburg, Germany	-	0.0	99,395	84.1	99,395
44	Birmingham, UK	-	0.0	97,171	82.8	97,171
45	Milan, Italy	221	96.1	92,092	81.1	92,313
46	Ottawa, Canada Ontario	289	57.9	91,968	69.4	92,257
47	Berlin, Germany	-	0.0	91,320	80.8	91,320
48	Belfast, Untd Ki	-	0.0	89,552	83.9	89,552
49	Quebec, Canada Quebec	59	41.9	89,380	68.8	89,439
50	Vancouver, Canada British Columbia	59,405	68.4	22,352	88.8	81,757
@Newark Liberty Top 50 T100 markets		3,259,573		6,939,603		10,199,176
@Bottom 51 to 104 T100 markets		225,233		964,541		1,189,774
@Newark Liberty International Total of All T100 markets		3,484,806	-	7,904,144	-	11,388,950

**Source: United States DOT T-100** onboard traffic data. Unlike the domestic 2.7.1 exhibits based on domestic origin & destination data, this exhibit uses enplaned and deplaned traffic data. International origin destination data is restricted and has other limitations preventing its use. Immigration and Naturalization service data is no longer provided by the vendor used due to cost issues.

**Note:** The data shown is for 12 months ending September 2011.

## 2.7.2 LGA

## Top 10 International Passenger City Markets in 2011

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	Toronto,Canada Ontario	518,525	71.5	185,177	56.9	703,702
2	Montreal,Canada Quebec	210,358	62.0	49,800	51.3	260,158
3	Ottawa,Canada Ontario	43,070	50.7	-	0.0	43,070
4	Cancun,Mexico	-	0.0	13,702	0.0	13,702
5	Aruba,Aruba	-	0.0	11,319	73.3	11,319
6	Shanghai,China	-	0.0	4,040	0.0	4,040
7	Guatemala City,Guatemala	-	0.0	3,468	0.0	3,468
8	Montego Bay,Jamaica	-	0.0	3,196	0.0	3,196
9	Incheon,South Korea	-	0.0	2,486	0.0	2,486
10	Caracas,Venezuela	-	0.0	2,045	0.0	2,045
11	Guayaquil,Ecuador	-	0.0	1,858	0.0	1,858
12	Nassau,Bahamas	-	0.0	1,846	87.9	1,846
13	Halifax,Can Nova Scotia	-	0.0	1,590	57.6	1,590
14	Quito,Ecuador	-	0.0	956	0.0	956
15	Grand Cayman Island,West Indies	-	0.0	754	0.0	754
16	Rio De Janeiro,Brazil	-	0.0	672	0.0	672
17	Santo Domingo,Dominican Republic	-	0.0	606	0.0	606
18	San Pedro,Honduras	-	0.0	595	0.0	595
19	Monterrey,Mexico	-	0.0	450	0.0	450
20	St Lucia,West Indies	-	0.0	436	0.0	436
21	Liberia,Costa Rica	-	0.0	432	0.0	432
22	Vancouver,Canada British Columbia	-	0.0	426	0.0	426
23	San Jose,Costa Rica	-	0.0	420	0.0	420
24	Calgary,Canada Alberta	-	0.0	391	0.0	391
25	Puerto Vallarta,Mexico	-	0.0	357	0.0	357
26	Antigua,Antigua	-	0.0	244	0.0	244
27	Bogota,Colombia	-	0.0	213	0.0	213
28	Kingston,Jamaica	-	0.0	177	0.0	177
29	Cozumel,Mexico	-	0.0	136	0.0	136
30	Port Au Prince,Haiti	-	0.0	129	0.0	129
31	Providenciales,Turks & Caicos Islands	-	0.0	124	0.0	124
32	Edmonton,Canada Alberta	51	80.0	-	0.0	51
33		0	50.0	34	54.8	34
34	Punta Cana,Dominican Republic	-	0.0	27	0.0	27
35	Belize,Belize	-	0.0	15	0.0	15
36	Hamilton,Canada Ontario	-	100.0	-	0.0	-
37		0	0.0	-	0.0	-
38		0	0.0	-	0.0	-
39		0	0.0	-	0.0	-
40		0	0.0	-	0.0	-
41		-	0.0	-	0.0	-
42		-	0.0	-	0.0	-
43		-	0.0	-	0.0	-
44		-	0.0	-	0.0	-
45		-	0.0	-	0.0	-
46		-	0.0	-	0.0	-
47		-	0.0	-	0.0	-
48		-	0.0	-	0.0	-
49		-	0.0	-	0.0	-
50		-	0.0	-	0.0	-
@LaGuardia Top 50 T100 markets		772,004		288,121		1,060,125
@Bottom 51 plus T100 markets		-		-		-
@LaGuardia International Total of All T100 markets		772,004		288,121		1,060,125

**Source: United States DOT T-100** onboard traffic data. Unlike the domestic 2.7.1 exhibits based on domestic origin & destination data, this exhibit uses enplaned and deplaned traffic data. International origin destination data is restricted and has other limitations preventing its use. Immigration and Naturalization service data is no longer provided by the vendor used due to cost issues.

**Note:** The data shown is for 12 months ending September 2011.

## 2.7.2 SWF

## Top 10 International Passenger City Markets in 2011

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	Cancun, Mexico	-	0.0	1,601	53.4	<b>1,601</b>
2	Mumbai, India	-	0.0	234	84.8	<b>234</b>
3	Halifax, Can Nova Scotia	-	0.0	46	93.1	<b>46</b>
4	Toronto, Canada Ontario	10	81.0	16	67.4	<b>26</b>
5						
6						
7						
8						
9						
10						
<b>@Stewart Top 10 T100 markets</b>		<b>10</b>		<b>1,897</b>		<b>1,907</b>
<b>@Bottom 11 plus T100 markets</b>		<b>8</b>		<b>18</b>		<b>26</b>
<b>@Stewart Total of All T100 markets</b>		<b>18</b>		<b>1,915</b>		<b>1,933</b>

**Source: United States DOT T-100** onboard traffic data. Unlike the domestic 2.7.1 exhibits based on domestic origin & destination data, this exhibit uses enplaned and deplaned traffic data. International origin destination data is restricted and has other limitations preventing its use. Immigration and Naturalization service data is no longer provided by the vendor used due to cost issues.

