

*2010*

***AIRPORT  
TRAFFIC  
REPORT***

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

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# MEMORANDUM

## AVIATION DEPARTMENT

**From:** Ralph Tragale  
**Date:** April 6, 2011  
**Subject:** **2010 ANNUAL TRAFFIC REPORT**

Attached is the Port Authority Aviation Department's 2010 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.

### **2010 in Perspective**

2010 was a watershed year for the economy and airline industry as pent-up international demand brought across-the-board increases in passengers, cargo and airline profits. After two successive years of declining activity, we had good news in 2010 on a number of fronts:

- The Port Authority's airport system grew 2.1 percent, a better performance than the nation's 1.6 percent growth.
- JFK set a record for most international passengers ever, with more than 23 million.
- LaGuardia showed especially strong gains—at 8.3 percent, its passenger traffic grew at more than five times the national rate.
- LaGuardia's gain also was the first year-over-year increase since 2006. What made it more noteworthy is that LGA added flights but *reduced* the number of its delayed flights.
- NY/NJ cargo operations also had a strong showing, with regional growth up nearly 17 percent, vs. 12.6 percent nationally. This is the first year-over-year growth for cargo since 2005.

### **Outlook 2011**

Though the first quarter of 2011 began with weather-induced distortions, and spikes in oil and jet fuel prices due to political instability in the Middle East, we believe the U.S. economic recovery remains fundamentally sound in the short term and can overcome the short-term impediments.

Stronger economic and job growth should outweigh the airlines' capacity restriction and increases in ticket prices. We are also encouraged by two airport-specific developments: the beginning of Southwest operations at EWR and the potential resolution of the Delta-US Airways slot swap. The former will bring price stimulation to EWR and the latter will enable Delta to operate more domestic flights with larger aircraft, including more Saturday flying beyond the perimeter rule.

Because of these impending developments, domestic traffic—the weak link in our overall traffic recovery—should show stronger growth in 2011 and complement international traffic growth. Overall passenger growth in 2011 should approach 2.8 percent and cargo is anticipated to reach 4 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 Public 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 owns and operates John F. Kennedy International Airport (JFK).

## Size

The airport covers 4,930 acres of property on Jamaica Bay in the Borough of Queens, New York City. There are 880 acres in the Central Terminal Area (CTA) and 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 Idlewild Airport. The airport was rededicated John F. Kennedy International Airport on December 24, 1963, in memory of the nation's thirty-fifth 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 plane, touched down on United States' soil for the first time in a route-proving test and again on August 1, 2008, when an Emirates Airline A380 landed at JFK on the first regularly scheduled arrival of the A380 into the U.S.

## Investment

The City of New York invested about \$150 million on 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. JFK is also the United States' premier international and cargo airport, handling more than 46 million passengers and 1.4 million tons of cargo each year. 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

JFK contributes about \$31.4 billion in economic activity to the New York/New

Jersey region, generating approximately 233,000 jobs and about \$11.3 billion in wages and salaries. About 35,000 people are employed at the airport.

## Redevelopment

Recent JFK redevelopment efforts include several major projects undertaken by the Port Authority and its airline and airport partners. In addition to JetBlue's new Terminal 5, the American Airlines' Terminal B was renovated, and upgrades were made to Terminals 1, 4, and the British Airways' Terminal 7 within the past five years. A parking garage opened adjacent to Terminal 8 in 2006. 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 terminal expansion project will help alleviate congestion and add capacity by adding nine new passenger gates and creating additional space for aircraft parking.

The Port Authority 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, which was completed within budget and ahead of schedule in 2010, 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 655 acres in the CTA were enlarged 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.

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 a Welcome Center 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 departing and arriving, 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 late 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 terminal was expanded and reconfigured. New ticketing and check-in areas, new retail outlets, and a new departure and arrival roadway system were added. United Airlines also operates out of Terminal 7.

American Airlines' **Terminal 8** opened in 2007 and serves both domestic and international passengers on three **concourses**. Terminal 8 includes expanded check-in areas, top name-brand shops and eateries, and numerous services. A 1,940 parking-space garage opened adjacent to the terminal in 2006.

The Port Authority has completed preliminary renovations of JFK's historic **TWA Flight Center** in advance of a redevelopment program to create hotel space in the Central Terminal Area.

## AirTrain JFK

Opened in 2003, the light-rail service AirTrain connects JFK with the Long Island Rail Road (LIRR) and New York City subway and bus lines. At the airport, AirTrain provides fast, free connections between terminals, rental car facilities, hotel shuttle areas, and parking lots. In 2010, 5.3 million passengers used AirTrain JFK. Recent improvements include digital signage; expanded closed-circuit televisions; track, switch, and third-rail heaters to improve reliability in cold weather; and a digital audio recording system for monitoring critical communications in real time.

## Air Traffic Control Tower

The 321-foot 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 customers more than 18,000 parking spaces. 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 Central Taxi Hold opened in 1995.

#### **Cargo**

JFK is one of the world's leading international air cargo centers. Two cargo facilities totaling 430,000 square feet of warehouse and office space offer the latest in cargo-facility design. JFK has more than one million square feet of office and warehouse space dedicated to broker, freight forwarder, and container freight station operators who do business within the NY/NJ region.

#### **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, but the Bay Runway reconstruction project will expand 13R-31L from 150 to 200 feet wide by the end of 2011 in order to make way for new delay-reducing taxiways. All runways have high-intensity runway edge lighting, centerline and taxiway exit lighting, and are grooved to improve skid resistance and minimize hydroplaning. A 500' by 150' aircraft arrestor bed has been installed at the end of Runway 4R, the first such arrestor bed in the world.

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 into JFK 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. In 2009, the Port Authority approved a \$376.3 million investment to implement

the second phase of the JFK Flight Delay Reduction Program.

#### **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 airspaces. The FAA's NextGen Implementation Plan includes both long-term and short-term plans for advancing, installing, and operating NextGen technology. The President's 2011 budget includes \$1.1 billion in NextGen funding, a 30 percent increase over the 2010 budget.

# NEWARK LIBERTY INTERNATIONAL AIRPORT

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## **Operated By**

Since 1948, the Port Authority of New York and New Jersey has operated Newark Liberty International Airport under a lease with the City of Newark. In 2002, the Port Authority and the City of Newark entered into an agreement to extend the lease through 2065.

## **Size**

Newark Liberty is located in Essex and Union counties between the New Jersey Turnpike (accessible from exits 13-A and 14) and U.S. Routes 1 and 9 and I-78. The Port Authority acquired 880 of the airport's total 2,027 acres after it began operating the airport in 1948. Newark Liberty is about 16 miles from midtown Manhattan.

## **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 in 1948, the agency added an instrument runway, a terminal building, 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 AirTrain Newark began operating.

Terminal C opened in 1998 as the hub of Continental Airlines.

In 2002, the airport was renamed Newark Liberty International Airport to memorialize all those who lost their lives on September 11, 2001.

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

## **Aviation Role**

Newark Liberty is the 14<sup>th</sup> busiest airport in the United States and is ranked 34<sup>th</sup> in the world. In 2010, more than 33 million passengers used Newark Liberty. About 40 scheduled airlines operate out of the airport. Newark Liberty is the predominant overnight small package center for the NY/NJ 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 \$19 billion in economic activity to the NY/NJ metropolitan region, including more than \$6.8 billion in wages and salaries. About 141,000 jobs are derived from airport activity.

## **Redevelopment**

Newark Liberty's capital program combines some \$3.8 billion in Port Authority, federal, and private funds and has delivered numerous improvements, including Air Train Newark, new restrooms, ticket counters, signage, parking garages, and runway and taxiway improvements. The \$347 million modernization of Terminal B is almost complete.

## **Port Authority Administration Building**

In 2002, reconstruction of the landmark Newark Liberty International Airport Administration Building #1 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 passenger terminals: A, B, and C.

## **Passenger Terminals**

Construction of **Terminal A** began in October 1967, and the facility opened in August 1973. With 27 gates, the terminal branches out into three circular satellite buildings. The satellites contain flight departure lounges and airline and passenger service facilities. The main terminal building measures approximately 800 by 165 feet. Phase I planning for the redevelopment of Terminal A has begun, with discussions under way with probable tenant airlines. A Welcome Center was recently added.

**Terminal B** is currently nearing the completion of a \$347 million modernization project that will expand the two-level facility into three levels. Highlights include a Welcome Center, new departure areas, new ticket counters, updated in-line baggage screening and passenger screening systems, additional passenger lounges and concessions, and a new baggage claim hall. 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 concourse has 19 gates, a huge retail and concession 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 is currently under construction.

## **AirTrain Newark**

Opened in 2001, AirTrain Newark offers service to the Newark Liberty International Airport train station, where passengers can connect to NJ Transit and Amtrak rail lines for links between the airport and New York City, Philadelphia, points



across New Jersey, and destinations beyond. Thousands of daily riders also use AirTrain Newark to travel between passenger terminals and to connect to parking lots and rental car areas. AirTrain Newark averages 2 million riders each year.

#### **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 the terminals and proceed directly to parking areas.

#### **Parking**

Newark Liberty provides more than 19,000 parking spaces. Two of the airport's parking garages were completed within the last five years. One is located at AirTrain Station P4 with six parking levels. The other is 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.

#### **Cargo**

Newark Liberty is the overnight small 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, when combined with United Airlines' and 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 traffic. Runway 4R-22L is 9,980 feet long by 150 feet wide, and Runway 4L-22R is 11,000 feet long by 150 feet wide. Both runways have displaced thresholds to minimize noise effects. 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.

\$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. Additionally, the airport partnered with Continental Airlines in 2008 to test the use of Ground-Based Augmentation System navigation technology, which is projected to reduce air traffic congestion.

#### **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. The FAA's NextGen Implementation Plan includes both long-term and short-term plans for advancing, installing, and operating NextGen technology. The President's 2011 budget includes \$1.1 billion in NextGen funding, a 30 percent increase over the 2010 budget. Newark Liberty is one of a handful of U.S. airports to implement NextGen technologies.

# LAGUARDIA AIRPORT

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## Operated By

The Port Authority of New York and New Jersey has operated LaGuardia Airport 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 through 2050.

## Size and Location

LaGuardia Airport consists of 680 acres in the New York City Borough of Queens, bordering on Flushing Bay and Bowers Bay. The airport has about 72 gates and is eight miles from midtown Manhattan.

## History

The airport site was first occupied by Gala Amusement Park and in 1929 was transformed into a 105-acre private flying field. The airport was first named Glenn H. Curtiss Airport and then 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, the airport opened to commercial traffic. It soon became known as simply LaGuardia Airport.

LaGuardia Airport was leased to the Port Authority of New York and New Jersey in 1947.

## Aviation Role

LaGuardia Airport is one of our nation's leading domestic gateways for business and leisure travel. In 2010, about 24 million passengers used LaGuardia. Approximately 20 scheduled airlines operate out of the airport.

## Investment

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

## Employment and Economic Impact

About 8,000 people are employed at LaGuardia. The airport contributes more than \$11.6 billion in economic activity to the NY/NJ metropolitan region, generating about 93,000 jobs and \$4.2 billion in annual wages and salaries.

## Redevelopment

To meet future air travel demand, the Port Authority has a feasibility study under way to redevelop the Central Terminal Building (CTB) and other facilities. The Port Authority also constructed a new Police Crisis Command Center and Aircraft Rescue and Firefighting Facility, which opened in 2010.

## Passenger Terminals

Dedicated on April 17, 1964, the **Central Terminal Building (CTB)/Terminal B** 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 six-block long terminal consists of a four-story central section, two three-story wings, and four concourses that can accommodate up to 40 aircraft gate positions. A number of improvements at the CTB were completed in 2009, including a consolidated Flight Information Display System and Welcome Centers at the east and west ends. Two more Welcome Centers are in development, at the US Airways and Delta terminals, while the Port Authority continues its feasibility study for further upgrades.

The \$200 million **US Airways Terminal /Terminal C** opened in September 1992. This 12-gate terminal is connected to the airline's Shuttle Terminal and features approximately 300,000 square feet of floor space and a food and retail concessions court. The US Airways Shuttle Terminal serves passengers hourly with shuttle flights to Boston and Washington, D.C.

The 11-gate **Delta Air Lines Terminal/Terminal D** opened at the east end of the airport in June 1983.

Once called the Overseas Terminal, and then the **Marine Air Terminal (MAT), Terminal A** was the original airport terminal building, serving international flights on flying boats through the 1940s. On September 1, 1991, Delta began shuttle operations to Boston and Washington, D.C., from the MAT. General aviation also operates from the terminal through a fixed-based operator. The terminal also houses a private weather service. In 1995, the MAT was designated an historic landmark. A \$7 million restoration of the MAT was completed in 2004.

## Parking

LaGuardia provides more than 11,000 parking spaces, including employee

parking and approximately 9,600 public spaces. There are hourly and metered spaces in lots, as well as parking for about 3,000 cars in a five-level parking garage. On October 4, 1998, Lot 3, with 930 spaces, was designated as a long-term lot. E-ZPass Plus is accepted at all parking lots.

## 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 length and width. 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. Runways are grooved for added traction during wet weather. Touch down zone lighting (TDA) was added in 2005 as part of the Runway 13-31 Rehabilitation Program.

## Air Traffic Control Tower

A new 233-foot-tall, state-of-the-art air traffic control tower was put into operation by the Federal Aviation Administration in January 2011. The new tower features the latest aviation technology, including a system that tracks 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 hundreds of millions of dollars 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. The FAA's NextGen Implementation Plan includes both long-term and short-term plans for advancing, installing, and operating NextGen technology. The President's 2011 budget includes \$1.1 billion in NextGen funding, a 30 percent increase over the 2010 budget.

# STEWART INTERNATIONAL AIRPORT

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## Operated By

The Port Authority of New York and New Jersey has operated Stewart International Airport since November 1, 2007, when the agency purchased the remaining 93 years of a 99-year operating lease for \$87.5 million.

## Size and Location

Stewart International covers 2,400 acres in Newburgh/New Windsor, New York, at the intersection of the New York State Thruway (I-87) and Interstate 84. The airport is less than 60 miles north of Manhattan and within a 250-mile radius of Philadelphia, Baltimore, Washington, D.C., Buffalo, Boston, Toronto, and Montreal.

## History

In 1930, Archie Stewart, an aviation buff and descendent 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, the City of Newburgh transferred the land to the U.S. government for \$1.

In 1939, the U.S. Military Academy at West Point built the first airfield at Stewart for cadet aviation training.

In 1948, the airfield became Stewart Air Force Base.

In 1970, Stewart was acquired by the State of New York. Operating responsibility later was transferred to the New York State Department of Transportation.

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 under Stewart Properties.

On March 31, 2000, Stewart became the nation's first privatized commercial airport under a 99-year lease agreement with National Express.

In 2007, the Port Authority purchased the remaining 93 years of the lease.

## Aviation Role

Stewart International is an economical, convenient alternative to the big airports of the New York City area. Several commercial and charter airlines operate out of the airport, offering direct access to a number of major U.S. hubs with connections to virtually anywhere in the world, along with several popular vacation destinations.

## Investment

Since acquiring Stewart International's lease in 2007, the Port Authority has invested millions in far-reaching 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 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 capability 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 committed several million dollars for short-term projects, including taxiway improvements, parking lot expansion, 200 additional new seats in the passenger terminal, and a new access road. Upcoming plans include a new U.S. Customs station and new cargo transfer station.