**Note:** The data shown is for 12 months ending September 2011.



## 2.7.2 REGION

## Top 50 International Passenger City Markets in 2011

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London, UK	2,348,785	80.5	1,418,602	77.0	3,767,387
2	Paris, France	1,160,274	80.8	491,639	83.1	1,651,913
3	Toronto, Canada Ontario	1,037,779	67.6	601,404	64.6	1,639,183
4	Tel Aviv, Israel	551,878	83.5	567,523	88.4	1,119,401
5	Frankfurt, Germany	831,057	73.3	252,330	77.5	1,083,387
6	Amsterdam, Netherlands	398,775	87.8	407,655	82.8	806,430
7	Santo Domingo, Dominican Republic	6	0.0	801,292	55.4	801,298
8	Madrid, Spain	452,561	80.5	341,451	82.2	794,012
9	Tokyo, Japan	255,465	75.1	496,599	76.9	752,064
10	Rome, Italy	366,653	79.3	369,050	83.9	735,703
11	Santiago, Dominican Republic	-	0.0	654,723	69.2	654,723
12	Sao Paulo, Brazil	288,363	92.1	362,445	81.5	650,808
13	Dublin, Ireland	342,407	81.6	302,071	87.2	644,478
14	Hong Kong, Hong Kong	467,151	88.2	172,576	88.0	639,727
15	Montreal, Canada Quebec	273,441	60.1	327,725	54.4	601,166
16	Zurich, Switzerland	314,255	77.9	255,628	77.8	569,883
17	Cancun, Mexico	-	0.0	553,622	54.8	553,622
18	Mexico City, Mexico	281,887	78.0	260,979	79.2	542,866
19	Incheon, South Korea	520,769	79.0	3,100	0.0	523,869
20	Brussels, Belgium	190,910	83.3	323,905	78.0	514,815
21	Seoul, South Korea	332,033	39.5	166,230	51.1	498,263
22	Dubai, United Arab Emirates	487,491	82.0	69	92.2	487,560
23	Munich, Germany	358,632	87.9	108,813	91.6	467,445
24	Barcelona, Spain	13,382	0.0	419,515	82.8	432,897
25	Milan, Italy	68,513	83.6	344,529	81.0	413,042
26	Aruba, Aruba	74	0.0	387,482	81.4	387,556
27	Istanbul, Turkey	264,758	77.7	111,399	83.2	376,157
28	Punta Cana, Dominican Republic	5	0.0	361,649	66.9	361,654
29	Beijing, China	199,700	90.4	161,762	93.6	361,462
30	Shanghai, China	192,166	82.7	165,015	57.3	357,181
31	Moscow, Russia	227,921	42.4	125,721	57.9	353,642
32	Kingston, Jamaica	171,397	72.9	175,452	42.0	346,849
33	Port of Spain, Trinidad	269,552	88.5	69,026	84.9	338,578
34	Copenhagen, Denmark	151,446	82.4	170,432	84.4	321,878
35	Delhi, India	141,865	71.6	177,948	89.8	319,813
36	Mumbai, India	142,961	64.1	175,966	57.4	318,927
37	Stockholm, Sweden	142,074	81.2	175,207	85.6	317,281
38	Manchester, UK	77	34.5	314,475	83.0	314,552
39	Montego Bay, Jamaica	61,870	78.3	235,800	58.6	297,670
40	Nassau, Bahamas	108	84.3	295,913	81.0	296,021
41	Shannon, Ireland	62,518	54.4	201,994	84.1	264,512
42	San Jose, Costa Rica	43,921	83.5	214,909	59.2	258,830
43	Geneva, Switzerland	133,709	39.3	117,259	74.2	250,968
44	Berlin, Germany	47,517	91.1	186,099	84.5	233,616
45	Cologne, Germany	232,990	79.3	-	0.0	232,990
46	Athens, Greece	8	50.6	229,743	79.7	229,751
47	Lisbon, Portugal	123,176	76.9	103,214	80.6	226,390
48	Bermuda, Bermuda	-	0.0	225,550	70.5	225,550
49	Bogota, Colombia	96,941	74.8	126,175	47.5	223,116
50	St. Martin, Netherland Antilles	-	0.0	220,528	81.9	220,528
@Regional Top 50 T100 markets		14,049,221		14,732,193		28,781,414
@Bottom 51 to 187 T100 markets		3,584,873		3,423,558		7,008,431
@Regional International Total of All T100 markets		17,634,094		18,155,751		35,789,845

**Source:** United States DOT T-100 onboard traffic data. Unlike the domestic 2.7.1 exhibits based on domestic origin & destination data, this exhibit uses enplaned and deplaned traffic data. International origin destination data is restricted and has other limitations preventing its use. Immigration and Naturalization service data is no longer provided by the vendor used due to cost issues.

**Note:** The data shown is for 12 months ending September 2011.

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<b>Unweighted Base Size</b>	3,340	1,767	1,651	211	6,969	5,107
<b>Passenger Type</b>						
Departing	83.1%	92.5%	58.9%	95.3%	77.6%	86.3%
Connecting	<u>16.9%</u>	<u>7.5%</u>	<u>41.1%</u>	<u>4.7%</u>	<u>22.4%</u>	<u>13.7%</u>
Connecting From Domestic Flight	9.7%	6.8%	21.4%	4.7%	12.7%	8.7%
Connecting From International Flight	7.3%	0.7%	19.7%	0.0%	9.7%	5.0%
<b>Type of Flight</b>						
Domestic	49.5%	94.6%	62.9%	100.0%	64.3%	64.8%
International	50.5%	5.4%	37.1%	0.0%	35.7%	35.2%
<b>First Trip Through This Terminal</b>	25.2%	19.1%	41.1%	17.5%	28.8%	23.1%
<b>First Trip Through This Airport</b>	14.6%	12.4%	27.5%	17.5%	18.2%	13.8%
<b>Trip Origin -- O-D Passengers</b>						
Home	41.7%	36.4%	40.5%	56.7%	40.0%	39.8%
Staying with Friends/Relatives	28.3%	16.6%	17.7%	15.9%	22.5%	24.1%
Hotel	15.7%	21.3%	23.4%	7.0%	19.1%	17.8%
Work	10.0%	17.3%	11.9%	15.4%	12.5%	12.6%
Another Airport	0.8%	0.9%	1.0%	0.0%	0.9%	0.8%
School	2.5%	5.8%	2.7%	1.5%	3.4%	3.7%
Cruise Ship	0.4%	0.6%	1.0%	0.0%	0.6%	0.5%
Other	0.5%	1.1%	1.8%	3.5%	1.0%	0.7%
<b>Trip Origin Location -- O-D</b>						
<b>New York</b>	<b>78.9%</b>	<b>80.0%</b>	<b>38.6%</b>	<b>84.4%</b>	<b>70.5%</b>	<b>79.3%</b>
<b>NYC</b>	<b>74.1%</b>	<b>71.9%</b>	<b>34.3%</b>	<b>5.4%</b>	<b>64.4%</b>	<b>73.3%</b>
<b>Manhattan</b>	<b>34.3%</b>	<b>40.5%</b>	<b>27.5%</b>	<b>3.8%</b>	<b>34.5%</b>	<b>36.6%</b>
Manhattan - below 14th St.	5.5%	7.0%	3.3%	0.5%	5.4%	6.1%
Manhattan - 14th - 96th St.	22.4%	26.7%	21.4%	2.7%	23.3%	24.0%
Manhattan - above 96th St.	6.4%	6.8%	2.9%	0.5%	5.7%	6.5%
Bronx	5.6%	5.9%	1.3%	0.5%	4.7%	5.7%
Brooklyn	15.6%	11.4%	3.3%	1.1%	11.7%	14.1%
Queens	15.5%	10.1%	0.6%	0.0%	10.7%	13.5%
Staten Island	3.0%	3.9%	1.6%	0.0%	3.0%	3.4%
Westchester	1.2%	2.9%	1.1%	3.8%	1.7%	1.8%
Nassau	1.4%	1.7%	0.5%	0.0%	1.3%	1.5%
Suffolk	0.9%	1.1%	0.4%	0.0%	0.9%	1.0%
Rockland	0.2%	0.2%	0.2%	2.7%	0.2%	0.2%
Dutchess	0.1%	0.5%	0.4%	15.6%	0.3%	0.2%
Putnam	0.1%	0.5%	0.1%	1.1%	0.2%	0.3%
Orange	0.0%	0.5%	0.4%	39.2%	0.4%	0.2%
Sullivan	0.1%	0.0%	0.0%	7.0%	0.1%	0.0%
Ulster	0.0%	0.0%	0.2%	7.0%	0.1%	0.0%
Other Upstate NY	0.9%	0.7%	1.1%	2.7%	0.9%	0.8%
<b>New Jersey</b>	<b>3.6%</b>	<b>2.6%</b>	<b>41.6%</b>	<b>4.3%</b>	<b>11.6%</b>	<b>3.3%</b>
Bergen	0.5%	1.1%	6.5%	2.2%	2.0%	0.7%
Essex	0.4%	0.1%	5.3%	0.0%	1.4%	0.3%
Monmouth	0.2%	0.2%	4.1%	0.0%	1.1%	0.2%
Morris	0.3%	0.0%	4.1%	0.5%	1.0%	0.2%
Middlesex	0.3%	0.1%	3.5%	0.0%	1.0%	0.3%
Union	0.1%	0.2%	3.8%	0.0%	0.9%	0.1%
Hudson	0.3%	0.1%	3.0%	0.0%	0.8%	0.2%
Somerset	0.2%	0.1%	2.2%	0.0%	0.6%	0.2%
Passaic	0.2%	0.3%	2.0%	0.5%	0.6%	0.2%
Mercer	0.1%	0.0%	2.4%	0.0%	0.6%	0.1%
Ocean	0.2%	0.3%	1.2%	0.0%	0.4%	0.2%
Other NJ	0.8%	0.1%	3.5%	1.1%	1.2%	0.6%
Pennsylvania	0.4%	0.6%	5.5%	2.7%	1.6%	0.5%
Connecticut	1.8%	3.2%	1.9%	0.5%	2.2%	2.4%
Other US	15.2%	13.6%	12.4%	8.1%	14.1%	14.6%