## Employment and Economic Impact

Since assuming control of the airport, the Port Authority has invested about \$50 million on redevelopment projects at Stewart, with more than half going to local firms and contractors. The airport is currently collaborating with the local community to bring additional flight options to accommodate the fast-growing Hudson Valley population and business community. The Port Authority expects demand for Stewart will grow as new air services are offered.

## Passenger Terminal and Facilities

Stewart International's terminal features an expansive lobby with 38 check-in stations, an additional checkpoint lane, and three Explosive Detection System (EDS) 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. Fed Ex and UPS operate 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 nearby.

## Roadway Access and Ground Transportation

Stewart International is located at the intersection of I-84 and the New York State Thruway (I-87). The *Newburgh-Beacon-Stewart Bus Link* provides service over the Newburgh Beacon Bridge for connections between the airport and MetroNorth's train station in Beacon and the Park & Ride lots. *Shortline Bus* provides service between the airport and the Newburgh Terminal. 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.

## Parking

The airport offers short-term, long-term, and economy parking within walking distance of the terminal.

## Runways

SWF has two runways: One is 11,817 feet (3,602m) long and the other is 6,004 feet (1,830m) long. Both runways are 150 feet (46m) wide.

## Air Traffic Control Tower

A state-of-the-art control tower was commissioned by the FAA in 2006. Open 24 hours per day, the tower is staffed by FAA-certified air-traffic controllers.

## Security and Safety

In 2009, the Port Authority completed a bid for maintenance of Stewart's computerized security access control system, and the airport completed FAA 139 certification. New FAA Hudson River airspace guidelines were put into place.

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. The FAA's NextGen Implementation Plan includes both long-term and short-term plans for advancing, installing, and operating NextGen technology. The President's 2011 budget includes \$1.1 billion in NextGen funding, a 30 percent increase over the 2010 budget.

## 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 twelve 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, 408 acres for aeronautical use and 329 undeveloped acres.

### HISTORY

TEB is the oldest operating airport in the NY/NJ Port district. In 1917, Walter C. Teter acquired the property. During World War I, North American Aviation operated a manufacturing plant on the site. After the war, the airport served as a base of operations for Dutch aircraft designer Anthony Fokker. The first flight from the present airport site was made in 1919. During World War I, the airport was operated by the U.S. Army and Air Force. It was purchased by the Port Authority on April 1, 1949, from Fred L. Wehran, a private owner. The airport was leased to Pan Am World Airways in 1970, and then to its successor organization, Johnson Controls. On December 1, 2000, the Port Authority reassumed full responsibility for its operation, together with American Port Services, Inc., which manages the daily operations and maintenance of the facility.

### INVESTMENT

Since 1970, the Port Authority has invested more than \$250 million to upgrade the airport's facilities and open new areas of service to the aviation community.

### EMPLOYMENT/ECONOMIC IMPACT

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

### AVIATION ROLE

TEB is designated a "reliever" airport for general aviation requirements of the

New York City metropolitan region. The airport does not allow scheduled commercial air carrier operations.

The airport is a 24-hour public-use facility that offers both visual non-precision 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.

The airport bans Stage 1 aircraft and has installed the newest safety technologies—its Engineered Materials Arresting System (EMAS) at the end of Runway 6/24, a technology pioneered by the Port Authority and the FAA. Another EMAS installation is planned for the south end of runway 1/19 in 2011.

A control tower, which is open 24 hours, was constructed on the east side of the airport by the Federal Aviation Administration and went into operation on October 29, 1975. A new tower is in preliminary design and is expected to enter operation in 2016.

### 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 (MALSR). 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 Runway 6-24 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 is scheduled for rehabilitation in 2011.

### TAXIWAYS

Approximately 4.2 miles of taxiways exist at 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.

### COMMUNITY

The Port Authority continues to work with the Teterboro Industry Working Group, a voluntary organization of airport industry leaders, working to bridge the interests of the industry and airport neighbors.

The 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 fundraising programs. TEB also hosts an annual 5K "Runway Run" to benefit the Bergen County United Way, and 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

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1997 to 2010

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	93,879	880	11,830	108,432	2,523	17,006	234,550
1998	91,000	1,877	11,215	101,051	2,416	15,488	223,047	
1999	95,281	838	10,891	97,028	2,820	15,484	222,342	
2000	106,102	672	10,513	87,722	2,480	13,324	220,813	
2001	109,388	2,293	9,958	48,104	2,339	8,710	180,792	
2002	113,473	93	9,899	45,027	1,910	10,364	180,766	
2003	120,022	220	8,831	34,096	2,697	8,290	174,156	
2004	141,019	204	8,933	43,963	1,775	8,734	204,628	
2005	150,259	204	8,192	59,909	1,792	9,886	230,242	
2006	166,971	217	7,431	64,904	1,256	9,656	250,435	
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	5,729	81,214	1,486	7,143	272,810	
2010	168,811	39	5,938	69,180	1,264	7,743	252,975	

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	99,884	1,376	13,067	3,012	1,282	-	118,621
1998	100,272	1,839	13,595	3,691	1,121	-	120,518	
1999	100,171	2,561	12,974	3,879	1,461	-	121,046	
2000	103,183	2,615	13,824	4,179	697	-	124,498	
2001	92,992	1,869	13,426	4,112	835	-	113,234	
2002	87,499	1,776	13,999	2,859	758	-	106,891	
2003	85,880	1,483	15,163	2,700	936	-	106,162	
2004	94,355	1,248	15,025	3,726	1,110	-	115,464	
2005	97,833	962	14,465	5,208	1,325	-	119,793	
2006	106,731	793	13,405	5,813	1,266	-	128,008	
2007	118,843	1,237	13,289	6,229	1,200	-	140,798	
2008	125,785	488	10,926	11,962	1,205	-	150,366	
2009	123,462	153	7,591	10,497	531	-	142,234	
2010	125,401	184	8,847	9,711	517	-	144,660	

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	193,763	2,256	24,897	111,444	3,805	17,006	353,171
1998	191,272	3,716	24,810	104,742	3,537	15,488	343,565	
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	4,162	23,384	52,216	3,174	8,710	294,026	
2002	200,972	1,869	23,898	47,886	2,668	10,364	287,657	
2003	205,902	1,703	23,994	36,796	3,633	8,290	280,318	
2004	235,374	1,452	23,958	47,689	2,885	8,734	320,092	
2005	248,092	1,166	22,657	65,117	3,117	9,886	350,035	
2006	273,702	1,010	20,836	70,717	2,522	9,656	378,443	
2007	311,449	1,452	20,875	97,728	2,598	9,654	443,756	
2008	313,286	538	17,746	95,316	2,884	8,621	438,391	
2009	300,670	183	13,320	91,711	2,017	7,143	415,044	
2010	294,212	223	14,785	78,891	1,781	7,743	397,635	

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

### 1.1.1 EWR

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1997 to 2010

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	250,755	4,325	30,604	110,314	1,763	19,360	417,121
1998	246,747	4,307	31,181	96,758	1,447	19,962	400,402	
1999	254,074	2,835	29,936	88,859	1,348	19,768	396,820	
2000	257,589	1,150	27,894	77,978	1,202	19,750	385,563	
2001	240,835	857	26,553	89,968	1,415	14,778	374,406	
2002	204,996	729	24,057	96,839	970	15,260	342,851	
2003	189,214	1,255	24,469	110,717	668	14,064	340,387	
2004	188,233	515	25,058	135,415	436	15,095	364,752	
2005	180,668	316	24,663	138,979	362	14,992	359,980	
2006	186,040	177	25,337	136,353	364	14,376	362,647	
2007	181,650	194	23,858	126,779	206	14,786	347,473	
2008	164,576	184	21,799	141,431	343	12,736	341,069	
2009	144,577	418	18,475	148,177	401	11,443	323,491	
2010	131,385	331	19,008	149,257	374	11,599	311,954	

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	42,875	1,624	1,143	-	126	-	45,768
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	55,091	1,635	1,728	6,355	60	-	64,869	
2002	51,299	1,078	2,133	7,979	477	-	62,966	
2003	51,724	1,217	2,255	10,769	527	-	66,492	
2004	57,192	668	2,069	11,989	776	-	72,694	
2005	60,348	171	2,135	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	71,357	85	3,363	18,135	45	-	92,985	
2009	67,466	106	3,122	17,823	33	-	88,550	
2010	72,439	160	3,134	15,571	81	-	91,385	

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	293,630	5,949	31,747	110,314	1,889	19,360	462,889
1998	299,888	5,172	32,436	96,758	1,617	19,962	455,833	
1999	312,134	4,031	31,663	88,859	1,519	19,768	457,974	
2000	315,125	2,830	29,864	81,331	1,389	19,750	450,289	
2001	295,926	2,492	28,281	96,323	1,475	14,778	439,275	
2002	256,295	1,807	26,190	104,818	1,447	15,260	405,817	
2003	240,938	2,472	26,724	121,486	1,195	14,064	406,879	
2004	245,425	1,183	27,127	147,404	1,212	15,095	437,446	
2005	241,016	487	26,798	152,257	694	14,992	436,244	
2006	248,122	308	28,237	153,630	585	14,376	445,258	
2007	248,456	227	27,163	145,044	254	14,786	435,930	
2008	235,933	269	25,162	159,566	388	12,736	434,054	
2009	212,043	524	21,597	166,000	434	11,443	412,041	
2010	203,824	491	22,142	164,828	455	11,599	403,339	

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

### 1.1.1 LGA

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1997 to 2010

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	220,200	280	402	87,242	1,037	22,540	331,701
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	521	13,530	343,316	
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	

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	20,068	3	-	3,312	15	-	23,398
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	13	-	19,123	
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	

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	240,268	283	402	90,554	1,052	22,540	355,099
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	

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



## 1.1.1 SWF

# Commercial and Non-Commercial Aircraft Movements

Annual Totals 1997 to 2010

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	10,077	-	-	-	-	-	-
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	584	1	1,562	7,221	140	73,644		83,152
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	5,335	193	39,175		47,032

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	6	-	-	-	-	-	-
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	35	-	34	8	-	-	-	77
2007	-	-	20	-	-	-	-	20
2008	-	-	8	-	-	-	-	8
2009	-	-	3	-	3	-	-	6
2010	-	-	-	-	-	-	-	-

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1997	10,083	-	-	-	-	-	-
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	619	1	1,596	7,229	140	73,644		83,229
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	5,335	193	39,175		47,032

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

### 1.1.1 TETERBORO

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1997 to 2010

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1997	-	-	-	-	-	-	170,514
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

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1997	-	-	-	-	-	-	-
1998	-	-	-	-	-	-	-	-
1999	-	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	-	-
2001	-	-	-	-	-	-	-	-
2002	-	-	-	-	-	-	-	-
2003	-	-	-	-	-	-	-	-
2004	-	-	-	-	-	-	-	-
2005	-	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-	-
2007	-	-	-	-	-	-	-	-
2008	-	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-	-
2010	-	-	-	-	-	-	-	-

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1997	-	-	-	-	-	-	170,514
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

\* 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 1997 to 2010

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1997	574,911	5,485	42,836	305,988	5,323	229,420	1,163,963
1998	567,750	6,269	42,774	286,031	5,006	240,314	1,148,144	
1999	587,610	3,781	40,885	272,050	5,281	241,488	1,151,095	
2000	610,910	2,061	38,407	269,358	5,069	234,954	1,160,759	
2001	576,396	3,351	36,511	255,475	4,558	210,568	1,086,859	
2002	514,013	913	33,956	283,228	3,401	239,753	1,075,264	
2003	503,280	1,617	33,300	301,531	4,093	230,367	1,074,188	
2004	533,482	860	33,991	349,035	3,042	241,006	1,161,416	
2005	534,545	623	32,855	372,172	2,736	236,713	1,179,644	
2006	542,817	454	34,330	382,453	2,093	299,906	1,262,053	
2007	562,521	499	32,964	400,473	1,926	291,631	1,290,014	
2008	532,578	286	30,221	401,175	2,524	253,496	1,220,280	
2009	480,179	544	25,137	399,727	2,603	202,049	1,110,239	
2010	463,297	458	25,849	389,408	2,329	217,463	1,098,804	

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1997	162,833	3,003	14,210	6,324	1,423	-	187,793
1998	173,296	2,706	14,850	7,035	1,299	-	199,186	
1999	179,607	3,758	14,701	6,531	1,637	-	206,234	
2000	180,400	4,302	15,794	10,120	889	-	211,505	
2001	167,034	3,517	15,154	10,641	903	-	197,249	
2002	155,881	2,861	16,132	12,861	1,248	-	188,983	
2003	153,140	2,701	17,418	16,989	1,469	-	191,717	
2004	166,592	1,916	17,094	22,780	1,893	-	210,275	
2005	175,676	1,135	16,600	24,603	1,661	-	219,675	
2006	182,630	924	16,339	31,272	1,502	-	232,667	
2007	198,264	1,282	16,614	33,080	1,259	-	250,499	
2008	209,741	592	14,297	40,252	1,267	-	266,149	
2009	202,021	261	10,716	40,103	594	-	253,695	
2010	209,410	359	11,981	37,977	621	-	260,348	

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1997	737,744	8,488	57,046	312,312	6,746	229,420	1,351,756
1998	741,046	8,975	57,624	293,066	6,305	240,314	1,347,330	
1999	767,217	7,539	55,586	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	743,430	6,868	51,665	266,116	5,461	210,568	1,284,108	
2002	669,894	3,774	50,088	296,089	4,649	239,753	1,264,247	
2003	656,420	4,318	50,718	318,520	5,562	230,367	1,265,905	
2004	700,074	2,776	51,085	371,815	4,935	241,006	1,371,691	
2005	710,221	1,758	49,455	396,775	4,397	236,713	1,399,319	
2006	725,447	1,378	50,669	413,725	3,595	299,906	1,494,720	
2007	760,785	1,781	49,578	433,553	3,185	291,631	1,540,513	
2008	742,319	878	44,518	441,427	3,791	253,496	1,486,429	
2009	682,200	805	35,853	439,830	3,197	202,049	1,363,934	
2010	672,707	817	37,830	427,385	2,950	217,463	1,359,152	

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

## 1.1.2 JFK

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2010

Domestic	MONTH	SCHEDULED	CHARTER		NON -			TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*		
Jan	14,006	7	440	5,830	99	538	20,920	-8.2%	
Feb	12,240	11	437	5,341	85	532	18,646	-11.2%	
Mar	14,111	2	501	5,845	117	540	21,116	-10.2%	
Apr	14,004	2	508	5,606	103	532	20,755	-9.3%	
May	14,201	3	482	5,313	116	664	20,779	-14.5%	
Jun	13,999	2	498	5,795	94	582	20,970	-12.7%	
Jul	15,201	1	507	6,116	106	902	22,833	-7.8%	
Aug	15,212	-	502	6,241	119	780	22,854	-8.1%	
Sep	13,804	1	490	5,818	133	708	20,954	-1.0%	
Oct	14,382	-	490	5,817	93	732	21,514	1.0%	
Nov	13,842	3	469	6,186	116	725	21,341	2.6%	
Dec	13,809	7	614	5,272	83	508	20,293	-5.3%	
<b>Total 2010</b>	<b>168,811</b>	<b>39</b>	<b>5,938</b>	<b>69,180</b>	<b>1,264</b>	<b>7,743</b>	<b>252,975</b>	<b>-7.3%</b>	
<b>% Change 2009 to 2010</b>	<b>-4.7%</b>	<b>30.0%</b>	<b>3.6%</b>	<b>-14.8%</b>	<b>-14.9%</b>	<b>8.4%</b>	<b>-7.3%</b>		

International	MONTH	SCHEDULED	CHARTER		NON -			TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*		
Jan	9,882	27	646	823	81	-	11,459	-2.4%	
Feb	8,704	11	643	735	82	-	10,175	-1.6%	
Mar	9,858	13	721	846	107	-	11,545	-0.9%	
Apr	9,338	19	749	540	71	-	10,717	-5.6%	
May	11,363	19	743	760	15	-	12,900	3.1%	
Jun	11,361	8	682	761	24	-	12,836	3.8%	
Jul	12,485	9	803	854	23	-	14,174	5.6%	
Aug	12,406	11	735	809	22	-	13,983	4.2%	
Sep	10,337	16	790	792	21	-	11,956	2.8%	
Oct	10,186	17	814	883	23	-	11,923	4.8%	
Nov	9,532	12	794	958	24	-	11,320	4.1%	
Dec	9,949	22	727	950	24	-	11,672	0.9%	
<b>Total 2010</b>	<b>125,401</b>	<b>184</b>	<b>8,847</b>	<b>9,711</b>	<b>517</b>	<b>-</b>	<b>144,660</b>	<b>1.7%</b>	
<b>% Change 2009 to 2010</b>	<b>1.6%</b>	<b>20.3%</b>	<b>16.5%</b>	<b>-7.5%</b>	<b>-2.6%</b>	<b>-</b>	<b>1.7%</b>		

Domestic and International Totals	MONTH	SCHEDULED	CHARTER		NON -			TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*		
Jan	23,888	34	1,086	6,653	180	538	32,379	-6.2%	
Feb	20,944	22	1,080	6,076	167	532	28,821	-8.0%	
Mar	23,969	15	1,222	6,691	224	540	32,661	-7.1%	
Apr	23,342	21	1,257	6,146	174	532	31,472	-8.1%	
May	25,564	22	1,225	6,073	131	664	33,679	-8.5%	
Jun	25,360	10	1,180	6,556	118	582	33,806	-7.1%	
Jul	27,686	10	1,310	6,970	129	902	37,007	-3.1%	
Aug	27,618	11	1,237	7,050	141	780	36,837	-3.7%	
Sep	24,141	17	1,280	6,610	154	708	32,910	0.4%	
Oct	24,568	17	1,304	6,700	116	732	33,437	2.3%	
Nov	23,374	15	1,263	7,144	140	725	32,661	3.1%	
Dec	23,758	29	1,341	6,222	107	508	31,965	-3.1%	
<b>Total 2010</b>	<b>294,212</b>	<b>223</b>	<b>14,785</b>	<b>78,891</b>	<b>1,781</b>	<b>7,743</b>	<b>397,635</b>	<b>-4.2%</b>	
<b>% Change 2009 to 2010</b>	<b>-2.1%</b>	<b>21.9%</b>	<b>11.0%</b>	<b>-14.0%</b>	<b>-11.7%</b>	<b>8.4%</b>	<b>-4.2%</b>		

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

## 1.1.2 EWR

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2010

Domestic	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	10,979	17	1,409	12,651	65	738	25,859	-2.4%	
Feb	9,510	22	1,358	10,033	44	844	21,811	-11.8%	
Mar	11,587	22	1,552	13,075	54	926	27,216	-3.0%	
Apr	11,193	23	1,514	13,037	37	926	26,730	-3.3%	
May	10,880	16	1,400	13,041	48	1,168	26,553	-2.7%	
Jun	11,173	21	1,614	12,777	36	1,078	26,699	-2.0%	
Jul	11,349	36	1,593	12,956	22	1,114	27,070	-4.4%	
Aug	11,544	40	1,587	13,381	10	1,094	27,656	-1.9%	
Sep	10,330	24	1,618	12,149	16	1,030	25,167	-3.3%	
Oct	11,258	26	1,578	13,014	13	934	26,823	-0.7%	
Nov	11,177	52	1,557	12,312	14	935	26,047	-0.3%	
Dec	10,405	32	2,228	10,831	15	812	24,323	-7.6%	
<b>Total 2010</b>	<b>131,385</b>	<b>331</b>	<b>19,008</b>	<b>149,257</b>	<b>374</b>	<b>11,599</b>	<b>311,954</b>	<b>-3.6%</b>	
<b>% Change 2009 to 2010</b>	<b>-9.1%</b>	<b>-20.8%</b>	<b>2.9%</b>	<b>0.7%</b>	<b>-6.7%</b>	<b>1.4%</b>	<b>-3.6%</b>		

International	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	5,870	30	232	1,200	5	-	7,337	4.7%	
Feb	5,002	17	212	1,002	8	-	6,241	-4.9%	
Mar	6,360	16	261	1,201	6	-	7,844	1.0%	
Apr	5,953	19	212	1,408	5	-	7,597	-3.4%	
May	6,140	6	226	1,455	3	-	7,830	2.0%	
Jun	6,458	3	268	1,391	5	-	8,125	6.5%	
Jul	7,117	1	270	1,363	21	-	8,772	5.5%	
Aug	6,934	2	269	1,324	6	-	8,535	1.6%	
Sep	5,601	7	259	1,176	2	-	7,045	3.3%	
Oct	5,899	20	289	1,160	3	-	7,371	6.5%	
Nov	5,589	23	288	1,277	6	-	7,183	8.9%	
Dec	5,516	16	348	1,614	11	-	7,505	7.3%	
<b>Total 2010</b>	<b>72,439</b>	<b>160</b>	<b>3,134</b>	<b>15,571</b>	<b>81</b>	<b>-</b>	<b>91,385</b>	<b>3.2%</b>	
<b>% Change 2009 to 2010</b>	<b>7.4%</b>	<b>50.9%</b>	<b>0.4%</b>	<b>-12.6%</b>	<b>145.5%</b>	<b>-</b>	<b>3.2%</b>		

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	16,849	47	1,641	13,851	70	738	33,196	-0.9%	
Feb	14,512	39	1,570	11,035	52	844	28,052	-10.4%	
Mar	17,947	38	1,813	14,276	60	926	35,060	-2.1%	
Apr	17,146	42	1,726	14,445	42	926	34,327	-3.3%	
May	17,020	22	1,626	14,496	51	1,168	34,383	-1.7%	
Jun	17,631	24	1,882	14,168	41	1,078	34,824	-0.2%	
Jul	18,466	37	1,863	14,319	43	1,114	35,842	-2.1%	
Aug	18,478	42	1,856	14,705	16	1,094	36,191	-1.1%	
Sep	15,931	31	1,877	13,325	18	1,030	32,212	-2.0%	
Oct	17,157	46	1,867	14,174	16	934	34,194	0.7%	
Nov	16,766	75	1,845	13,589	20	935	33,230	1.6%	
Dec	15,921	48	2,576	12,445	26	812	31,828	-4.5%	
<b>Total 2010</b>	<b>203,824</b>	<b>491</b>	<b>22,142</b>	<b>164,828</b>	<b>455</b>	<b>11,599</b>	<b>403,339</b>	<b>-2.1%</b>	
<b>% Change 2009 to 2010</b>	<b>-3.9%</b>	<b>-6.3%</b>	<b>2.5%</b>	<b>-0.7%</b>	<b>4.8%</b>	<b>1.4%</b>	<b>-2.1%</b>		

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

## 1.1.2 LGA

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2010

Domestic	MONTH	SCHEDULED	CHARTER	NON -			TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE OTHER*		
Jan	13,030	1	-	13,427	38	629	27,125	1.9%
Feb	11,042	8	-	10,934	32	583	22,599	-10.7%
Mar	13,807	10	-	14,247	35	722	28,821	2.1%
Apr	13,719	11	-	14,665	31	832	29,258	6.3%
May	13,911	8	-	14,281	42	850	29,092	4.7%
Jun	13,743	9	-	13,731	55	814	28,352	2.7%
Jul	14,055	8	-	13,623	31	760	28,477	-3.6%
Aug	14,510	10	-	14,090	61	798	29,469	1.6%
Sep	13,689	10	-	14,251	56	1,032	29,038	4.1%
Oct	14,129	5	-	14,775	46	770	29,725	4.1%
Nov	13,518	8	-	14,800	32	864	29,222	6.2%
Dec	12,522	-	-	12,812	39	762	26,135	0.8%
<b>Total 2010</b>	<b>161,675</b>	<b>88</b>	<b>-</b>	<b>165,636</b>	<b>498</b>	<b>9,416</b>	<b>337,313</b>	<b>1.8%</b>
<b>% Change</b>								
<b>2009 to 2010</b>	<b>3.0%</b>	<b>-8.3%</b>	<b>-</b>	<b>0.4%</b>	<b>-28.1%</b>	<b>6.6%</b>	<b>1.8%</b>	

International	MONTH	SCHEDULED	CHARTER	NON -			TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE OTHER*		
Jan	844	-	-	1,094	3	-	1,941	9.4%
Feb	749	-	-	900	1	-	1,650	-8.1%
Mar	992	-	-	1,120	1	-	2,113	9.1%
Apr	1,044	-	-	1,156	-	-	2,200	18.8%
May	1,049	-	-	1,140	1	-	2,190	14.2%
Jun	1,035	-	-	1,134	3	-	2,172	18.9%
Jul	1,016	-	-	1,161	2	-	2,179	14.6%
Aug	1,022	-	-	1,014	2	-	2,038	7.7%
Sep	975	1	-	1,113	5	-	2,094	1.7%
Oct	986	4	-	1,135	-	-	2,125	1.7%
Nov	950	6	-	902	4	-	1,862	-3.7%
Dec	908	4	-	826	1	-	1,739	-9.7%
<b>Total 2010</b>	<b>11,570</b>	<b>15</b>	<b>-</b>	<b>12,695</b>	<b>23</b>	<b>-</b>	<b>24,303</b>	<b>6.1%</b>
<b>% Change</b>								
<b>2009 to 2010</b>	<b>4.3%</b>	<b>-</b>	<b>-</b>	<b>7.7%</b>	<b>-14.8%</b>	<b>-</b>	<b>6.1%</b>	

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	NON -			TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE OTHER*		
Jan	13,874	1	-	14,521	41	629	29,066	2.4%
Feb	11,791	8	-	11,834	33	583	24,249	-10.6%
Mar	14,799	10	-	15,367	36	722	30,934	2.6%
Apr	14,763	11	-	15,821	31	832	31,458	7.1%
May	14,960	8	-	15,421	43	850	31,282	5.3%
Jun	14,778	9	-	14,865	58	814	30,524	3.7%
Jul	15,071	8	-	14,784	33	760	30,656	-2.5%
Aug	15,532	10	-	15,104	63	798	31,507	2.0%
Sep	14,664	11	-	15,364	61	1,032	31,132	4.0%
Oct	15,115	9	-	15,910	46	770	31,850	4.0%
Nov	14,468	14	-	15,702	36	864	31,084	5.5%
Dec	13,430	4	-	13,638	40	762	27,874	0.1%
<b>Total 2010</b>	<b>173,245</b>	<b>103</b>	<b>-</b>	<b>178,331</b>	<b>521</b>	<b>9,416</b>	<b>361,616</b>	<b>2.0%</b>
<b>% Change</b>								
<b>2009 to 2010</b>	<b>3.1%</b>	<b>5.1%</b>	<b>-</b>	<b>0.9%</b>	<b>-27.6%</b>	<b>6.6%</b>	<b>2.0%</b>	

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

## 1.1.2 SWF

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2010

Domestic	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER			REVENUE	OTHER*		
	Jan	124	-	60	448	16	2,943	3,591	55.5%
	Feb	106	-	60	372	16	1,815	2,369	-31.2%
	Mar	124	-	62	455	18	2,807	3,466	-4.2%
	Apr	120	-	64	446	18	3,443	4,091	12.9%
	May	124	-	64	460	16	3,954	4,618	11.8%
	Jun	120	-	62	458	18	3,875	4,533	23.0%
	Jul	124	-	64	462	16	3,496	4,162	-4.7%
	Aug	124	-	61	458	17	3,270	3,930	-6.0%
	Sep	120	-	96	445	18	3,304	3,983	-8.1%
	Oct	124	-	99	447	17	3,312	3,999	2.8%
	Nov	102	-	96	446	12	3,455	4,111	2.8%
	Dec	114	-	115	438	11	3,501	4,179	40.0%
	<b>Total 2010</b>	<b>1,426</b>	<b>-</b>	<b>903</b>	<b>5,335</b>	<b>193</b>	<b>39,175</b>	<b>47,032</b>	<b>5.5%</b>
	<b>% Change 2009 to 2010</b>	<b>-1.9%</b>	<b>n/a</b>	<b>-3.2%</b>	<b>-1.5%</b>	<b>739.1%</b>	<b>6.6%</b>	<b>5.5%</b>	

  

International	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER			REVENUE	OTHER*		
	Jan	-	-	-	-	-	-	-	-
	Feb	-	-	-	-	-	-	-	-
	Mar	-	-	-	-	-	-	-	-
	Apr	-	-	-	-	-	-	-	-
	May	-	-	-	-	-	-	-	-
	Jun	-	-	-	-	-	-	-	-
	Jul	-	-	-	-	-	-	-	-
	Aug	-	-	-	-	-	-	-	-
	Sep	-	-	-	-	-	-	-	-
	Oct	-	-	-	-	-	-	-	-
	Nov	-	-	-	-	-	-	-	-
	Dec	-	-	-	-	-	-	-	-
	<b>Total 2010</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	<b>% Change 2009 to 2010</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

  

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER			REVENUE	OTHER*		
	Jan	124	-	60	448	16	2,943	3,591	55.5%
	Feb	106	-	60	372	16	1,815	2,369	-31.2%
	Mar	124	-	62	455	18	2,807	3,466	-4.2%
	Apr	120	-	64	446	18	3,443	4,091	12.9%
	May	124	-	64	460	16	3,954	4,618	11.8%
	Jun	120	-	62	458	18	3,875	4,533	23.0%
	Jul	124	-	64	462	16	3,496	4,162	-4.7%
	Aug	124	-	61	458	17	3,270	3,930	-6.0%
	Sep	120	-	96	445	18	3,304	3,983	-8.1%
	Oct	124	-	99	447	17	3,312	3,999	2.8%
	Nov	102	-	96	446	12	3,455	4,111	2.8%
	Dec	114	-	115	438	11	3,501	4,179	40.0%
	<b>Total 2010</b>	<b>1,426</b>	<b>-</b>	<b>903</b>	<b>5,335</b>	<b>193</b>	<b>39,175</b>	<b>47,032</b>	<b>5.5%</b>
	<b>% Change 2009 to 2010</b>	<b>-1.9%</b>	<b>n/a</b>	<b>-3.2%</b>	<b>-1.5%</b>	<b>739.1%</b>	<b>6.6%</b>	<b>5.5%</b>	