Source: PANYNJ Spring 2011 Terminal By Terminal Customer Satisfaction Study

## Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<b>Trip Purpose</b>						
Leisure/Vacation/Visiting	62.2%	45.6%	60.7%	62.1%	57.9%	56.5%
Business Only	13.1%	25.3%	19.6%	21.8%	18.0%	17.2%
Both Business/Non-Business	13.5%	15.5%	5.5%	3.8%	11.4%	14.2%
School related	6.3%	3.7%	4.9%	2.8%	5.2%	5.4%
Illness/Bereavement	2.2%	4.0%	1.1%	4.3%	2.3%	2.8%
Moving/Relocation	1.3%	2.2%	1.7%	1.4%	1.6%	1.6%
Other	1.4%	3.7%	6.4%	3.8%	3.5%	2.2%
<b>Leisure Only (Net)</b>	<b>73.4%</b>	<b>59.1%</b>	<b>74.8%</b>	<b>74.4%</b>	<b>70.6%</b>	<b>68.5%</b>
<b>Any Business (Net)</b>	<b>26.6%</b>	<b>40.9%</b>	<b>25.2%</b>	<b>25.6%</b>	<b>29.4%</b>	<b>31.5%</b>
<b>Check-in Location</b>						
Main check-in counter	63.7%	36.9%	40.7%	52.2%	50.7%	53.9%
Self check-in kiosk	14.9%	25.5%	28.0%	17.4%	21.0%	18.8%
Printed boarding pass before coming to airport	11.7%	23.6%	21.5%	29.4%	17.4%	16.1%
Downloaded boarding pass on web-enabled cell phone	2.8%	7.7%	4.3%	1.0%	4.5%	4.6%
Curbside	4.7%	5.7%	4.8%	0.0%	5.0%	5.1%
Airlines club lounge	2.2%	0.5%	0.7%	0.0%	1.4%	1.6%
<b>Avg. Dwell Time: Local O-D (in mins.)</b>	<b>108</b>	<b>93</b>	<b>124</b>	<b>94</b>	<b>108</b>	<b>102</b>
<b>Avg. Dwell Time for Connectors (in mins.)</b>	<b>188</b>	<b>96</b>	<b>179</b>	<b>49</b>	<b>175</b>	<b>171</b>
<b>Accompanied By Wellwisher</b>	<b>11.9%</b>	<b>10.1%</b>	<b>8.6%</b>	<b>15.2%</b>	<b>10.5%</b>	<b>11.3%</b>
<b>Food-Beverage Purchase</b>						
<b><u>Bought Food/Beverage</u></b>	<b><u>44.3%</u></b>	<b><u>35.7%</u></b>	<b><u>64.7%</u></b>	<b><u>72.5%</u></b>	<b><u>48.9%</u></b>	<b><u>41.3%</u></b>
Pre-security	5.1%	5.5%	9.1%	22.7%	6.5%	5.2%
Post security	39.8%	30.9%	57.1%	52.1%	43.3%	36.8%
<b>Food-Beverage Purchase Motivation/Spend</b>						
Impromptu purchase	57.2%	41.3%	44.8%	56.2%	49.3%	52.5%
Planned purchase in advance	20.6%	31.8%	32.4%	26.8%	27.5%	23.9%
Bought an item to consume on plane	13.7%	15.9%	14.1%	7.8%	14.2%	14.3%
Avg. \$ Spent	\$15.66	\$13.07	\$15.96	\$42.9%	\$15.32	\$14.90
Unweighted Base Size	1,502	658	1,023	153	3,336	2,160
<b>Retail Item Purchase</b>						
<b><u>Bought Retail Item</u></b>	<b><u>17.1%</u></b>	<b><u>9.5%</u></b>	<b><u>15.3%</u></b>	<b><u>50.7%</u></b>	<b><u>14.9%</u></b>	<b><u>14.5%</u></b>
Pre-security	2.1%	1.2%	2.6%	9.0%	2.1%	1.8%
Post security	15.2%	8.4%	12.9%	42.7%	13.0%	12.9%
<b>Retail Purchase Motivation/Spend</b>						
Impromptu purchase	48.0%	36.0%	44.2%	68.2%	45.3%	45.3%
Planned purchase in advance	18.8%	22.2%	28.8%	15.9%	22.5%	19.6%
Bought something forgot to pack	4.3%	3.6%	7.6%	0.9%	5.2%	4.1%
Avg. \$ Spent	\$53.27	\$23.49	\$29.27	\$8.93	\$39.61	\$47.25
Unweighted Base Size	582	159	253	107	1101	741

Source: PANYNJ Spring 2011 Terminal By Terminal Customer Satisfaction Study

	JFK	LGA	EWB	SWF	REGION	NYC Airports
<b>Avg. Number of Bags Checked</b>	2.2	1.3	1.3	0.9	1.7	1.9
<b>Avg. Number of Carry-on Bags</b>	1.6	1.3	1.4	1.1	1.5	1.5
<b>Avg. Travel Party Size</b>	3.0	1.8	1.8	1.7	2.3	2.6
<b>Kids under 18 in party</b>	10.0%	6.6%	7.8%	8.6%	8.4%	8.7%
<b>Twittered/Tweeted at Gate</b>	10.3%	14.5%	4.1%	3.9%	9.2%	11.7%
<b>Visited Restroom</b>	63.1%	46.6%	61.5%	71.3%	58.8%	57.5%
<b>Requested Special Assistance</b>	<u>3.2%</u>	<u>2.5%</u>	<u>2.2%</u>	<u>2.8%</u>	<u>2.7%</u>	<u>2.9%</u>
Wheelchair	1.9%	1.8%	1.6%	1.9%	1.8%	1.9%
Motorized Golf Cart	0.4%	0.8%	1.1%	0.0%	0.7%	0.5%
<b>Avg. # Past 12 Mos. Round Trips Through LGA</b>	1.3	5.8	0.8	2.8	3.0	4.1
<b>Avg. # Past 12 Mos. Round Trips Through JFK</b>	2.6	4.0	0.8	2.0	2.3	2.9
<b>Avg. # Past 12 Mos. Round Trips Through EWR</b>	0.9	2.4	2.1	2.0	1.9	1.5
<b>Avg. # Past 12 Mos. Round Trips Through SWF</b>	0.3	2.1	0.4	3.4	0.6	0.9
<b>Avg. # Past 12 Mos. Round Trips Through Philadelphia Int'l</b>	0.1	0.9	0.1	2.4	0.2	0.3
<b>Primary Residence</b>						
<b>United States</b>	<b>77.4%</b>	<b>92.6%</b>	<b>75.1%</b>	<b>97.4%</b>	<b>81.1%</b>	<b>82.9%</b>
<b>New York</b>	<b>42.8%</b>	<b>44.1%</b>	<b>11.4%</b>	<b>60.7%</b>	<b>35.7%</b>	<b>43.3%</b>
<b>NYC</b>	<b>39.1%</b>	<b>38.1%</b>	<b>8.5%</b>	<b>3.1%</b>	<b>31.4%</b>	<b>38.7%</b>
<b>Manhattan</b>	<b>14.5%</b>	<b>14.5%</b>	<b>4.9%</b>	<b>1.6%</b>	<b>12.1%</b>	<b>14.5%</b>
Manhattan - below 14th St.	2.4%	3.2%	1.2%	0.0%	2.3%	2.7%
Manhattan - 14th - 96th St.	8.1%	7.1%	2.5%	0.5%	6.5%	7.8%
Manhattan - above 96th St.	4.0%	4.1%	1.2%	1.0%	3.4%	4.1%
Bronx	3.2%	5.8%	0.9%	0.5%	3.3%	4.1%
Brooklyn	10.4%	8.4%	1.4%	1.0%	7.7%	9.7%
Queens	8.5%	6.1%	0.3%	0.0%	5.8%	7.6%
Staten Island	2.5%	3.3%	1.0%	0.0%	2.4%	2.8%
Westchester	0.7%	1.9%	0.6%	2.1%	1.0%	1.1%
Nassau	1.1%	1.3%	0.3%	0.0%	1.0%	1.2%
Suffolk	0.7%	1.2%	0.2%	0.0%	0.7%	0.9%
Rockland	0.1%	0.2%	0.2%	2.6%	0.2%	0.1%
Dutchess	0.1%	0.2%	0.3%	10.5%	0.2%	0.1%
Putnam	0.1%	0.4%	0.0%	1.0%	0.2%	0.2%
Orange	0.0%	0.3%	0.3%	25.7%	0.3%	0.1%
Sullivan	0.0%	0.1%	0.0%	6.8%	0.1%	0.1%
Ulster	0.0%	0.0%	0.1%	5.2%	0.1%	0.0%
Other Upstate NY	0.9%	0.4%	0.8%	3.7%	0.8%	0.7%
<b>New Jersey</b>	<b>2.4%</b>	<b>1.7%</b>	<b>25.9%</b>	<b>3.7%</b>	<b>7.8%</b>	<b>2.1%</b>
Bergen	0.4%	0.7%	3.2%	2.1%	1.2%	0.5%
Essex	0.3%	0.1%	2.8%	0.0%	0.8%	0.2%
Middlesex	0.2%	0.0%	2.8%	0.0%	0.8%	0.1%
Monmouth	0.2%	0.3%	2.7%	0.0%	0.8%	0.2%
Morris	0.3%	0.1%	2.3%	0.0%	0.7%	0.2%
Union	0.1%	0.2%	2.1%	0.0%	0.6%	0.1%
Hudson	0.2%	0.0%	1.9%	0.0%	0.6%	0.1%
Somerset	0.2%	0.0%	1.9%	0.0%	0.5%	0.1%
Mercer	0.0%	0.0%	1.7%	0.0%	0.4%	0.0%
Passaic	0.1%	0.1%	1.0%	0.5%	0.3%	0.1%
Ocean	0.0%	0.2%	0.9%	0.0%	0.3%	0.1%
Hunterdon	0.0%	0.0%	0.8%	0.0%	0.2%	0.0%
Other NJ	0.4%	0.1%	2.1%	1.0%	0.7%	0.3%
Connecticut	1.5%	2.1%	1.5%	0.5%	1.7%	1.7%
Pennsylvania	0.8%	1.5%	4.3%	2.6%	1.9%	1.1%
Other US	29.8%	43.2%	32.0%	29.8%	34.0%	34.7%

Source: PANYNJ Spring 2011 Terminal By Terminal Customer Satisfaction Study

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<b>Primary Residence Outside US</b>						
Other North America	5.5%	4.9%	5.4%	0.0%	5.3%	5.3%
South America	2.0%	1.4%	1.6%	0.0%	1.7%	1.8%
Europe	12.8%	2.3%	23.4%	3.2%	12.2%	8.9%
Middle East	2.1%	0.2%	0.3%	0.0%	1.2%	1.4%
Africa	0.4%	0.0%	0.1%	0.0%	0.2%	0.2%
Asia	6.7%	0.6%	3.2%	0.0%	4.1%	4.4%
Oceania	0.9%	0.3%	1.1%	0.0%	0.8%	0.7%
	30.5%	9.8%	35.1%	3.2%	25.5%	22.8%
<b>Gender</b>						
Male	51.2%	59.5%	48.3%	45.5%	52.2%	54.0%
Female	48.8%	40.5%	51.7%	54.5%	47.8%	46.0%
<b>Age</b>						
18-24	17.8%	13.0%	22.8%	12.4%	18.6%	16.5%
25-34	35.2%	19.5%	34.6%	9.1%	32.1%	30.9%
35-44	26.7%	18.8%	17.4%	15.1%	22.0%	24.6%
45-54	11.3%	23.4%	15.0%	18.3%	14.7%	14.6%
55-64	5.9%	19.8%	8.1%	24.7%	9.2%	9.7%
65-74	2.7%	4.2%	1.8%	13.4%	2.7%	3.1%
75+	0.5%	1.2%	0.4%	7.0%	0.6%	0.7%
Mean age	35.9	43.1	35.5	50.0	37.1	37.8
<b>Annual Household Income</b>						
Under \$25,000	10.8%	7.8%	12.8%	9.3%	11.0%	9.9%
\$25,000 - \$29,999	5.0%	2.8%	4.4%	3.1%	4.4%	4.4%
\$30,000 - \$39,999	6.6%	3.2%	6.7%	5.6%	6.0%	5.6%
\$40,000 - \$49,999	8.7%	5.0%	7.0%	4.3%	7.4%	7.7%
\$50,000 - \$59,999	6.7%	6.3%	8.0%	6.8%	7.1%	6.6%
\$60,000 - \$69,999	7.3%	5.0%	7.4%	4.3%	6.9%	6.6%
\$70,000 - \$79,999	8.7%	6.7%	5.7%	9.3%	7.2%	8.1%
\$80,000 - \$89,999	8.1%	6.7%	5.8%	6.8%	7.0%	7.7%
\$90,000 - \$99,999	6.4%	7.4%	4.3%	3.7%	5.8%	6.7%
\$100,000 - \$124,999	8.5%	12.6%	12.2%	11.7%	10.6%	9.7%
\$125,000 - \$149,999	5.4%	9.1%	7.8%	10.5%	7.0%	6.5%
\$150,000 - \$174,999	3.8%	6.1%	4.8%	3.1%	4.6%	4.5%
\$175,000 - \$199,999	4.3%	4.9%	2.9%	5.6%	3.9%	4.5%
\$200,000 - \$249,999	4.1%	4.1%	4.2%	6.2%	4.1%	4.1%
\$250,000 - \$299,999	1.9%	3.2%	2.0%	4.3%	2.2%	2.3%
\$300,000 or more	3.5%	9.1%	4.1%	5.6%	4.7%	5.1%
Mean income (in \$000's)	\$93.0	\$120.5	\$95.6	\$114.2	\$99.1	\$101.1
<b>Passengers</b>						
Personal Car	50.9%	24.0%	42.9%	81.1%	41.7%	41.1%
Passenger in Car and Dropped Off at	38.6%	19.6%	35.8%	47.8%	32.7%	31.7%
Drove Your Own Car	10.5%	3.4%	4.9%	24.9%	7.2%	7.9%
Passenger in Car Parked at Airport	1.8%	1.0%	2.3%	8.5%	1.7%	1.5%
Drove Rental Car	3.0%	4.2%	7.9%	10.9%	4.5%	3.4%
Taxicab	19.6%	43.2%	13.0%	3.5%	24.4%	28.2%
Limousine	6.2%	16.2%	8.0%	1.5%	9.4%	9.9%
SuperShuttleSharedRideVan	3.7%	3.4%	5.3%	1.0%	4.0%	3.6%
Rail/Train/Subway	9.0%	.0%	11.9%	.5%	7.2%	5.7%
Bus	4.9%	7.0%	6.0%	.0%	5.7%	5.7%
HotelMotel Van	1.4%	.7%	3.0%	.5%	1.6%	1.2%
Off-Airport Prkg Shuttle	1.1%	1.0%	2.0%	1.0%	1.3%	1.1%

Source: PANYNJ Spring 2011 Terminal By Terminal Customer Satisfaction Study

C A R G O

T R A N S P O R T

### 3.1.1 Ranked by Freight

### 50 Domestic Airport Comparisons

Domestic Airports: Revenue Freight plus Mail (in Short Tons)