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

1.1.2 TETERBORO

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2010

Domestic	MONTH	SCHEDULED	CHARTER	NON-			OTHER*	TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE			
Jan	-	-	-	-	-	-	10,801	10,801	12.1%
Feb	-	-	-	-	-	-	9,978	9,978	1.0%
Mar	-	-	-	-	-	-	12,705	12,705	17.3%
Apr	-	-	-	-	-	-	12,469	12,469	12.2%
May	-	-	-	-	-	-	13,517	13,517	11.4%
Jun	-	-	-	-	-	-	13,048	13,048	11.4%
Jul	-	-	-	-	-	-	11,463	11,463	15.7%
Aug	-	-	-	-	-	-	11,360	11,360	10.9%
Sep	-	-	-	-	-	-	13,395	13,395	1.9%
Oct	-	-	-	-	-	-	13,517	13,517	0.1%
Nov	-	-	-	-	-	-	14,118	14,118	10.0%
Dec	-	-	-	-	-	-	13,159	13,159	1.6%
<b>Total 2010</b>	-	-	-	-	-	-	<b>149,530</b>	<b>149,530</b>	<b>8.4%</b>
<b>% Change 2009 to 2010</b>	-	-	-	-	-	-	<b>8.4%</b>	<b>8.4%</b>	

International	MONTH	SCHEDULED	CHARTER	NON-			OTHER*	TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE			
Jan	-	-	-	-	-	-	-	-	-
Feb	-	-	-	-	-	-	-	-	-
Mar	-	-	-	-	-	-	-	-	-
Apr	-	-	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-	-
Oct	-	-	-	-	-	-	-	-	-
Nov	-	-	-	-	-	-	-	-	-
Dec	-	-	-	-	-	-	-	-	-
<b>Total 2010</b>	-	-	-	-	-	-	-	-	-
<b>% Change 2009 to 2010</b>	-	-	-	-	-	-	-	-	-

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	NON-			OTHER*	TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE			
Jan	-	-	-	-	-	-	10,801	10,801	12.1%
Feb	-	-	-	-	-	-	9,978	9,978	1.0%
Mar	-	-	-	-	-	-	12,705	12,705	17.3%
Apr	-	-	-	-	-	-	12,469	12,469	12.2%
May	-	-	-	-	-	-	13,517	13,517	11.4%
Jun	-	-	-	-	-	-	13,048	13,048	11.4%
Jul	-	-	-	-	-	-	11,463	11,463	15.7%
Aug	-	-	-	-	-	-	11,360	11,360	10.9%
Sep	-	-	-	-	-	-	13,395	13,395	1.9%
Oct	-	-	-	-	-	-	13,517	13,517	0.1%
Nov	-	-	-	-	-	-	14,118	14,118	10.0%
Dec	-	-	-	-	-	-	13,159	13,159	1.6%
<b>Total 2010</b>	-	-	-	-	-	-	<b>149,530</b>	<b>149,530</b>	<b>8.4%</b>
<b>% Change 2009 to 2010</b>	-	-	-	-	-	-	<b>8.4%</b>	<b>8.4%</b>	

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



## 1.1.2 REGION

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2010

Domestic	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-		TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	38,139	25	1,909	32,356	218	15,649	88,296	0.5%	
Feb	32,898	41	1,855	26,680	177	13,752	75,403	-10.6%	
Mar	39,629	34	2,115	33,622	224	17,700	93,324	-0.9%	
Apr	39,036	36	2,086	33,754	189	18,202	93,303	0.6%	
May	39,116	27	1,946	33,095	222	20,153	94,559	-1.2%	
Jun	39,035	32	2,174	32,761	203	19,397	93,602	-0.7%	
Jul	40,729	45	2,164	33,157	175	17,735	94,005	-3.0%	
Aug	41,390	50	2,150	34,170	207	17,302	95,269	-1.2%	
Sep	37,943	35	2,204	32,663	223	19,469	92,537	0.0%	
Oct	39,893	31	2,167	34,053	169	19,265	95,578	1.4%	
Nov	38,639	63	2,122	33,744	174	20,097	94,839	3.9%	
Dec	36,850	39	2,957	29,353	148	18,742	88,089	-1.7%	
<b>Total 2010</b>	<b>463,297</b>	<b>458</b>	<b>25,849</b>	<b>389,408</b>	<b>2,329</b>	<b>217,463</b>	<b>1,098,804</b>	<b>-1.0%</b>	
<b>% Change 2009 to 2010</b>	<b>-3.5%</b>	<b>-15.8%</b>	<b>2.8%</b>	<b>-2.6%</b>	<b>-10.5%</b>	<b>7.6%</b>	<b>-1.0%</b>		

International	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-		TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	16,596	57	878	3,117	89	-	20,737	1.1%	
Feb	14,455	28	855	2,637	91	-	18,066	-3.4%	
Mar	17,210	29	982	3,167	114	-	21,502	0.7%	
Apr	16,335	38	961	3,104	76	-	20,514	-2.7%	
May	18,552	25	969	3,355	19	-	22,920	3.7%	
Jun	18,854	11	950	3,286	32	-	23,133	6.0%	
Jul	20,618	10	1,073	3,378	46	-	25,125	6.3%	
Aug	20,362	13	1,004	3,147	30	-	24,556	3.6%	
Sep	16,913	24	1,049	3,081	28	-	21,095	2.9%	
Oct	17,071	41	1,103	3,178	26	-	21,419	5.1%	
Nov	16,071	41	1,082	3,137	34	-	20,365	4.9%	
Dec	16,373	42	1,075	3,390	36	-	20,916	2.1%	
<b>Total 2010</b>	<b>209,410</b>	<b>359</b>	<b>11,981</b>	<b>37,977</b>	<b>621</b>	<b>-</b>	<b>260,348</b>	<b>2.6%</b>	
<b>% Change 2009 to 2010</b>	<b>3.7%</b>	<b>37.5%</b>	<b>11.8%</b>	<b>-5.3%</b>	<b>4.5%</b>	<b>-</b>	<b>2.6%</b>		

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-		TOTAL	% Change 2009 to 2010
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	54,735	82	2,787	35,473	307	15,649	109,033	0.6%	
Feb	47,353	69	2,710	29,317	268	13,752	93,469	-9.3%	
Mar	56,839	63	3,097	36,789	338	17,700	114,826	-0.6%	
Apr	55,371	74	3,047	36,858	265	18,202	113,817	0.0%	
May	57,668	52	2,915	36,450	241	20,153	117,479	-0.3%	
Jun	57,889	43	3,124	36,047	235	19,397	116,735	0.5%	
Jul	61,347	55	3,237	36,535	221	17,735	119,130	-1.1%	
Aug	61,752	63	3,154	37,317	237	17,302	119,825	-0.3%	
Sep	54,856	59	3,253	35,744	251	19,469	113,632	0.5%	
Oct	56,964	72	3,270	37,231	195	19,265	116,997	2.0%	
Nov	54,710	104	3,204	36,881	208	20,097	115,204	4.1%	
Dec	53,223	81	4,032	32,743	184	18,742	109,005	-1.0%	
<b>Total 2010</b>	<b>672,707</b>	<b>817</b>	<b>37,830</b>	<b>427,385</b>	<b>2,950</b>	<b>217,463</b>	<b>1,359,152</b>	<b>-0.4%</b>	
<b>% Change 2009 to 2010</b>	<b>-1.4%</b>	<b>1.5%</b>	<b>5.5%</b>	<b>-2.8%</b>	<b>-7.7%</b>	<b>7.6%</b>	<b>-0.4%</b>		

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

## 1.2.1

Annual Totals 1997 to 2010

## Helicopter Movements

MONTH	JFK*	EWR*	LGA*	WEST 30TH		TOTAL
				STREET	DOWNTOWN**	
1997	2,140	-	-	21,366	-	23,506
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	-	-	-	-	-	-

\* Scheduled Only

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 for November to December was provided by NYC JRB staff.

### 1.3.1 JFK

Annual Totals 1997 to 2010

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO		BERMUDA &		LATIN	TRANS		TOTAL
		RICO	CANADA	CARIBBEAN	MEXICO		AMERICA	ATLANTIC	
1997	226,233	8,317	3,691	15,096	3,473	14,608	68,063	13,690	353,171
1998	215,861	7,186	4,501	15,043	3,538	14,975	69,293	13,168	343,565
1999	214,712	7,630	4,637	17,353	3,487	12,505	69,113	13,951	343,388
2000	212,607	8,206	4,968	18,606	3,653	10,798	72,490	13,983	345,311
2001	173,918	6,874	5,074	19,695	3,653	9,870	60,831	14,111	294,026
2002	173,994	6,772	3,663	19,698	3,725	9,184	56,195	14,426	287,657
2003	166,198	7,958	4,425	19,817	3,896	8,425	54,247	15,352	280,318
2004	194,949	9,679	5,178	21,667	3,954	9,679	58,312	16,674	320,092
2005	219,672	10,570	6,604	20,816	4,142	10,093	60,394	17,744	350,035
2006	239,692	10,743	8,052	20,813	5,099	11,146	65,970	16,928	378,443
2007	293,130	9,828	8,285	23,427	7,558	12,092	72,270	17,166	443,756
2008	278,965	9,060	13,850	25,577	8,243	11,806	74,939	15,951	438,391
2009	263,838	8,972	11,289	29,220	7,228	11,854	68,574	14,069	415,044
2010	243,517	9,458	10,213	31,713	6,541	12,873	67,991	15,329	397,635

### 1.3.1 EWR

Annual Totals 1997 to 2010

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO		BERMUDA &		LATIN	TRANS		TOTAL
		RICO	CANADA	CARIBBEAN	MEXICO		AMERICA	ATLANTIC	
1997	412,740	4,381	13,125	5,358	2,914	3,125	20,172	1,074	462,889
1998	395,992	4,410	14,338	4,947	3,842	4,993	26,228	1,083	455,833
1999	391,929	4,891	13,228	5,242	4,041	5,704	31,170	1,769	457,974
2000	379,925	5,638	17,062	6,325	4,146	5,226	30,104	1,863	450,289
2001	368,839	5,567	19,440	6,947	3,625	4,799	27,912	2,146	439,275
2002	337,475	5,376	17,533	7,696	3,941	3,995	27,903	1,898	405,817
2003	335,196	5,191	20,031	8,359	3,690	3,932	28,758	1,722	406,879
2004	358,833	5,919	21,358	9,662	3,918	4,354	31,365	2,037	437,446
2005	354,556	5,424	21,084	8,912	4,075	4,474	34,716	3,003	436,244
2006	356,035	6,612	22,304	8,225	3,719	5,125	39,869	3,369	445,258
2007	342,280	5,193	22,536	8,849	3,908	4,688	45,259	3,217	435,930
2008	337,158	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,054
2009	320,318	3,173	26,618	8,534	3,699	4,649	41,476	3,574	412,041
2010	309,332	2,622	27,577	8,926	3,918	4,669	42,332	3,963	403,339

**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 1997 to 2010

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1997	331,699	2	22,389	1,009	-	-	-	-	355,099
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	343,316	-	17,377	1,745	-	-	1	-	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

### 1.3.1 SWF

## Aircraft Movements By Market

Annual Totals 1997 to 2010

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1997	10,077	-	3	1	-	-	2	-	10,083
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	83,152	-	38	2	-	1	36	-	83,229
2007	87,159	-	-	-	-	-	20	-	87,179
2008	72,635	-	-	-	-	-	8	-	72,643
2009	44,565	-	-	-	-	-	6	-	44,571
2010	47,032	-	-	-	-	-	-	-	47,032

### 1.3.1 REGION

## Aircraft Movements By Market

Annual Totals 1997 to 2010

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1997	1,151,263	12,700	39,208	21,464	6,387	17,733	88,237	14,764	1,351,756
1998	1,136,548	11,596	41,286	20,777	7,381	19,968	95,523	14,251	1,347,330
1999	1,138,574	12,521	41,111	23,381	7,528	18,209	100,285	15,720	1,357,329
2000	1,146,913	13,846	43,142	26,096	7,801	16,024	102,596	15,846	1,372,264
2001	1,074,418	12,441	41,956	28,338	7,279	14,669	88,750	16,257	1,284,108
2002	1,063,116	12,148	38,575	29,139	7,666	13,179	84,100	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	1,145,818	15,598	46,446	33,527	7,873	14,034	89,682	18,713	1,371,691
2005	1,163,650	15,994	49,247	31,762	8,218	14,567	95,130	20,751	1,399,319
2006	1,244,698	17,355	51,225	30,180	8,818	16,272	105,875	20,297	1,494,720
2007	1,274,993	15,021	50,869	33,452	11,466	16,780	117,549	20,383	1,540,513
2008	1,207,309	12,971	61,464	35,004	12,311	16,286	121,939	19,145	1,486,429
2009	1,098,094	12,145	60,480	38,086	10,927	16,503	110,056	17,643	1,363,934
2010	1,086,724	12,080	61,747	40,985	10,459	17,542	110,323	19,292	1,359,152

**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 2010: 548.7 Daily Average Nonstop Scheduled Departures to 154 Cities\*

JFK August 2010: 566.79 Daily Average Nonstop Scheduled Departures to 164 Cities\*

LGA August 2010: 523.98 Daily Average Nonstop Scheduled Departures to 77 Cities\*