2011	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2010-2011
	1	Memphis International Airport	3,916,063	(0.0)
	2	Ted Stevens Anchorage International Airport	2,625,201	0.5
	3	Louisville International Airport	2,187,793	1.0
	4	Miami International Airport	1,812,341	0.3
	5	Los Angeles International Airport	1,614,734	(7.7)
	6	Chicago O'Hare International Airport	1,455,596	2.0
	7	John F. Kennedy International Airport	1,387,330	(0.4)
	8	Indianapolis International Airport	906,860	(4.2)
	9	Newark Liberty International Airport	811,989	(5.7)
	10	Hartsfield-Jackson Atlanta International Airport	626,921	(2.6)
	11	Dallas/Fort Worth International Airport	550,279	(6.4)
	12	Oakland International Airport	489,826	(2.2)
	13	Cincinnati/Northern Kentucky International Airport	486,138	28.9
	14	George Bush Intercontinental Airport	410,662	3.8
	15	Philadelphia International Airport	398,473	(3.0)
	16	LA/Ontario International Airport	363,459	0.5
	17	San Francisco International Airport	340,632	(12.6)
	18	Washington Dulles International Airport	291,151	(9.9)
	19	Logan International Airport	239,805	(3.2)
	20	Denver International Airport	233,854	(3.7)
	21	Seattle-Tacoma International Airport	232,539	(2.5)
	22	Sky Harbor International Airport	230,451	6.3
	23	Detroit Metropolitan Wayne County Airport	195,186	5.5
	24	Portland International Airport	188,672	2.6
	25	Orlando International Airport	182,327	9.2
	26	Toledo Express Airport	163,901	(35.7)
	27	Salt Lake City International Airport	150,041	6.9
	28	Charlotte Douglas International Airport	115,055	8.4
	29	San Diego International Airport	105,042	0.2
	30	San Antonio International Airport	91,705	(2.4)
	31	Piedmont Triad International Airport	86,025	(0.5)
	32	El Paso International Airport	82,942	0.5
	33	McCarran International Airport	81,901	(3.4)
	34	Raleigh-Durham International Airport	79,813	(10.5)
	35	Manchester-Boston Regional Airport	79,215	0.1
	36	General Mitchell International Airport	75,104	(3.2)
	37	Cleveland Hopkins International Airport	74,641	(3.5)
	38	Austin-Bergstrom International Airport	67,735	1.8
	39	Pittsburgh International Airport	67,123	1.9
	40	Rickenbacker International	66,288	(5.0)
	41	Jacksonville International Airport	64,404	(1.3)
	42	Sacramento International Airport	64,286	(2.5)
	43	Des Moines International Airport	57,111	1.7
	44	Albuquerque International Sunport	54,421	(2.0)
	45	Reno-Tahoe International Airport	51,908	1.3
	46	Harrisburg International Airport	51,876	2.7
	47	Louis Armstrong New Orleans International Airport	48,463	(7.9)
	48	Bob Hope Airport	44,549	2.2
	49	Eppler Airfield	42,507	(7.1)
	50	Richmond International Airport	42,405	15.8

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2011

### 3.1.2 Ranked by Freight

### Top 50 Worldwide Airport Comparisons

Worldwide Airports: Revenue Freight plus Mail (in Short Tons)

2011	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2010-2011
	1	Hong kong, HK (HKG)	3,968,397	(4.7)
	2	Memphis TN, US (MEM)	3,916,535	(0.0)
	3	Shanghai, CN (PVG)	3,103,030	(4.3)
	4	Anchorage AK, US (ANC)	2,625,201	0.5
	5	Incheon, KR (ICN)	2,539,222	(5.4)
	6	Dubai, AE (DXB)	2,269,768	0.0
	7	Frankfurt, DE (FRA)	2,215,181	(2.6)
	8	Louisville KY, US (SDF)	2,187,766	1.0
	9	Paris, FR (CDG)	2,095,773	(4.0)
	10	Tokyo, JP (NRT)	1,945,110	(10.3)
	11	Singapore, SG (SIN)	1,898,850	3.1
	12	Miami FL, US (MIA)	1,840,231	0.2
	13	Los Angeles CA, US (LAX)	1,688,351	(7.2)
	14	Beijing, CN (PEK)	1,668,751	7.7
	15	Taipei, TW (TPE)	1,627,461	(7.9)
	16	London, GB (LHR)	1,569,450	1.2
	17	Amsterdam, NL (AMS)	1,549,686	0.8
	18	Chicago IL, US (ORD)	1,506,117	1.0
	19	New York NY, US (JFK)	1,387,330	(0.4)
	20	Bangkok, TH (BKK)	1,321,842	0.9
	21	Guangzhou, CN (CAN)	1,193,036	4.2
	22	Indianapolis IN, US (IND)	907,594	(4.2)
	23	Tokyo, JP (HND)	873,016	6.7
	24	Shenzhen, CN (SZX)	826,022	2.1
	25	Doha, QA (DOH)	808,099	14.2
	26	Newark NJ, US (EWR)	811,989	(5.7)
	27	Leipzig, DE (LEJ)	743,981	16.5
	28	Osaka, JP (KIX)	742,976	(2.1)
	29	Cologne, DE (CGN)	726,259	12.8
	30	Kuala Lumpur, MY (KUL)	702,116	0.7
	31	Mumbai, IN (BOM)	681,266	1.5
	32	Liege, BE (LGG)	674,360	5.4
	33	Luxembourg, LU (LUX)	656,931	(6.9)
	34	Atlanta GA, US (ATL)	651,771	(1.1)
	35	Bogota, CO (BOG)	606,414	10.7
	36	New Delhi, IN (DEL)	594,085	(0.1)
	37	Dallas/Fort Worth TX, US (DFW)	594,084	(7.5)
	38	Istanbul, TR (IST)	513,933	10.2
	39	Jakarta, ID (CGK)	508,321	1.3
	40	Oakland CA, US (OAK)	499,365	(2.2)
	41	Toronto ON, CA (YYZ)	489,654	3.1
	42	Abu Dhabi, AE (AUH)	487,951	10.3
	43	Cincinnati OH, US (CVG)	487,185	29.2
	44	Chengdu, CN (CTU)	477,696	10.5
	45	Sao Paulo, BR (GRU)	471,910	9.5
	46	Shanghai, CN (SHA)	454,069	(5.5)
	47	Milan, IT (MXP)	450,447	4.1
	48	Houston TX, US (IAH)	444,137	3.2
	49	Brussels, BE (BRU)	430,496	(2.5)
	50	Madrid, ES (MAD)	422,168	5.2

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2011



### 3.2.1

## Revenue Freight In Short Tons

Annual Totals 1998 to 2011

#### Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
1998	844,719	384,601	22,878	191	1,252,389
1999	842,637	442,265	21,639	10	1,306,550
2000	824,598	452,393	19,299	571	1,296,861
2001	705,963	388,164	15,765	429	1,110,321
2002	728,039	426,711	11,321	926	1,166,997
2003	738,065	460,798	11,989	1,155	1,212,008
2004	739,005	446,339	13,817	1,147	1,200,308
2005	718,495	402,286	15,689	174	1,136,643
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	253,268	7,156	16,250	812,847

#### International

YEAR	EWR	JFK	LGA	SWF	REGION
1998	229,923	1,242,130	921	-	1,472,974
1999	242,023	1,310,556	753	-	1,553,332
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	256,012	1,345,674	246	578	1,602,511
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	1,138,931	184	-	1,430,382
2011	275,817	1,134,062	136	13	1,410,028

#### Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
1998	1,074,642	1,626,731	23,799	191	2,725,363
1999	1,084,660	1,752,821	22,392	10	2,859,883
2000	1,070,380	1,864,422	20,186	571	2,955,559
2001	918,705	1,521,498	16,474	429	2,457,105
2002	909,772	1,686,846	11,709	926	2,609,252
2003	975,595	1,740,043	12,333	1,155	2,729,126
2004	995,256	1,793,448	14,096	1,147	2,803,947
2005	957,603	1,720,926	16,006	174	2,694,710
2006	973,015	1,706,387	13,998	17,982	2,711,383
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	1,392,865	7,516	12,934	2,274,286
2011	811,989	1,387,330	7,291	16,264	2,222,875

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

### 3.2.2

## Revenue Freight In Short Tons

### Monthly Totals 2011

Domestic	REGIONAL CHANGE					
	MONTH	EW R	JFK	LGA	SWF	2010 to 2011
	Jan	42,247	19,322	476	1,083	63,129
	Feb	42,488	19,061	531	1,093	63,173
	Mar	49,398	23,374	712	1,472	74,956
	Apr	44,399	22,103	699	1,282	68,483
	May	43,903	21,377	642	1,235	67,158
	Jun	47,796	22,624	561	1,418	72,398
	Jul	40,731	19,680	550	1,348	62,309
	Aug	43,406	20,537	542	1,411	65,896
	Sep	42,541	21,279	611	1,454	65,885
	Oct	42,648	20,565	621	1,336	65,170
	Nov	44,421	20,344	569	1,477	66,810
	Dec	52,194	23,003	640	1,641	77,479
	<b>Total 2011</b>	<b>536,172</b>	<b>253,269</b>	<b>7,154</b>	<b>16,250</b>	<b>812,846</b>
	<b>% Change</b>					
	<b>2010 to 2011</b>	<b>-5.9%</b>	<b>-0.3%</b>	<b>-2.4%</b>	<b>25.6%</b>	<b>-3.7%</b>

  

International	REGIONAL CHANGE					
	MONTH	EW R	JFK	LGA	SWF	2010 to 2011
	Jan	23,763	89,357	12	-	113,131
	Feb	24,233	84,200	9	13	108,456
	Mar	27,557	105,028	16	-	132,600
	Apr	21,816	99,283	26	-	121,125
	May	22,249	96,228	9	-	118,486
	Jun	22,420	95,792	11	-	118,223
	Jul	23,598	101,091	9	-	124,698
	Aug	20,755	87,332	8	-	108,094
	Sep	22,116	93,584	8	-	115,709
	Oct	23,433	98,027	9	-	121,470
	Nov	21,673	91,276	12	-	112,961
	Dec	22,203	92,866	7	-	115,076
	<b>Total 2011</b>	<b>275,816</b>	<b>1,134,064</b>	<b>136</b>	<b>13</b>	<b>1,410,029</b>
	<b>% Change</b>					
	<b>2010 to 2011</b>	<b>-5.3%</b>	<b>-0.4%</b>	<b>-25.3%</b>	<b>100.0%</b>	<b>-1.4%</b>

  

Domestic and International	REGIONAL CHANGE					
	MONTH	EW R	JFK	LGA	SWF	2010 to 2011
	Jan	66,010	108,678	488	1,083	176,260
	Feb	66,722	103,261	539	1,106	171,628
	Mar	76,955	128,402	728	1,472	207,557
	Apr	66,215	121,386	725	1,282	189,608
	May	66,153	117,605	651	1,235	185,644
	Jun	70,215	118,416	572	1,418	190,621
	Jul	64,329	120,771	559	1,348	187,007
	Aug	64,161	107,868	550	1,411	173,990
	Sep	64,657	114,863	620	1,454	181,594
	Oct	66,082	118,592	630	1,336	186,640
	Nov	66,094	111,619	581	1,477	179,771
	Dec	74,398	115,869	647	1,641	192,555
	<b>Total 2011</b>	<b>811,991</b>	<b>1,387,330</b>	<b>7,290</b>	<b>16,263</b>	<b>2,222,875</b>
	<b>% Change</b>					
	<b>2010 to 2011</b>	<b>-5.7%</b>	<b>-0.4%</b>	<b>-3.0%</b>	<b>25.7%</b>	<b>-2.3%</b>

**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 2002-2011 by International Market

#### Imports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
2002	466,645	371,513	32,880	19,730	13,419	4,413	4,488	913,089
2003	445,035	365,555	33,257	19,820	12,783	3,334	4,772	884,556
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

#### Exports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
2002	184,702	212,863	11,745	8,313	7,631	10,055	5,223	440,541
2003	199,501	208,335	11,931	8,865	7,399	10,996	4,538	451,565
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

#### Total

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
2002	651,347	584,376	44,625	28,044	21,050	14,469	9,711	1,353,630
2003	644,536	573,890	45,188	28,685	20,181	14,330	9,310	1,336,121
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

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

**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 2011

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	756,354	\$ 105,187,024	17.9%	21.3%
2	Chicago, IL	644,730	79,591,080	15.3%	16.1%
3	Miami, FL	573,382	19,795,410	13.6%	4.0%
4	Los Angeles, CA	464,414	42,988,067	11.0%	8.7%
5	Savannah, GA	246,648	22,785,576	5.8%	4.6%
6	Anchorage, AK	245,631	34,552,434	5.8%	7.0%
7	New Orleans, LA	223,776	38,740,032	5.3%	7.9%
8	Dallas/Fort Worth, TX	183,704	28,680,232	4.4%	5.8%
9	Cleveland, OH	167,661	24,655,113	4.0%	5.0%
10	San Francisco, CA	144,056	23,868,094	3.4%	4.8%
<b>All Others</b>		<b>570,702</b>	<b>\$ 72,194,967</b>	<b>13.5%</b>	<b>14.8%</b>
<b>Total</b>		<b>4,221,058</b>	<b>\$ 493,038,029</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	686,141	\$ 101,700,330	17.1%	24.0%
2	Chicago, IL	517,455	36,030,190	12.9%	8.5%
3	Los Angeles, CA	474,779	40,760,775	11.9%	9.6%
4	Miami, FL	446,724	41,706,925	11.2%	9.8%
5	Cleveland, OH	249,449	28,525,837	6.2%	6.7%
6	New Orleans, LA	195,619	26,206,216	4.9%	6.2%
7	San Francisco, CA	191,046	27,095,749	4.8%	6.4%
8	Savannah, GA	172,195	13,375,075	4.3%	3.2%
9	Detroit, MI	154,051	3,703,368	3.9%	0.9%
10	Houston/Galveston, TX	149,177	10,296,741	3.7%	2.4%
<b>All Others</b>		<b>767,987</b>	<b>\$ 94,864,003</b>	<b>19.1%</b>	<b>22.3%</b>
<b>Total</b>		<b>4,004,623</b>	<b>\$ 424,265,209</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	1,442,495	\$ 206,887,354	17.5%	22.6%
2	Chicago, IL	1,162,185	115,621,270	14.1%	12.6%
3	Miami, FL	1,020,106	61,502,335	12.4%	6.7%
4	Los Angeles, CA	939,192	83,748,842	11.4%	9.1%
5	New Orleans, LA	419,396	64,946,248	5.1%	7.1%
6	Savannah, GA	418,843	36,160,651	5.1%	3.9%
7	Cleveland, OH	417,111	53,180,951	5.1%	5.8%
8	Anchorage, AK	341,907	44,472,019	4.2%	4.8%
9	San Francisco, CA	335,103	50,963,843	4.1%	5.6%
10	Dallas/Fort Worth, TX	325,017	46,636,547	4.0%	5.1%
<b>All Others</b>		<b>1,404,327</b>	<b>\$ 153,183,178</b>	<b>17.0%</b>	<b>16.7%</b>
<b>Total</b>		<b>8,225,682</b>	<b>\$ 917,303,238</b>	<b>100.0%</b>	<b>100.0%</b>