SWF August 2010: 9.72 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	4.86	1	5.3		11.16
	MINNEAPOLIS/ST PAUL, MN, US	10.3	4.98	7.07		22.35
	OMAHA, NEBRASKA, US	2.79		0.86		3.65
	ST LOUIS, MISSOURI, US	4.58	3	3.72		11.3
<b>*TOTAL REGION Mid Western U.S.</b>		<b>22.53</b>	<b>8.98</b>	<b>17.95</b>	<b>0</b>	<b>49.46</b>
Mountain U.S.	DENVER, COLORADO, US	6.83	2	7.5		16.33
	LAS VEGAS, NEVADA, US	6.26	11.86			18.12
	PHOENIX, ARIZONA, US	6.56	5			11.56
	SALT LAKE CITY, UTAH, US	2	5	0.14		7.14
<b>*TOTAL REGION Mountain U.S.</b>		<b>21.65</b>	<b>23.86</b>	<b>7.64</b>	<b>0</b>	<b>53.15</b>
North Central U.S.	AKRON/CANTON, OHIO, US			2.86		2.86
	CHICAGO, ILLINOIS, US	24.09	7	45.87		76.96
	CINCINNATI, OHIO, US	7.23	2	4.86		14.09
	CLEVELAND, OHIO, US	5.79	3	10.88		19.67
	COLUMBUS, OHIO, US	5.58	4	13.18		22.76
	DAYTON, OHIO, US	2.58		2.37		4.95
	DETROIT, MICHIGAN, US	12.15	4	14.43	2.86	
	GRAND RAPIDS, MICHIGAN, US	1.58		0.86		2.44
	INDIANAPOLIS, INDIANA, US	5.58	2	7.3		14.88
	MADISON, WISCONSIN, US	0.86		0.86		1.72
	MILWAUKEE, WISCONSIN, US	4.44		8.44		12.88
	TRAVERSE CITY, MICHIGAN, US			0.84		0.84
<b>*TOTAL REGION North Central U.S.</b>		<b>69.88</b>	<b>22</b>	<b>112.75</b>	<b>2.86</b>	<b>174.05</b>
North East U.S.	ALBANY, NEW YORK, US	4	1	2.65		7.65
	BANGOR, MAINE, US			4.58		4.58
	BOSTON, MASSACHUSETTS, US	9.55	20.3	32.54		62.39
	BUFFALO, NEW YORK, US	5	13.58	6.1		24.68
	BURLINGTON, VERMONT, US	4	8	3.95		15.95
	HARRISBURG/YORK, PA, US	3.58				3.58
	HARTFORD, CONNECTICUT, US	3	1			4
	ITHACA, NEW YORK, US	2.72		3.23		5.95
	MANCHESTER, NEW HAMPSHIRE, US	4		3.86		7.86
	MARTHAS VINEYARD, MA, US			3.86		3.86
	NANTUCKET, MASSACHUSETTS, US	2.84	3.72	2.86		9.42
	PHILA, PA/CAMDEN, NJ, US	8.42	2	20	3.86	34.28
	PITTSBURGH, PA, US	6.72	8	6.74		21.46
	PORTLAND, MAINE, US	4	4.86	7.16		16.02
	PROVIDENCE, RHODE ISLAND, US	4		2.37		6.37
	ROCHESTER, NEW YORK, US	4.72	8.86	4.52		18.1
	SCRANTON/WILKES-BARRE, PA, US	3.72				3.72
	SYRACUSE, NEW YORK, US	3.86	7.86	4.45		16.17
<b>*TOTAL REGION North East U.S.</b>		<b>74.13</b>	<b>79.18</b>	<b>108.87</b>	<b>3.86</b>	<b>266.04</b>
South Central U.S.	BIRMINGHAM, ALABAMA, US			1.86		1.86
	KNOXVILLE, TENNESSEE, US	1.72		1.58		3.3
	LEXINGTON/FRANKFORT, KY, US			0.86		0.86
	LOUISVILLE, KENTUCKY, US	2.72		2.37		5.09
	MEMPHIS, TENNESSEE, US	5.44	1	3		9.44
	NASHVILLE, TENNESSEE, US	4.72	3	3.86		11.58
<b>*TOTAL REGION South Central U.S.</b>		<b>14.6</b>	<b>4</b>	<b>13.53</b>	<b>0</b>	<b>32.13</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	2.14			3.14	
	ASHEVILLE, NORTH CAROLINA, US	1		1		2	
	ATLANTA, GEORGIA, US	16.73	6.07	29.99	1	53.79	
	BALTIMORE, MARYLAND, US	4	2	8.02		14.02	
	CHARLESTON, SOUTH CAROLINA, US	3		4.86		7.86	
	CHARLESTON/DUNBAR, WV, US			0.86		0.86	
	CHARLOTTE AMALIE, VI (US)	0.56	1.86			2.42	
	CHARLOTTE, NORTH CAROLINA, US	15.4	7	11.51		33.91	
	CHARLOTTESVILLE, VIRGINIA, US			2.44		2.44	
	COLUMBIA, SOUTH CAROLINA, US			0.86		0.86	
	FORT LAUDERDALE, FL, US	9.68	9	15.86	1	35.54	
	FORT MYERS, FLORIDA, US	2.99	3	1		6.99	
	GREENBRIER/WH SULP SPG, WV, US			1		1	
	GREENSBORO/HIGH POINT, NC, US	3.72		5.88		9.6	
	GREENVILLE/SPRTNBG, SC, US	1.86		0.86		2.72	
	JACKSONVILLE, FLORIDA, US	3.56	3	2.86		9.42	
	MIAMI, FLORIDA, US	7.86	11	10		28.86	
	MYRTLE BEACH, SC, US	1.86		6		7.86	
	NEWPORT NEWS/WMSBG, VA, US			2		2	
	NORFOLK/VA B/PT/CH, VA, US	4.98	2	7.6		14.58	
	ORLANDO, FLORIDA, US	13.78	15	9.28	1	39.06	
	PONCE, PUERTO RICO (US)			1		1	
	RALEIGH/DURHAM, NC, US	6.56	11.86	19.69		38.11	
	RICHMOND INTL, RICHMND, VA, US	4.72	3	7.53		15.25	
	ROANOKE, VIRGINIA, US			2.44		2.44	
	SAN JUAN, PUERTO RICO (US)	2.99	11.86			14.85	
	SARASOTA/BRADENTON, FL, US		1			1	
	SAVANNAH, GEORGIA, US	3		2.86		5.86	
	TAMPA, FLORIDA, US	5.99	7	4		16.99	
	WASHINGTON, DC, US	15.88	21.85	32.94		70.67	
	WEST PALM BEACH/PALM B, FL, US	5	4	5			
	WILMINGTON, NORTH CAROLINA, US			2.86			
	<b>*TOTAL REGION South East U.S.</b>		<b>136.12</b>	<b>123.64</b>	<b>199.2</b>	<b>3</b>	<b>461.96</b>
	South Western	AUSTIN, TEXAS, US	2.56	4			6.56
DALLAS/FORT WORTH, TX, US		9.86	2	14.16		26.02	
FAYETTEVILLE, ARKANSAS, US		1.58		2.16		3.74	
HOUSTON, TEXAS, US		11.04	3	7.57		21.61	
LITTLE ROCK, ARKANSAS, US		1				1	
NEW ORLEANS, LOUISIANA, US		2.7	2.86	2.72		8.28	
OKLAHOMA CITY, OK, US		1				1	
SAN ANTONIO, TEXAS, US		1.84				1.84	
TULSA, OKLAHOMA, US		1				1	
<b>*TOTAL REGION South Western U.S.</b>		<b>32.58</b>	<b>11.86</b>	<b>26.61</b>	<b>0</b>	<b>71.05</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	7.92	31.02			38.94	
	OAKLAND, CALIFORNIA, US		2			2	
	PORTLAND, OREGON, US	2	2.86			4.86	
	SACRAMENTO, CALIFORNIA, US		1			1	
	SAN DIEGO, CALIFORNIA, US	3.86	5			8.86	
	SAN FRANCISCO, CA, US	8.93	22.72			31.65	
	SAN JOSE, CALIFORNIA, US		1			1	
	SANTA ANA, CALIFORNIA, US	2.65				2.65	
SEATTLE/TACOMA, WA, US	6.86	6.42			13.28		
<b>*TOTAL REGION Western U.S.</b>		<b>33.22</b>	<b>76.88</b>	<b>0</b>	<b>0</b>	<b>110.1</b>	
<b>Domestic Daily-Each-Way Flight Averages</b>		<b>404.71</b>	<b>350.4</b>	<b>486.55</b>	<b>9.72</b>	<b>1,217.9</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	ABUJA, NIGERIA		0.42			0.42
	ACCRA, GHANA		0.72			0.72
	CAIRO, EGYPT		2			
	CASABLANCA, MOROCCO		1.42			1.42
	DAKAR, SENEGAL		1.08			
	JOHANNESBURG, SOUTH AFRICA		0.5			
	LAGOS, NIGERIA		0.42			
<b>*TOTAL REGION Africa</b>		<b>0</b>	<b>6.56</b>	<b>0</b>	<b>0</b>	<b>6.56</b>
Australia	SYDNEY, NS, AUSTRALIA Direct Service Via LAX		0.72			0.72
<b>*TOTAL REGION Australia</b>		<b>0</b>	<b>0.72</b>	<b>0</b>	<b>0</b>	<b>0.72</b>
Canada, Green.	CALGARY, CANADA	2				2
	CHARLOTTETOWN, CANADA		1			1
	HALIFAX, CANADA	4.14	2	1.28		7.42
	MONCTON, CANADA	1				1
	MONTREAL, CANADA	8.7	5	10.3		24
	OTTAWA, CANADA	3.72		2.58		6.3
	QUEBEC, CANADA	4				4
	ST. JOHNS, CANADA	1				1
	TORONTO, CANADA	21.46	6.72	22.13		50.31
	VANCOUVER, CANADA	2	1			3
<b>*TOTAL REGION Canada, Green.</b>		<b>48.02</b>	<b>15.72</b>	<b>36.29</b>	<b>0</b>	<b>100.03</b>
Caribbean	ANTIGUA, ANTIGUA & BARBUDA	0.56	0.42			0.98
	ARUBA, ARUBA	1.42	2.7	0.14		4.26
	BERMUDA, BERMUDA (UK)	2.14	3			5.14
	BONAIRE, NETH ANTILLES (NL)	0.14				0.14
	BRIDGETOWN, BARBADOS		2			2
	CURACAO, NETH ANTILLES (NL)	0.14				0.14
	FREEPORT, BAHAMAS		0.58			0.58
	GRAND CAYMAN, CAYMAN (BWI-UK)	0.28	0.56			0.84
	GRENADA, GRENADA & S GREN		0.86			0.86
	KINGSTON, JAMAICA		5			5
	MONTEGO BAY, JAMAICA	0.98	5			5.98
	NASSAU, BAHAMAS	2	3	1		6
	PORT AU PRINCE, HAITI		1.72			1.72
	PORT OF SPAIN, TRINIDAD & TOBA	1	4.28			5.28
	PROVIDENCIALES, TURKS & C (UK)		1			1
	PUERTO PLATA, DOMINICAN REP	1	2			3
	PUNTA CANA, DOMINICAN REPUBLIC	1.85	3			4.85
	SANTIAGO, DOMINICAN REPUBLIC		8			8
	SANTO DOMINGO, DO	1.98	9			10.98
	ST KITTS, ST KITTS & NEVIS		0.28			0.28
	ST LUCIA, ST LUCIA		1.29			1.29
	ST MARTIN, NETH ANTIL (NL)	1.14	1.56			2.7
<b>*TOTAL REGION Caribbean</b>		<b>14.63</b>	<b>55.25</b>	<b>1.14</b>	<b>0</b>	<b>71.02</b>
Europe	AMSTERDAM, NETHERLANDS	3	3			6
	ATHENS, GREECE	1	1			2
	BARCELONA, SPAIN	1	2			3
	BELFAST, NORTHERN IRE, UK	1				1
	BERLIN, GERMANY	1	1			2
	BIRMINGHAM, ENGLAND, UK	1				1
	BRISTOL, ENGLAND, UK	1				1
	BRUSSELS, BELGIUM	2	3			5
	BUDAPEST, HUNGARY		1			1
	COLOGNE/DUSSLDORF/BONN	1	1			2
	COPENHAGEN, DENMARK	2	1			3
	DUBLIN, IRELAND	2	3			5
	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	1.16	1.58			2.74
	KIEV, UKRAINE		1.58			1.58
	KRAKOW, POLAND	0.14				0.14
	LISBON, PORTUGAL	2				2
	LONDON, ENGLAND, UK	8.85	16.27			25.12
	MADRID, SPAIN	1.58	5.14			6.72
	MALAGA, SPAIN		0.72			0.72
	MANCHESTER, ENGLAND, UK	2	2.21			4.21
	MILAN, ITALY	1	2.58			3.58
	MOSCOW, RUSSIA		2.57			2.57

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

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
	MUNICH, GERMANY	2	1			3
	NAPLES, ITALY		0.28			0.28
	NICE, FRANCE		1			1
	OSLO, NORWAY	1.42				1.42
	PALERMO, ITALY		0.14			0.14
	PARIS, FRANCE	4.58	7.7			
	PISA, ITALY		1			
	PORTO, PORTUGAL	0.42				
	PRAGUE, CZECHOSLOVAKIA		1			
	RIGA, LATVIA		0.14			0.14
	ROME, ITALY	2.7	4.72			7.42
	RZESZOW, POLAND	0.14	0.14			0.28
	SHANNON, IRELAND	1.58	2.08			3.66
	STOCKHOLM, SWEDEN	2	1			3
	VALENCIA, SPAIN		0.58			0.58
	VENICE, ITALY		1			1
	VIENNA, AUSTRIA		1			1
	WARSAW, POLAND	0.84	1.28			2.12
	ZURICH, SWITZERLAND	1.86	4			5.86
<b>*TOTAL REGION Europe</b>		<b>58.27</b>	<b>82.71</b>	<b>0</b>	<b>0</b>	<b>140.98</b>
Far East	BEIJING, CHINA	1	0.98			1.98
	BOMBAY, INDIA	1	1			2
	DELHI, INDIA	1	1			2
	HONG KONG, CHINA	1	2			3
	LAHORE, PAKISTAN		0.21			0.21
	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	0.58			0.87
	TOKYO, JAPAN	1	4.28			5.28
<b>*TOTAL REGION Far East</b>		<b>7.58</b>	<b>14.05</b>	<b>0</b>	<b>0</b>	<b>21.63</b>
Middle America	CANCUN, MEXICO	3.26	4			7.26
	GUATEMALA CITY, GUATEMALA	0.14				0.14
	LIBERIA, COSTA RICA	0.14				0.14
	MEXICO CITY, MEXICO	2	6			8
	MONTERREY, MEXICO		0.42			0.42
	PANAMA CITY, PANAMA	1.28	1			2.28
	PUERTO VALLARTA, MEXICO	0.28				0.28
	SAN JOSE DEL CABO, MEXICO	0.56				0.56
	SAN JOSE, COSTA RICA	2	1.14			3.14
	SAN PEDRO SULA, HONDURAS	0.14	0.57			0.71
	SAN SALVADOR, EL SALVADOR	0.14	1.7			1.84
<b>*TOTAL REGION Middle America</b>		<b>9.94</b>	<b>14.83</b>	<b>0</b>	<b>0</b>	<b>24.77</b>
Middle East	ABU DHABI, UNITED ARAB EM		1			1
	AMMAN, JORDAN		1.44			1.44
	DOHA, QATAR		1			
	DUBAI, UNITED ARAB EM		2			2
	ISTANBUL, TURKEY		2.42			2.42
	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	3.3			6.14
<b>*TOTAL REGION Middle East</b>		<b>2.84</b>	<b>12.14</b>	<b>0</b>	<b>0</b>	<b>14.98</b>
South America	BOGOTA, COLOMBIA	1	2.86			3.86
	BUENOS AIRES, ARGENTINA		1			1
	CARACAS, VENEZUELA		0.28			0.28
	GEORGETOWN, GUYANA		1			1
	GUAYAQUIL, ECUADOR		2.28			2.28
	LIMA, PERU	1	1			2
	MEDELLIN, COLOMBIA		1			1
	RIO DE JANEIRO, RJ, BRAZIL		0.57			0.57
	SANTIAGO, CHILE		0.72			0.72
	SAO PAULO, BRAZIL	1	4.28			5.28
<b>*TOTAL REGION South America</b>		<b>3</b>	<b>14.99</b>	<b>0</b>	<b>0</b>	<b>17.99</b>
<b>International Daily-Each-Way Flight Averages</b>		<b>144.28</b>	<b>216.97</b>	<b>37.43</b>	<b>0</b>	<b>398.68</b>
<b>System Daily-Each-Way Flight Averages</b>		<b>548.99</b>	<b>567.37</b>	<b>523.98</b>	<b>9.72</b>	<b>1,650</b>



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## 2.1.1 Ranked by Passengers

## Top 50 Domestic Airport Comparisons

U.S. Passenger Traffic

2010	RANK	AIRPORT	# OF PASSENGERS	% Change 2009-2010
	1	ATLANTA GA (ATL)	89,318,779	1.5
	2	CHICAGO IL (ORD)	66,665,204	3.3
	3	LOS ANGELES CA (LAX)	58,914,922	4.2
	4	DALLAS/FORT WORTH TX (DFW)	56,905,066	1.6
	5	DENVER CO (DEN)	52,210,972	4.1
	6	NEW YORK NY (JFK)	46,450,167	1.3
	7	HOUSTON TX (IAH)	40,475,058	1.2
	8	LAS VEGAS NV (LAS)	39,397,359	(2.6)
	9	SAN FRANCISCO CA (SFO)	39,254,002	5.1
	10	PHOENIX AZ (PHX)	38,552,409	1.9
	11	CHARLOTTE NC (CLT)	38,143,078	10.4
	12	MIAMI FL (MIA)	35,698,025	5.4
	13	ORLANDO FL (MCO)	34,877,507	3.5
	14	NEWARK NJ (EWR)	33,060,344	(1.0)
	15	MINNEAPOLIS MN (MSP)	32,749,645	1.2
	16	DETROIT MI (DTW)	32,377,064	3.3
	17	SEATTLE WA (SEA)	31,553,166	1.0
	18	PHILADELPHIA PA (PHL)	30,775,227	0.3
	19	BOSTON MA (BOS)	27,429,152	7.5
	20	NEW YORK NY (LGA)	23,985,961	8.3
	21	WASHINGTON, DC (IAD)	23,591,394	2.2
	22	FORT LAUDERDALE, FL (FLL)	22,406,810	6.4
	23	BALTIMORE MD (BWI)	21,951,650	4.7
	24	SALT LAKE CITY UT (SLC)	21,005,690	2.8
	25	WASHINGTON DC (DCA)	18,105,414	3.1
	26	CHICAGO IL (MDW)	17,671,741	3.4
	27	SAN DIEGO CA (SAN)	16,901,322	(0.5)
	28	TAMPA FL (TPA)	16,645,765	(1.9)
	29	PORTLAND OR (PDX)	13,184,843	2.0
	30	ST LOUIS MO (STL)	12,325,618	(3.6)
	31	KANSAS CITY MO (MCI)	10,151,716	1.1
	32	MEMPHIS TN (MEM)	9,906,260	(0.8)
	33	MILWAUKEE WI (MKE)	9,902,285	24.6
	34	OAKLAND CA (OAK)	9,514,549	0.2
	35	CLEVELAND OH (CLE)	9,444,900	(2.8)
	36	RALEIGH-DURHAM NC (RDU)	9,079,526	1.2
	37	NASHVILLE TN (BNA)	9,072,699	1.5
	38	HOUSTON TX (HOU)	9,053,320	6.5
	39	SACRAMENTO CA (SMF)	8,850,239	(0.7)
	40	AUSTIN TX (AUS)	8,678,302	5.6
	41	SANTA ANA, CA (SNA)	8,663,452	(0.5)
	42	SAN JOSE CA (SJC)	8,224,286	(1.2)
	43	PITTSBURGH PA (PIT)	8,195,359	2.0
	44	NEW ORLEANS LA (MSY)	8,183,366	5.1
	45	SAN ANTONIO TX (SAT)	8,029,097	2.5
	46	CINCINNATI OH (CVG)	7,977,588	(24.9)
	47	DALLAS TX (DAL)	7,960,809	2.8
	48	INDIANAPOLIS IN (IND)	7,528,684	1.0
	49	FORT MYERS FL (RSW)	7,514,582	1.3
	50	COLUMBUS OH (CMH)	6,366,191	2.1

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2010

## 2.1.2 Ranked by Passengers

## Top 50 Worldwide Airport Comparisons

Worldwide Passenger Traffic

2010	RANK	AIRPORT	# OF PASSENGERS	% Change 2009-2010
	1	ATLANTA GA, US (ATL)	89,331,622	1.5
	2	BEIJING, CN (PEK)	73,891,801	13.0
	3	CHICAGO IL, US (ORD)	66,665,390	3.3
	4	LONDON, GB (LHR)	65,884,143	(0.2)
	5	TOKYO, JP (HND)	64,069,098	3.4
	6	LOS ANGELES CA, US (LAX)	58,915,100	4.2
	7	PARIS, FR (CDG)	58,167,062	0.4
	8	DALLAS/FORT WORTH TX, US (DFW)	56,905,066	1.6
	9	FRANKFURT, DE (FRA)	53,009,221	4.1
	10	DENVER CO, US (DEN)	52,211,242	4.1
	11	HONG KONG, HK (HKG)	50,410,819	10.6
	12	MADRID, ES (MAD)	49,786,202	2.8
	13	DUBAI, AE (DXB)	47,180,628	15.4
	14	NEW YORK NY, US (JFK)	46,495,876	1.4
	15	AMSTERDAM, NL (AMS)	45,211,749	3.8
	16	JAKARTA, ID (CGK)	43,981,022	18.4
	17	BANGKOK, TH (BKK)	42,784,967	5.6
	18	SINGAPORE, SG (SIN)	42,038,777	13.0
	19	GUANGZHOU, CN (CAN)	40,975,253	10.6
	20	SHANGHAI, CN (PVG)	40,582,356	27.2
	21	HOUSTON TX, US (IAH)	40,475,058	1.2
	22	LAS VEGAS NV, US (LAS)	39,397,359	(2.6)
	23	SAN FRANCISCO CA, US (SFO)	39,254,634	5.1
	24	PHOENIX AZ, US (PHX)	38,552,409	1.9
	25	CHARLOTTE NC, US (CLT)	38,143,078	10.4
	26	ROME, IT (FCO)	36,228,490	7.4
	27	SYDNEY, AU (SYD)	35,992,164	7.6
	28	MIAMI FL, US (MIA)	35,698,025	5.3
	29	ORLANDO FL, US (MCO)	34,877,507	3.5
	30	MUNICH, DE (MUC)	34,721,605	6.2
	31	KUALA LUMPUR, MY (KUL)	34,087,636	14.8
	32	TOKYO, JP (NRT)	33,815,906	5.2
	33	INCHEON, KR (ICN)	33,605,579	17.2
	34	NEWARK NJ, US (EWR)	33,052,210	(1.0)
	35	MINNEAPOLIS MN, US (MSP)	32,725,566	1.2
	36	DETROIT MI, US (DTW)	32,377,064	3.3
	37	ISTANBUL, TR (IST)	32,165,817	7.7
	38	TORONTO ON, CA (YYZ)	31,897,322	5.0
	39	SEATTLE WA, US (SEA)	31,553,166	1.0
	40	LONDON, GB (LGW)	31,378,644	(3.2)
	41	SHANGHAI, CN (SHA)	31,298,812	24.8
	42	PHILADELPHIA PA, US (PHL)	30,767,481	0.3
	43	BARCELONA, ES (BCN)	29,197,135	6.9
	44	NEW DELHI, IN (DEL)	28,531,607	13.0
	45	MUMBAI, IN (BOM)	28,137,797	13.4
	46	MELBOURNE, AU (MEL)	27,725,522	9.8
	47	SÃO PAULO, BR (GRU)	27,432,346	22.8
	48	BOSTON MA, US (BOS)	27,429,152	7.5
	49	MANILA, PH (MNL)	27,148,724	13.4
	50	SHENZHEN, CN (SZX)	26,713,610	9.1
	55	NEW YORK NY, US (LGA)	23,981,966	8.3

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2010

Note: Stewart International Airport does not rank among the top 300 airports worldwide.

## 2.2.1 JFK

Annual Totals 1997 to 2010

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	12,022,071	91,328	1,798,228	13,911,627
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	174,530	987,524	13,361,480
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

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	17,129,702	252,652	63,450	17,445,804
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	279,144	81,131	15,988,572
2002	14,998,373	266,427	71,534	15,336,334
2003	15,027,413	205,487	66,731	15,299,631
2004	17,193,781	193,278	99,976	17,487,035
2005	18,475,387	175,027	150,017	18,800,431
2006	19,347,908	105,573	172,303	19,625,784
2007	21,247,184	123,382	173,556	21,544,122
2008	22,197,030	66,035	335,983	22,599,048
2009	21,519,498	15,868	321,343	21,856,709
2010	22,786,544	17,939	305,394	23,109,877

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	29,151,773	343,980	1,861,678	31,357,431
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	453,674	1,068,655	29,350,052
2002	28,525,743	280,178	1,133,291	29,939,212
2003	30,549,142	231,335	956,012	31,736,489
2004	35,908,837	220,309	1,446,311	37,575,457
2005	38,666,562	207,655	2,017,768	40,891,985
2006	40,200,358	120,327	2,308,598	42,629,283
2007	44,250,573	128,275	3,338,965	47,717,813
2008	44,139,318	69,458	3,594,340	47,803,116
2009	42,315,576	17,891	3,544,475	45,877,942
2010	43,353,043	21,128	3,139,983	46,514,154

## 2.2.1 EWR

Annual Totals 1997 to 2010

# Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	22,620,188	435,291	2,271,508	25,326,987
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	21,236,975	41,416	2,204,855	23,483,246
2002	19,117,433	32,190	2,698,186	21,847,809
2003	18,376,457	104,991	3,300,433	21,781,881
2004	18,829,569	45,397	4,160,289	23,035,255
2005	19,076,699	12,566	4,624,203	23,713,468
2006	20,730,608	12,593	4,862,251	25,605,452
2007	20,852,616	15,489	4,746,005	25,614,110
2008	18,895,707	13,661	5,312,936	24,222,304
2009	17,023,793	29,749	5,728,584	22,782,126
2010	15,983,613	24,245	5,864,322	21,872,180

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	5,352,324	266,546	-	5,618,870
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	7,239,702	171,408	206,135	7,617,245
2002	6,966,505	134,861	271,600	7,372,966
2003	7,180,301	138,223	350,109	7,668,633
2004	8,310,732	87,378	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	10,050,224	6,432	590,115	10,646,771
2010	10,678,456	11,123	548,180	11,237,759

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	27,972,512	701,837	2,271,508	30,945,857
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	28,476,677	212,824	2,410,990	31,100,491
2002	26,083,938	167,051	2,969,786	29,220,775
2003	25,556,758	243,214	3,650,542	29,450,514
2004	27,140,301	132,775	4,620,296	31,893,372
2005	27,956,738	33,227	5,089,279	33,079,244
2006	30,153,632	20,766	5,460,301	35,634,699
2007	30,969,193	18,207	5,379,810	36,367,210
2008	29,366,216	50,496	5,944,136	35,360,848
2009	27,074,017	36,181	6,318,699	33,428,897
2010	26,662,069	35,368	6,412,502	33,109,939

## 2.2.1 LGA

Annual Totals 1997 to 2010

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	19,166,445	24,449	1,114,357	20,305,251
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

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	1,203,800	143	98,254	1,302,197
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

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	20,370,245	24,592	1,212,611	21,607,448
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

## 2.2.1 SWF

Annual Totals 1997 to 2010

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	719,188	-	-	719,188
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	68,531	-	241,246	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	-	209,713	395,244

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	6	-	-	6
1998	350	-	-	350
1999	336	-	-	336
2000	228	-	-	228
2001	125	-	-	125
2002	-	-	-	-
2003	375	-	-	375
2004	-	-	-	-
2005	6	-	-	6
2006	180	-	19	199
2007	-	-	-	-
2008	-	-	-	-
2009	-	-	-	-
2010	-	-	-	-

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	719,194	-	-	719,194
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	68,711	-	241,265	309,976
2007	646,058	-	267,869	913,927
2008	536,627	-	252,680	789,307
2009	180,154	-	209,911	390,065
2010	185,531	-	209,713	395,244

## 2.2.1 REGION

# Commercial Passenger Traffic

Annual Totals 1997 to 2010

Domestic					
	YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	54,527,892	551,068	5,184,093	60,263,053	
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	52,882,458	225,206	5,396,285	58,503,949	
2002	50,674,144	50,803	6,823,149	57,548,096	
2003	52,286,128	140,153	7,628,168	60,054,449	
2004	57,286,440	78,590	9,460,820	66,825,850	
2005	59,643,112	49,964	10,928,391	70,621,467	
2006	61,429,337	30,586	11,955,787	73,415,710	
2007	63,355,976	25,736	13,119,381	76,501,093	
2008	58,619,594	19,968	13,517,509	72,157,071	
2009	54,102,488	37,892	14,196,057	68,336,437	
2010	54,156,607	33,191	14,432,018	68,621,816	

  

International					
	YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	23,685,832	519,341	161,704	24,366,877	
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	24,008,534	451,744	290,275	24,750,553	
2002	23,035,096	401,903	389,405	23,826,404	
2003	23,153,557	343,763	518,843	24,016,163	
2004	26,521,665	280,656	804,424	27,606,745	
2005	28,642,162	195,802	799,378	29,637,342	
2006	29,824,963	113,746	1,030,142	30,968,851	
2007	32,312,078	126,662	1,085,384	33,524,124	
2008	33,499,724	104,119	1,265,413	34,869,256	
2009	32,254,633	22,395	1,236,675	33,513,703	
2010	34,178,046	30,143	1,172,414	35,380,603	

  

Domestic and International Totals					
	YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1997	78,213,724	1,070,409	5,345,797	84,629,930	
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	76,890,992	676,950	5,686,560	83,254,502	
2002	73,709,240	452,706	7,212,554	81,374,500	
2003	75,439,685	483,916	8,147,011	84,070,612	
2004	83,808,105	359,246	10,265,244	94,432,595	
2005	88,285,274	245,766	11,727,769	100,258,809	
2006	91,254,300	144,332	12,985,929	104,384,561	
2007	95,668,054	152,398	14,204,765	110,025,217	
2008	92,119,318	124,087	14,782,922	107,026,327	
2009	86,357,121	60,287	15,432,732	101,850,140	
2010	88,334,653	63,334	15,604,432	104,002,419	



## 2.2.2 JFK

Monthly Totals 2010

## Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
	Jan	1,507,567	1,118	206,623	1,715,308	-3.0%	74,314
	Feb	1,334,399	678	167,939	1,503,016	-9.9%	51,219
	Mar	1,692,610	277	236,962	1,929,849	-5.3%	62,502
	Apr	1,645,259	244	237,891	1,883,394	-8.2%	74,426
	May	1,706,059	-	225,637	1,931,696	-8.4%	70,723
	Jun	1,844,001	50	259,326	2,103,377	-2.8%	72,400
	Jul	1,957,150	-	273,486	2,230,636	-4.7%	80,667
	Aug	1,976,014	-	279,097	2,255,111	-4.2%	79,750
	Sep	1,680,064	-	235,263	1,915,327	2.9%	69,085
	Oct	1,779,247	-	261,767	2,041,014	5.1%	75,042
	Nov	1,778,224	96	244,042	2,022,362	11.6%	70,440
	Dec	1,665,905	726	206,556	1,873,187	-2.0%	60,679
	<b>Total 2010</b>	<b>20,566,499</b>	<b>3,189</b>	<b>2,834,589</b>	<b>23,404,277</b>	<b>-2.6%</b>	<b>841,247</b>
	<b>% Change</b>						
	<b>2009 to 2010</b>	<b>-1.1%</b>	<b>57.6%</b>	<b>-12.1%</b>	<b>-2.6%</b>		<b>-7.4%</b>

  