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

**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 2011

RANK	COMMODITY	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	143,214	\$ 15,927,558	18.9%	15.1%
2	ELECTRICAL MACHINERY	70,125	11,355,267	9.3%	10.8%
3	WOVEN APPAREL	64,024	2,917,811	8.5%	2.8%
4	KNIT APPAREL	44,367	1,570,865	5.9%	1.5%
5	FISH AND SEAFOOD	43,179	286,120	5.7%	0.3%
6	OPTICAL, MEDICAL INSTRUMENTS	40,556	7,262,728	5.4%	6.9%
7	VEHICLES, NOT RAILWAY	27,796	354,979	3.7%	0.3%
8	PLASTIC	27,324	612,023	3.6%	0.6%
9	FOOTWEAR	24,913	1,134,526	3.3%	1.1%
10	PHARMACEUTICAL PRODUCTS	20,775	9,167,453	2.8%	8.7%
<b>All Others</b>		<b>250,081</b>	<b>\$ 54,597,694</b>	<b>32.9%</b>	<b>51.9%</b>
<b>Total</b>		<b>756,354</b>	<b>\$ 105,187,024</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	COMMODITY	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	108,583	\$ 10,854,997	15.8%	10.7%
2	ELECTRICAL MACHINERY	60,998	9,685,191	8.9%	9.5%
3	PLASTIC	44,291	1,215,608	6.5%	1.2%
4	OPTICAL, MEDICAL INSTRUMENTS	42,064	8,348,469	6.1%	8.2%
5	IRON AND STEEL PRODUCTS	30,771	456,562	4.5%	0.5%
6	IRON AND STEEL	26,991	118,143	3.9%	0.1%
7	PAPER, PAPERBOARD	24,200	130,616	3.5%	0.1%
8	PHARMACEUTICAL PRODUCTS	23,084	6,320,740	3.4%	6.2%
9	PERFUMERY, COSMETIC PRODUCTS	23,080	677,181	3.4%	0.7%
10	MISC CHEMICAL PRODUCTS	22,913	879,684	3.3%	0.9%
<b>All Others</b>		<b>272,072</b>	<b>\$ 63,013,139</b>	<b>40.7%</b>	<b>61.9%</b>
<b>Total</b>		<b>686,141</b>	<b>\$ 101,700,330</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	COMMODITY	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	251,798	\$ 26,782,555	17.5%	12.9%
2	ELECTRICAL MACHINERY	131,123	21,040,459	9.1%	10.2%
3	OPTICAL, MEDICAL INSTRUMENTS	82,619	15,611,196	5.7%	7.5%
4	PLASTIC	71,615	1,827,631	5.0%	0.9%
5	WOVEN APPAREL	68,761	3,101,582	4.8%	1.5%
6	FISH AND SEAFOOD	61,987	481,519	4.3%	0.2%
7	KNIT APPAREL	48,731	1,688,453	3.4%	0.8%
8	PHARMACEUTICAL PRODUCTS	43,860	15,488,193	3.0%	7.5%
9	IRON AND STEEL PRODUCTS	38,743	616,731	2.7%	0.3%
10	VEHICLES, NOT RAILWAY	37,524	702,507	2.6%	0.3%
<b>All Others</b>		<b>605,734</b>	<b>\$ 119,546,528</b>	<b>41.9%</b>	<b>57.9%</b>
<b>Total</b>		<b>1,442,495</b>	<b>\$ 206,887,354</b>	<b>100.0%</b>	<b>100.0%</b>

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

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

**JFK 3.4.1****2011 Revenue Freight by Airline****Top 15 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	AMERICAN	125,501	9.0%
2	FEDEX	113,320	17.2%
3	DELTA	91,715	23.8%
4	KOREAN	70,160	28.9%
5	LUFTHANSA	67,443	33.7%
6	CHINA AIRLINES (CAL)	64,621	38.4%
7	CATHAY PACIFIC	56,105	42.4%
8	BRITISH AIR	52,980	46.3%
9	ASIANA	51,761	50.0%
10	EVA	49,801	53.6%
11	UNITED PARCEL	38,765	56.4%
12	AIR FRANCE	32,446	58.7%
13	CARGOLUX AIRLINES	29,444	60.8%
14	AIR CHINA INTERNATIONAL	28,140	62.9%
15	EL AL	25,315	64.7%
TOTAL AIRPORT ALL AIRLINES		1,387,330	

**EWB 3.4.1****2011 Revenue Freight by Airline****Top 15 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDEX	397,782	49.0%
2	UNITED PARCEL	138,924	66.1%
3	CONTINENTAL	104,114	78.9%
4	LUFTHANSA	25,471	82.1%
5	BRITISH AIR	23,634	85.0%
6	KALITTA AIR	20,915	87.5%
7	SAS	18,283	89.8%
8	VIRGIN ATLANTIC	12,075	91.3%
9	ABX AIR INC.	9,379	92.4%
10	JET AIRWAYS	6,548	93.2%
11	SINGAPORE AIRLINES	6,418	94.0%
12	AIR TRANSPORT INTL (BAX)	6,025	94.8%
13	EL AL	5,272	95.4%
14	DELTA	5,091	96.1%
15	EVA	4,500	96.6%
TOTAL AIRPORT ALL AIRLINES		811,989	

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

**LGA 3.4.1****2011 Revenue Freight by Airline****Top 15 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	DELTA	3,415	46.8%
2	SOUTHWEST	1,067	61.5%
3	UNITED	650	70.4%
4	FRONTIER	621	78.9%
5	US AIRWAYS	556	86.5%
6	CONTINENTAL	353	91.4%
7	AMERICAN	291	95.4%
8	JETBLUE AIRLINES	218	98.4%
9	AIR CANADA	119	100.0%
10	-	-	-
11	-	-	-
12	-	-	-
13	-	-	-
14	-	-	-
15	-	-	-
TOTAL AIRPORT ALL AIRLINES		7,291	

**SWF 3.4.1****2011 Revenue Freight by Airline****Top 5 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDEX	12,184	74.9%
2	UNITED PARCEL	4,049	99.8%
3	JETBLUE AIRLINES	21	99.9%
4	US AIRWAYS	5	100.0%
5	DELTA	5	100.0%
TOTAL AIRPORT ALL AIRLINES		16,264	

**REGION 3.4.1****2011 Revenue Freight by Airline****Top 15 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDEX	523,285	23.5%
2	UNITED PARCEL	181,739	31.7%
3	AMERICAN	126,469	37.4%
4	CONTINENTAL	104,467	42.1%
5	DELTA	100,225	46.6%
6	LUFTHANSA	92,914	50.8%
7	BRITISH AIR	76,613	54.2%
8	KOREAN	70,160	57.4%
9	CHINA AIRLINES (CAL)	64,621	60.3%
10	CATHAY PACIFIC	56,105	62.8%
11	EVA	54,301	65.3%
12	ASIANA	51,761	67.6%
13	KALITTA AIR	46,137	69.7%
14	VIRGIN ATLANTIC	37,320	71.4%
15	AIR FRANCE	36,467	73.0%
TOTAL AIRPORT ALL AIRLINES		2,222,875	

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

### 3.5.1

Annual Totals 1998 to 2011

## Revenue Mail In Short Tons

<b>Domestic</b>	YEAR	EWR	JFK	LGA	SWF	REGION
	1998	113,015	101,479	49,428	384	264,306
	1999	115,162	106,419	55,335	194	277,111
	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	19,880	23	-	45,761

  

<b>International</b>	YEAR	EWR	JFK	LGA	SWF	REGION
	1998	7,119	43,143	2,564	-	52,826
	1999	5,957	46,819	1,715	-	54,492
	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

  

<b>Domestic and International</b>	YEAR	EWR	JFK	LGA	SWF	REGION
	1998	120,134	144,622	51,992	384	317,132
	1999	121,120	153,238	57,051	194	331,603
	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	99,982	643	-	185,228

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



### 3.5.2

#### Monthly Totals 2011

## Revenue Mail In Short Tons

Domestic	MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
							2010 to 2011
Jan		2,025	1,778	1	-	3,803	-20.1%
Feb		1,726	1,636	1	-	3,363	-3.9%
Mar		1,899	1,947	1	-	3,846	-0.5%
Apr		1,957	1,843	2	-	3,802	-17.7%
May		1,673	2,006	2	-	3,682	5.4%
Jun		1,742	1,657	3	-	3,402	6.1%
Jul		2,034	1,492	3	-	3,529	10.6%
Aug		1,852	1,445	2	-	3,300	23.0%
Sep		2,020	1,561	2	-	3,583	18.1%
Oct		2,530	1,321	2	-	3,853	7.9%
Nov		2,753	1,485	1	-	4,239	25.9%
Dec		3,647	1,709	1	-	5,358	25.0%
<b>Total 2011</b>		<b>25,858</b>	<b>19,880</b>	<b>21</b>	<b>-</b>	<b>45,760</b>	<b>5.0%</b>
<b>% Change</b>							
<b>2010 to 2011</b>		<b>19.9%</b>	<b>-9.5%</b>	<b>-27.6%</b>	<b>NA</b>	<b>5.0%</b>	

  