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
	Jan	1,607,141	1,943	21,377	1,630,461	2.3%	35,932
	Feb	1,353,308	655	17,763	1,371,726	2.7%	33,099
	Mar	1,710,429	687	25,047	1,736,163	7.3%	38,860
	Apr	1,716,388	2,141	22,790	1,741,319	-1.9%	38,082
	May	1,977,050	1,147	23,027	2,001,224	11.2%	49,547
	Jun	2,154,107	750	23,837	2,178,694	11.7%	45,070
	Jul	2,424,194	1,470	30,745	2,456,409	9.0%	54,611
	Aug	2,430,673	1,884	30,918	2,463,475	5.4%	51,011
	Sep	1,988,867	1,937	27,124	2,017,928	6.1%	42,571
	Oct	1,940,513	1,882	29,784	1,972,179	6.1%	45,598
	Nov	1,696,950	1,359	24,982	1,723,291	6.0%	43,682
	Dec	1,786,924	2,084	28,000	1,817,008	0.5%	36,766
	<b>Total 2010</b>	<b>22,786,544</b>	<b>17,939</b>	<b>305,394</b>	<b>23,109,877</b>	<b>5.7%</b>	<b>514,829</b>
	<b>% Change</b>						
	<b>2009 to 2010</b>	<b>5.9%</b>	<b>13.1%</b>	<b>-5.0%</b>	<b>5.7%</b>		<b>3.1%</b>

  

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
	Jan	3,114,708	3,061	228,000	3,345,769	-0.5%	110,246
	Feb	2,687,707	1,333	185,702	2,874,742	-4.3%	84,318
	Mar	3,403,039	964	262,009	3,666,012	0.3%	101,362
	Apr	3,361,647	2,385	260,681	3,624,713	-5.3%	112,508
	May	3,683,109	1,147	248,664	3,932,920	0.6%	120,270
	Jun	3,998,108	800	283,163	4,282,071	4.1%	117,470
	Jul	4,381,344	1,470	304,231	4,687,045	2.0%	135,278
	Aug	4,406,687	1,884	310,015	4,718,586	0.6%	130,761
	Sep	3,668,931	1,937	262,387	3,933,255	4.5%	111,656
	Oct	3,719,760	1,882	291,551	4,013,193	5.6%	120,640
	Nov	3,475,174	1,455	269,024	3,745,653	9.0%	114,122
	Dec	3,452,829	2,810	234,556	3,690,195	-0.8%	97,445
	<b>Total 2010</b>	<b>43,353,043</b>	<b>21,128</b>	<b>3,139,983</b>	<b>46,514,154</b>	<b>1.4%</b>	<b>1,356,076</b>
	<b>% Change</b>						
	<b>2009 to 2010</b>	<b>2.5%</b>	<b>18.1%</b>	<b>-11.4%</b>	<b>1.4%</b>		<b>-3.7%</b>

## 2.2.2 EWR

Monthly Totals 2010

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2009 to 2010	Passengers
Jan	1,188,878	1,293	421,011	1,611,182	0.3%	65,047	
Feb	1,084,263	1,369	360,282	1,445,914	-6.6%	50,468	
Mar	1,436,721	1,208	516,634	1,954,563	0.4%	65,075	
Apr	1,390,556	1,479	523,717	1,915,752	-4.5%	70,926	
May	1,347,689	890	533,324	1,881,903	-4.2%	72,486	
Jun	1,415,823	1,461	540,058	1,957,342	-2.1%	78,556	
Jul	1,490,267	3,052	552,017	2,045,336	-7.4%	81,763	
Aug	1,507,894	3,540	548,168	2,059,602	-5.0%	82,069	
Sep	1,228,848	1,922	461,146	1,691,916	-3.8%	66,166	
Oct	1,342,097	1,782	508,501	1,852,380	-3.8%	71,841	
Nov	1,318,274	4,172	470,018	1,792,464	-1.0%	67,747	
Dec	1,232,303	2,077	429,446	1,663,826	-9.7%	59,536	
<b>Total 2010</b>	<b>15,983,613</b>	<b>24,245</b>	<b>5,864,322</b>	<b>21,872,180</b>	<b>-4.0%</b>	<b>831,680</b>	
<b>% Change</b>							
<b>2009 to 2010</b>	<b>-6.1%</b>	<b>-18.5%</b>	<b>2.4%</b>	<b>-4.0%</b>		<b>-2.7%</b>	

  

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2009 to 2010	Passengers
Jan	806,625	1,702	40,900	849,227	14.2%	15,709	
Feb	661,360	1,029	35,323	697,712	4.6%	13,431	
Mar	908,254	982	45,598	954,834	12.0%	17,734	
Apr	857,935	895	49,988	908,818	-4.9%	16,278	
May	929,376	219	52,070	981,665	6.8%	18,972	
Jun	1,002,641	54	49,806	1,052,501	11.2%	19,681	
Jul	1,120,488	26	51,804	1,172,318	7.7%	23,474	
Aug	1,085,485	63	50,854	1,136,402	0.2%	22,449	
Sep	854,688	434	42,130	897,252	6.4%	18,051	
Oct	879,784	1,186	44,531	925,501	7.4%	18,273	
Nov	773,093	1,605	43,708	818,406	6.1%	17,793	
Dec	798,727	2,928	41,468	843,123	-2.4%	14,608	
<b>Total 2010</b>	<b>10,678,456</b>	<b>11,123</b>	<b>548,180</b>	<b>11,237,759</b>	<b>5.6%</b>	<b>216,453</b>	
<b>% Change</b>							
<b>2009 to 2010</b>	<b>6.3%</b>	<b>72.9%</b>	<b>-7.1%</b>	<b>5.6%</b>		<b>-4.7%</b>	

  

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2009 to 2010	Passengers
Jan	1,995,503	2,995	461,911	2,460,409	4.7%	80,756	
Feb	1,745,623	2,398	395,605	2,143,626	-3.2%	63,899	
Mar	2,344,975	2,190	562,232	2,909,397	4.0%	82,809	
Apr	2,248,491	2,374	573,705	2,824,570	-4.6%	87,204	
May	2,277,065	1,109	585,394	2,863,568	-0.7%	91,458	
Jun	2,418,464	1,515	589,864	3,009,843	2.1%	98,237	
Jul	2,610,755	3,078	603,821	3,217,654	-2.4%	105,237	
Aug	2,593,379	3,603	599,022	3,196,004	-3.2%	104,518	
Sep	2,083,536	2,356	503,276	2,589,168	-0.5%	84,217	
Oct	2,221,881	2,968	553,032	2,777,881	-0.3%	90,114	
Nov	2,091,367	5,777	513,726	2,610,870	1.2%	85,540	
Dec	2,031,030	5,005	470,914	2,506,949	-7.3%	74,144	
<b>Total 2010</b>	<b>26,662,069</b>	<b>35,368</b>	<b>6,412,502</b>	<b>33,109,939</b>	<b>-1.0%</b>	<b>1,048,133</b>	
<b>% Change</b>							
<b>2009 to 2010</b>	<b>-1.5%</b>	<b>-2.2%</b>	<b>1.5%</b>	<b>-1.0%</b>		<b>-3.1%</b>	

## 2.2.2 LGA

Monthly Totals 2010

## Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
	Jan	1,192,158	68	346,719	1,538,945	8.9%	51,954
	Feb	1,086,839	476	315,855	1,403,170	2.7%	38,975
	Mar	1,426,242	451	446,743	1,873,436	12.5%	54,507
	Apr	1,479,765	594	492,353	1,972,712	12.3%	60,383
	May	1,541,976	516	488,462	2,030,954	14.9%	61,820
	Jun	1,551,530	964	480,845	2,033,339	10.9%	65,000
	Jul	1,611,293	291	474,159	2,085,743	2.7%	70,493
	Aug	1,675,726	846	501,217	2,177,789	6.3%	65,813
	Sep	1,458,881	681	475,197	1,934,759	9.7%	64,058
	Oct	1,539,863	351	536,556	2,076,770	9.8%	71,408
	Nov	1,463,154	519	510,973	1,974,646	10.3%	60,774
	Dec	1,393,537	-	454,315	1,847,852	1.8%	54,117
	<b>Total 2010</b>	<b>17,420,964</b>	<b>5,757</b>	<b>5,523,394</b>	<b>22,950,115</b>	<b>8.5%</b>	<b>719,302</b>
	<b>% Change</b>						
	<b>2009 to 2010</b>	<b>8.2%</b>	<b>-5.9%</b>	<b>9.7%</b>	<b>8.5%</b>		<b>8.9%</b>

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
	Jan	40,820	-	19,585	60,405	-11.4%	1,021
	Feb	39,388	-	17,449	56,837	-16.7%	878
	Mar	59,550	-	24,527	84,077	1.9%	1,476
	Apr	62,863	-	27,499	90,362	9.4%	2,527
	May	69,734	-	28,046	97,780	6.9%	1,640
	Jun	65,868	-	26,884	92,752	7.5%	1,670
	Jul	65,749	-	30,069	95,818	3.0%	2,233
	Aug	71,494	-	35,086	106,580	10.6%	2,251
	Sep	63,744	150	29,513	93,407	7.9%	1,741
	Oct	63,697	240	30,478	94,415	2.1%	1,519
	Nov	56,596	300	23,668	80,564	5.1%	1,385
	Dec	53,543	391	26,036	79,970	-6.8%	1,245
	<b>Total 2010</b>	<b>713,046</b>	<b>1,081</b>	<b>318,840</b>	<b>1,032,967</b>	<b>2.3%</b>	<b>19,586</b>
	<b>% Change</b>						
	<b>2009 to 2010</b>	<b>4.1%</b>	<b>-</b>	<b>-2.0%</b>	<b>2.3%</b>		<b>-26.1%</b>

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
	Jan	1,232,978	68	366,304	1,599,350	7.9%	52,975
	Feb	1,126,227	476	333,304	1,460,007	1.7%	39,853
	Mar	1,485,792	451	471,270	1,957,513	12.0%	55,983
	Apr	1,542,628	594	519,852	2,063,074	12.2%	62,910
	May	1,611,710	516	516,508	2,128,734	14.5%	63,460
	Jun	1,617,398	964	507,729	2,126,091	10.7%	66,670
	Jul	1,677,042	291	504,228	2,181,561	2.7%	72,726
	Aug	1,747,220	846	536,303	2,284,369	6.5%	68,064
	Sep	1,522,625	831	504,710	2,028,166	9.6%	65,799
	Oct	1,603,560	591	567,034	2,171,185	9.4%	72,927
	Nov	1,519,750	819	534,641	2,055,210	10.1%	62,159
	Dec	1,447,080	391	480,351	1,927,822	1.4%	55,362
	<b>Total 2010</b>	<b>18,134,010</b>	<b>6,838</b>	<b>5,842,234</b>	<b>23,983,082</b>	<b>8.3%</b>	<b>738,888</b>
	<b>% Change</b>						
	<b>2009 to 2010</b>	<b>8.0%</b>	<b>10.0%</b>	<b>9.0%</b>	<b>8.3%</b>		<b>7.6%</b>

## 2.2.2 SWF

Monthly Totals 2010

## Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
	Jan	16,069	-	14,590	30,659	0.0%	244
	Feb	14,014	-	13,582	27,596	-8.0%	252
	Mar	16,531	-	17,862	34,393	8.2%	425
	Apr	14,811	-	18,695	33,506	3.8%	360
	May	16,006	-	19,965	35,971	5.3%	284
	Jun	15,843	-	17,435	33,278	1.4%	354
	Jul	17,321	-	18,800	36,121	0.2%	475
	Aug	16,878	-	20,033	36,911	1.8%	554
	Sep	14,190	-	17,126	31,316	2.3%	414
	Oct	16,076	-	17,500	33,576	0.7%	415
	Nov	13,155	-	17,479	30,634	-0.8%	454
	Dec	14,637	-	16,646	31,283	0.3%	320
	<b>Total 2010</b>	<b>185,531</b>	<b>-</b>	<b>209,713</b>	<b>395,244</b>	<b>1.3%</b>	<b>4,551</b>
	<b>% Change</b>						
	<b>2009 to 2010</b>	<b>3.0%</b>		<b>-0.1%</b>	<b>1.3%</b>		<b>-4.6%</b>

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
	Jan	-	-	-	-	-	-
	Feb	-	-	-	-	-	-
	Mar	-	-	-	-	-	-
	Apr	-	-	-	-	-	-
	May	-	-	-	-	-	-
	Jun	-	-	-	-	-	-
	Jul	-	-	-	-	-	-
	Aug	-	-	-	-	-	-
	Sep	-	-	-	-	-	-
	Oct	-	-	-	-	-	-
	Nov	-	-	-	-	-	-
	Dec	-	-	-	-	-	-
	<b>Total 2010</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	<b>% Change</b>						
	<b>2009 to 2010</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
	Jan	16,069	-	14,590	30,659	0.0%	244
	Feb	14,014	-	13,582	27,596	-8.0%	252
	Mar	16,531	-	17,862	34,393	8.2%	425
	Apr	14,811	-	18,695	33,506	3.8%	360
	May	16,006	-	19,965	35,971	5.3%	284
	Jun	15,843	-	17,435	33,278	1.4%	354
	Jul	17,321	-	18,800	36,121	0.2%	475
	Aug	16,878	-	20,033	36,911	1.8%	554
	Sep	14,190	-	17,126	31,316	2.3%	414
	Oct	16,076	-	17,500	33,576	0.7%	415
	Nov	13,155	-	17,479	30,634	-0.8%	454
	Dec	14,637	-	16,646	31,283	0.3%	320
	<b>Total 2010</b>	<b>185,531</b>	<b>-</b>	<b>209,713</b>	<b>395,244</b>	<b>1.3%</b>	<b>4,551</b>
	<b>% Change</b>						
	<b>2009 to 2010</b>	<b>3.0%</b>		<b>-0.1%</b>	<b>1.3%</b>		<b>-4.6%</b>

## 2.2.2 REGION

Monthly Totals 2010

## Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
Jan	3,904,672	2,479	988,943	4,896,094	1.6%	191,559	
Feb	3,519,515	2,523	857,658	4,379,696	-5.1%	140,914	
Mar	4,572,104	1,936	1,218,201	5,792,241	2.0%	182,509	
Apr	4,530,391	2,317	1,272,656	5,805,364	-0.7%	206,095	
May	4,611,730	1,406	1,267,388	5,880,524	0.1%	205,313	
Jun	4,827,197	2,475	1,297,664	6,127,336	1.6%	216,310	
Jul	5,076,031	3,343	1,318,462	6,397,836	-3.3%	233,398	
Aug	5,176,512	4,386	1,348,515	6,529,413	-1.2%	228,186	
Sep	4,381,983	2,603	1,188,732	5,573,318	2.9%	199,723	
Oct	4,677,283	2,133	1,324,324	6,003,740	3.6%	218,706	
Nov	4,572,807	4,787	1,242,512	5,820,106	6.9%	199,415	
Dec	4,306,382	2,803	1,106,963	5,416,148	-3.3%	174,652	
<b>Total 2010</b>	<b>54,156,607</b>	<b>33,191</b>	<b>14,432,018</b>	<b>68,621,816</b>	<b>0.4%</b>	<b>2,396,780</b>	
<b>% Change</b>							
<b>2009 to 2010</b>	<b>0.1%</b>	<b>-12.4%</b>	<b>1.7%</b>	<b>0.4%</b>		<b>-1.3%</b>	