International	MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
							2010 to 2011
Jan		4,729	5,678	58	-	10,465	-16.1%
Feb		4,378	5,588	58	-	10,025	-4.4%
Mar		4,953	6,996	51	-	12,001	-5.8%
Apr		4,623	6,650	62	-	11,335	6.3%
May		4,148	6,787	51	-	10,986	-4.8%
Jun		4,659	5,958	42	-	10,658	2.7%
Jul		4,597	7,104	39	-	11,740	6.4%
Aug		4,738	6,423	40	-	11,201	1.0%
Sep		4,305	6,870	58	-	11,233	-8.3%
Oct		5,108	6,743	50	-	11,900	-0.3%
Nov		5,894	6,267	47	-	12,208	-3.0%
Dec		6,614	9,037	62	-	15,713	5.2%
<b>Total 2011</b>		<b>58,746</b>	<b>80,101</b>	<b>618</b>	<b>-</b>	<b>139,465</b>	<b>-1.9%</b>
<b>% Change</b>							
<b>2010 to 2011</b>		<b>-3.6%</b>	<b>-0.7%</b>	<b>11.2%</b>	<b>NA</b>	<b>-1.9%</b>	

  

Domestic and International	MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
							2010 to 2011
Jan		6,754	7,456	59	-	14,269	-17.2%
Feb		6,104	7,224	59	-	13,388	-4.3%
Mar		6,852	8,943	52	-	15,847	-4.6%
Apr		6,580	8,493	64	-	15,137	-1.0%
May		5,821	8,794	54	-	14,669	-2.4%
Jun		6,400	7,615	45	-	14,061	3.6%
Jul		6,630	8,596	42	-	15,269	7.4%
Aug		6,590	7,868	42	-	14,501	5.3%
Sep		6,325	8,431	60	-	14,817	-3.1%
Oct		7,637	8,064	53	-	15,754	1.6%
Nov		8,647	7,752	48	-	16,447	3.1%
Dec		10,261	10,746	64	-	21,071	9.6%
<b>Total 2011</b>		<b>84,601</b>	<b>99,982</b>	<b>642</b>	<b>-</b>	<b>185,230</b>	<b>-0.2%</b>
<b>% Change</b>							
<b>2010 to 2011</b>		<b>2.6%</b>	<b>-2.6%</b>	<b>10.1%</b>	<b>NA</b>	<b>-0.2%</b>	

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

GROUND  
TRANSPORTATION  
&  
AIRPORT  
ECONOMIC  
IMPACT

## 4.1.1 Passengers Accessing Airports by Bus & Rail

EWR					
Year	Olympia Trails	New Jersey Transit			Total New Jersey Transit
	Olympia Trails (Motor Coach)	Express #300 Bus (Operated by Olympic Trails as of 4/5/1997)	NJT rail service & AirTrain	Airlink/302 Bus Operated by Olympia Trails	
1998	794,141	576,089	-	275,954	852,043
1999	758,674	543,674	-	296,328	840,002
2000	663,591	521,679	-	288,081	809,760
2001	484,571	419,286	127,152	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	1,588,163	-	1,974,390
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

JFK		LGA		SWF	REGION
Year	New York Airport Service (Motor Coach)	Subway / AirTrain Jamaica Station & Howard Beach	New York Airport Service (Motor Coach)	Connecting Bus (Leprechaun)	Grand Total Motor Coach & Rail
1998	539,198	1,564,148	331,162	-	4,080,692
1999	620,274	1,332,108	377,300	-	3,928,358
2000	575,493	-	444,632	-	2,493,476
2001	499,986	-	390,853	-	2,173,492
2002	482,691	1,102,702	377,459	-	3,586,971
2003	532,165	1,275,414	386,948	-	3,988,405
2004	571,048	2,594,236	421,746	-	5,636,175
2005	570,468	3,411,762	425,547	-	6,499,491
2006	514,561	3,950,014	407,838	-	7,076,310
2007	498,755	4,393,258	383,394	-	7,689,665
2008	488,459	4,733,128	332,048	8,839	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	1,295	8,760,020

### EWR

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

Express #300 bus - currently serves PABT

NJT Rail Services & AirTrain - currently serves Manhattan and various points in New Jersey

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)

Subway, 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

## 4.2.1

*Annual Totals 1998 to 2011*

## Paid Parked Cars

YEAR	EWR	JFK	LGA	SWF*	REGION
1998	5,816,318	4,710,692	2,651,302	-	13,178,312
1999	5,935,846	4,736,602	2,790,760	-	13,463,208
2000	5,921,144	4,726,660	2,942,561	-	13,590,365
2001	5,396,562	4,493,573	2,619,336	-	12,509,471
2002	4,844,475	4,724,885	2,542,071	-	12,111,431
2003	4,398,127	4,958,635	2,314,150	-	11,670,912
2004	4,397,346	5,196,064	2,305,507	-	11,898,917
2005	4,306,993	4,762,364	2,250,659	-	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

SWF\* Historical data prior to 2006 not available

### 4.3.1

## Taxi Dispatch Passengers

Annual Totals 1998 to 2011

Outbound Passengers	EWR	JFK	LGA	SWF Visconti Cab Company	REGION
1998	-	-	-	-	-
1999	-	-	-	-	-
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	997,418	2,919,327	3,630,833	5,897	7,553,475
2009	828,145	2,798,833	3,247,619	4,125	6,878,722
2010	869,177	2,982,192	3,608,390	4,200	7,463,959
2011	903,678	3,194,816	3,586,124	1,905	7,686,523

## Ground Transportation Center Bookings\*

Annual Totals 1998 to 2011

Outbound Only	EWR	JFK	LGA	SWF No data available	REGION
1998	203,732	291,346	262,483	-	757,561
1999	223,098	272,216	258,204	-	753,518
2000	219,107	238,335	242,366	-	699,808
2001	192,485	181,538	211,271	-	585,294
2002	165,276	261,423	195,446	-	622,145
2003	167,592	238,063	186,444	-	592,099
2004	164,206	251,793	184,034	-	600,033
2005	105,572	191,131	129,887	-	426,590
2006	110,022	166,026	151,795	-	427,843
2007	84,304	149,322	122,802	-	356,428
2008	94,335	156,553	102,510	-	353,398
2009	103,706	169,021	108,489	-	381,216
2010	104,697	171,736	115,681	-	392,114
2011	99,826	175,785	117,143	-	392,754

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

#### 4.4.1

*Annual Totals 1998 to 2011*

## Airport Employment

YEAR	EWR	JFK	LGA	SWF	REGION
1992	17,032	35,862	9,598	n/a	62,492
1993	17,821	35,154	10,272	n/a	63,247
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	20,091	34,761	7,891	n/a	62,743
2011	20,716	36,352	10,284	1,139	68,491

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

**Note\*:** In 2002 and afterwards, the numbers shown are derived from a different method from that used prior. 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.

## 4.6.1

# Economic Impact of the Aviation Industry

New York/New Jersey Region

IMPACT		EWR	JFK	LGA	REGION
2011	<b>Passenger Operating Impact</b>				
	Wages	3,472	4,978	2,406	10,856
	Sales	9,793	13,839	6,812	30,445
	Jobs	62,841	89,500	43,270	195,611
	<b>Visitor Economic Impact</b>				
	Wages	2,442	4,121	2,511	9,074
	Sales	6,479	10,961	6,661	24,101
	Jobs	58,026	98,401	59,441	215,868
	<b>Cargo Impact</b>				
	Wages	\$1,370	\$2,224	\$18	\$3,611
	Sales	\$3,785	\$6,608	\$39	\$10,431
	Jobs	21,798	35,903	239	57,940
	<b>Capital Spending Impact</b>				
	Wages	\$33	\$16	\$14	\$64
	Sales	\$129	\$63	\$55	\$246
	Jobs	561	273	240	1,074
	<b>Total Regional Economic Impact</b>				
	Wages	\$7,317	\$11,339	\$4,949	\$23,606
	Sales	\$20,186	\$31,470	\$13,568	\$65,224
	Jobs	143,226	224,077	103,190	470,493

\*Jobs: Operations consists of employment directly related to servicing aircraft, passengers, freight and mail on airport.  
All monetary values are in millions of 2011 dollars. Jobs include direct and indirect employees.

## **Credits**

The Honorable Andrew M. Cuomo, Governor, State of New York  
The Honorable Chris Christie, Governor, State of New Jersey

### **The Port Authority of New York and New Jersey**

David Samson, Chairman, Board of Commissioners  
Patrick Foye, Executive Director  
Bill Baroni, Deputy Executive Director  
Susan M. Baer, Director, Aviation Department  
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