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
Jan	2,454,586	3,645	81,862	2,540,093	5.6%	52,662	
Feb	2,054,056	1,684	70,535	2,126,275	2.7%	47,408	
Mar	2,678,233	1,669	95,172	2,775,074	8.7%	58,070	
Apr	2,637,186	3,036	100,277	2,740,499	-2.6%	56,887	
May	2,976,160	1,366	103,143	3,080,669	9.6%	70,159	
Jun	3,222,616	804	100,527	3,323,947	11.4%	66,421	
Jul	3,610,431	1,496	112,618	3,724,545	8.4%	80,318	
Aug	3,587,652	1,947	116,858	3,706,457	3.9%	75,711	
Sep	2,907,299	2,521	98,767	3,008,587	6.2%	62,363	
Oct	2,883,994	3,308	104,793	2,992,095	6.4%	65,390	
Nov	2,526,639	3,264	92,358	2,622,261	6.0%	62,860	
Dec	2,639,194	5,403	95,504	2,740,101	-0.6%	52,619	
<b>Total 2010</b>	<b>34,178,046</b>	<b>30,143</b>	<b>1,172,414</b>	<b>35,380,603</b>	<b>5.6%</b>	<b>750,868</b>	
<b>% Change</b>							
<b>2009 to 2010</b>	<b>6.0%</b>	<b>34.6%</b>	<b>-5.2%</b>	<b>5.6%</b>		<b>-0.3%</b>	

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2009 to 2010	Passengers
Jan	6,359,258	6,124	1,070,805	7,436,187	2.9%	244,221	
Feb	5,573,571	4,207	928,193	6,505,971	-2.7%	188,322	
Mar	7,250,337	3,605	1,313,373	8,567,315	4.1%	240,579	
Apr	7,167,577	5,353	1,372,933	8,545,863	-1.3%	262,982	
May	7,587,890	2,772	1,370,531	8,961,193	3.2%	275,472	
Jun	8,049,813	3,279	1,398,191	9,451,283	4.9%	282,731	
Jul	8,686,462	4,839	1,431,080	10,122,381	0.7%	313,716	
Aug	8,764,164	6,333	1,465,373	10,235,870	0.6%	303,897	
Sep	7,289,282	5,124	1,287,499	8,581,905	4.1%	262,086	
Oct	7,561,277	5,441	1,429,117	8,995,835	4.5%	284,096	
Nov	7,099,446	8,051	1,334,870	8,442,367	6.6%	262,275	
Dec	6,945,576	8,206	1,202,467	8,156,249	-2.4%	227,271	
<b>Total 2010</b>	<b>88,334,653</b>	<b>63,334</b>	<b>15,604,432</b>	<b>104,002,419</b>	<b>2.1%</b>	<b>3,147,648</b>	
<b>% Change</b>							
<b>2009 to 2010</b>	<b>2.3%</b>	<b>5.1%</b>	<b>1.1%</b>	<b>2.1%</b>		<b>-1.0%</b>	

### 2.3.1

## Passenger Traffic in Helicopters

*Annual Totals 1997 to 2010*

YEAR	JFK	EWR	LGA	DOWNTOWN	TOTAL
1997				39,609	39,609
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				-	-

**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 1997 to 2010

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1997	12,349,531	1,562,096	130,302	2,241,480	428,324	1,649,237	11,534,390	1,462,071	31,357,431
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	12,261,412	1,100,068	169,857	2,602,377	371,549	1,209,070	10,155,565	1,480,154	29,350,052
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	2,775,936	438,529	1,142,993	9,293,648	1,533,383	31,736,489
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	11,509,776	1,985,977	40,891,985
2006	21,354,376	1,649,123	321,403	3,160,943	581,651	1,567,191	12,016,817	1,977,779	42,629,283
2007	24,666,381	1,507,310	295,293	3,472,311	795,675	1,719,556	13,167,346	2,093,941	47,717,813
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

## 2.4.1 EWR

Annual Totals 1997 to 2010

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1997	24,670,114	656,873	628,296	608,601	290,047	261,454	3,645,959	184,513	30,945,857
1998	25,248,909	33	685,200	529,551	348,693	469,355	4,518,340	167,928	31,968,009
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	22,791,615	691,631	944,161	700,676	389,292	585,733	4,663,542	333,841	31,100,491
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	24,682,810	922,642	919,852	1,080,410	434,827	575,201	6,360,770	658,187	35,634,699
2007	24,870,701	743,409	925,443	1,106,580	476,115	572,452	7,009,009	663,501	36,367,210
2008	23,625,348	596,956	1,064,244	1,111,975	511,461	577,747	7,236,619	636,498	35,360,848
2009	22,280,525	501,601	1,054,416	1,098,468	479,071	622,518	6,682,120	710,178	33,428,897
2010	21,450,692	421,488	1,179,487	1,163,250	523,058	620,403	6,911,839	839,722	33,109,939

**Notes:** Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan  
 Transpacific includes Pacific Rim counties, 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 1997 to 2010

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1997	20,305,251	-	1,203,927	98,270	-	-	-	-	21,607,448
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

## 2.4.1 SWF

## Passenger Traffic By Market

Annual Totals 1997 to 2010

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1997	719,188	-	6	-	-	-	-	-	719,194
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	-	74	-	-	-	125	-	309,976
2007	913,927	-	-	-	-	-	-	-	913,927
2008	789,307	-	-	-	-	-	-	-	789,307
2009	390,065	-	-	-	-	-	-	-	390,065
2010	395,244	-	-	-	-	-	-	-	395,244

## 2.4.1 REGION

## Passenger Traffic By Market

Annual Totals 1997 to 2010

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1997	58,044,084	2,218,969	1,962,531	2,948,351	718,371	1,910,691	15,180,349	1,646,584	84,629,930
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	56,712,250	1,791,699	2,079,472	3,482,210	760,966	1,794,803	14,819,107	1,813,995	83,254,502
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	3,824,272	837,184	1,623,785	14,123,996	1,818,205	84,070,612
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	17,478,340	2,521,017	100,258,809
2006	70,843,945	2,571,765	2,427,641	4,368,662	1,016,478	2,142,392	18,377,712	2,635,966	104,384,561
2007	74,250,374	2,250,719	2,336,284	4,690,245	1,271,790	2,292,008	20,176,355	2,757,442	110,025,217
2008	70,179,622	1,977,449	2,575,804	4,836,153	1,402,016	2,273,768	20,997,675	2,783,840	107,026,327
2009	66,607,003	1,729,434	2,395,133	4,959,386	1,236,502	2,380,946	19,728,354	2,813,382	101,850,140
2010	66,901,965	1,719,851	2,534,676	5,301,924	1,291,836	2,621,280	20,446,389	3,184,498	104,002,419

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



## 2.5.1 JFK

Top 20 Carriers

## 2010 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	DELTA	7,334,227	4,274,872	11,609,099	25.1%
2	JETBLUE AIRWAYS	9,598,750	1,972,548	11,571,298	50.1%
3	AMERICAN	4,010,342	3,400,013	7,410,355	66.1%
4	UNITED	1,012,742	184	1,012,926	68.3%
5	BRITISH AIRWAYS	-	942,458	942,458	70.4%
6	AIR FRANCE	-	898,708	898,708	72.3%
7	VIRGIN AMERICA	898,402	-	898,402	74.2%
8	VIRGIN ATLANTIC	-	582,346	582,346	75.5%
9	CATHAY PACIFIC	-	554,139	554,139	76.7%
10	LUFTHANSA	-	532,374	532,374	77.8%
11	US AIRWAYS	494,834	-	494,834	78.9%
12	EMIRATES AIRLINES & SK	-	445,951	445,951	79.9%
13	SWISS INTL AIR LINES LT	-	412,326	412,326	80.8%
14	EL AL	-	411,712	411,712	81.7%
15	AER LINGUS	-	402,333	402,333	82.5%
16	KLM	-	391,063	391,063	83.4%
17	ALITALIA	-	386,323	386,323	84.2%
18	KOREAN	-	385,999	385,999	85.0%
19	BWIA	-	355,153	355,153	85.8%
20	IBERIA	-	353,618	353,618	86.6%
<b>@TOP 20</b>		<b>23,349,297</b>	<b>16,702,120</b>	<b>40,051,417</b>	
<b>TOTAL AIRPORT</b>		<b>23,404,277</b>	<b>23,109,877</b>	<b>46,514,154</b>	

## 2.5.1 EWR

Top 20 Carriers

## 2010 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	15,792,061	7,730,904	23,522,965	71.1%
2	DELTA	1,601,076	134,677	1,735,753	76.3%
3	AMERICAN	1,132,512	465	1,132,977	79.8%
4	US AIRWAYS	1,127,042	-	1,127,042	83.2%
5	JETBLUE AIRWAYS	981,720	-	981,720	86.1%
6	UNITED	973,974	-	973,974	89.1%
7	LUFTHANSA	-	512,621	512,621	90.6%
8	AIR CANADA	-	387,702	387,702	91.8%
9	VIRGIN ATLANTIC	-	320,205	320,205	92.8%
10	BRITISH AIRWAYS	-	319,415	319,415	93.7%
11	SAS	-	293,908	293,908	94.6%
12	PORTER AIRLINES	-	219,919	219,919	95.3%
13	ALASKA AIRLINES	197,209	-	197,209	95.9%
14	AIR PORTUGAL(TAP)	-	175,877	175,877	96.4%
15	EL AL	-	164,713	164,713	96.9%
16	AIR INDIA	-	161,983	161,983	97.4%
17	JET AIRWAYS	-	145,366	145,366	97.8%
18	AIR FRANCE	-	128,272	128,272	98.2%
19	ALITALIA	-	121,437	121,437	98.6%
20	EVA	-	106,275	106,275	98.9%
<b>@TOP 20</b>		<b>21,805,594</b>	<b>10,923,739</b>	<b>32,729,333</b>	
<b>TOTAL AIRPORT</b>		<b>21,872,180</b>	<b>11,236,859</b>	<b>33,109,039</b>	

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

## 2.5.1 LGA

Top 20 Carriers

## 2010 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	DELTA	7,029,716	42,262	7,071,978	29.5%
2	AMERICAN	4,737,068	242,044	4,979,112	50.3%
3	US AIRWAYS	4,338,161	3,642	4,341,803	68.4%
4	UNITED	1,639,957	-	1,639,957	75.2%
5	AIRTRAN AIRWAYS	1,293,905	-	1,293,905	80.6%
6	SPIRIT AIRLINES	1,056,366	-	1,056,366	85.0%
7	CONTINENTAL	865,445	-	865,445	88.6%
8	JETBLUE AIRWAYS	826,294	-	826,294	92.0%
9	AIR CANADA	-	745,019	745,019	95.2%
10	SOUTHWEST AIRLINES	622,930	-	622,930	97.8%
11	FRONTIER AIRLINES	539,398	-	539,398	100.0%
12		-	-	-	-
13		-	-	-	-
14		-	-	-	-
15		-	-	-	-
16		-	-	-	-
17		-	-	-	-
18		-	-	-	-
19		-	-	-	-
20		-	-	-	-
<b>@TOP 20</b>		<b>22,949,240</b>	<b>1,032,967</b>	<b>23,982,207</b>	
<b>TOTAL AIRPORT</b>		<b>22,950,115</b>	<b>1,032,967</b>	<b>23,983,082</b>	

## 2.5.1 SWF

Top 20 Carriers

## 2010 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRWAYS	185,531	-	185,531	49.6%
2	DELTA	122,364	-	122,364	77.9%
3	US AIRWAYS	87,349	-	87,349	100.0%
4		-	-	-	-
5		-	-	-	-
6		-	-	-	-
7		-	-	-	-
8		-	-	-	-
9		-	-	-	-
10		-	-	-	-
11		-	-	-	-
12		-	-	-	-
13		-	-	-	-
14		-	-	-	-
15		-	-	-	-
16		-	-	-	-
17		-	-	-	-
18		-	-	-	-
19		-	-	-	-
20		-	-	-	-
<b>@TOP 20</b>		<b>395,244</b>	<b>-</b>	<b>395,244</b>	
<b>TOTAL AIRPORT</b>		<b>395,244</b>	<b>-</b>	<b>395,244</b>	

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

## 2.5.1 Region

Top 20 Carriers

## 2010 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	16,657,506	7,730,904	24,388,410	23.5%
2	DELTA	16,087,383	4,451,811	20,539,194	43.3%
3	JETBLUE AIRWAYS	11,592,295	1,972,548	13,564,843	56.4%
4	AMERICAN	9,879,922	3,642,522	13,522,444	69.4%
5	US AIRWAYS	6,047,386	3,642	6,051,028	75.3%
6	UNITED	3,626,673	184	3,626,857	78.8%
7	AIRTRAN AIRWAYS	1,293,905	-	1,293,905	80.0%
8	BRITISH AIRWAYS	-	1,261,873	1,261,873	81.2%
9	AIR CANADA	-	1,132,721	1,132,721	82.3%
10	SPIRIT AIRLINES	1,056,366	-	1,056,366	83.3%
11	LUFTHANSA	-	1,044,995	1,044,995	84.3%
12	AIR FRANCE	-	1,026,980	1,026,980	85.3%
13	VIRGIN ATLANTIC	-	902,551	902,551	86.2%
14	VIRGIN AMERICA	898,402	-	898,402	87.1%
15	SOUTHWEST AIRLINES	622,930	-	622,930	87.7%
16	FRONTIER AIRLINES	586,284	-	586,284	88.2%
17	EL AL	-	576,425	576,425	88.8%
18	CATHAY PACIFIC	-	554,139	554,139	89.3%
19	ALITALIA	-	507,760	507,760	89.8%
20	EMIRATES AIRLINES & SK	-	445,951	445,951	90.2%
	<b>@TOP 20</b>	<b>68,349,052</b>	<b>25,255,006</b>	<b>93,604,058</b>	
	<b>TOTAL AIRPORTS</b>	<b>68,621,816</b>	<b>35,380,603</b>	<b>104,002,419</b>	

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

## 2.6.1 JFK

## Passenger Traffic by Terminal

2010 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Terminal 1	-	-	1,909,519	1,891,100	3,800,619
Terminal 2	1,866,737	1,805,971	71,443	73,136	3,817,287
Terminal 3	1,705,869	1,588,293	1,566,843	1,836,894	6,697,899
Terminal 4	668,471	652,268	4,743,885	3,657,314	9,721,938
Terminal 5	4,803,580	4,795,170	213,862	988,270	10,800,882
Terminal 6 (closed Oct. 2008)	-	-	-	-	-
Terminal 7	759,668	747,908	1,117,925	1,115,564	3,741,065
Terminal 8	2,019,739	1,990,603	1,964,448	1,959,476	7,934,266
Terminal Location Varies	-	-	99	99	198
<b>Total</b>	<b>11,824,064</b>	<b>11,580,213</b>	<b>11,588,024</b>	<b>11,521,853</b>	<b>46,514,154</b>

## 2.6.1 EWR

2010 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Terminal A	3,676,730	3,642,633	376,876	434,334	8,130,573
Terminal B	824,834	798,734	2,808,114	1,534,435	5,966,117
Terminal C	6,421,313	6,507,936	2,450,518	3,635,582	19,015,349
<b>Total</b>	<b>10,922,877</b>	<b>10,949,303</b>	<b>5,635,508</b>	<b>5,604,351</b>	<b>33,112,039</b>

## 2.6.1 LGA

2010 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Central Terminal Building	5,782,574	5,799,664	495,810	491,253	12,569,301
Delta Terminal	2,943,388	2,954,129	20,837	21,425	5,939,779
Marine Air Terminal	560,699	571,500	-	-	1,132,199
US Airways Terminal	2,165,901	2,172,260	1,785	1,857	4,341,803
<b>Total</b>	<b>11,452,562</b>	<b>11,497,553</b>	<b>518,432</b>	<b>514,535</b>	<b>23,983,082</b>

## 2.6.1 SWF

2010 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Airline Terminal	196,934	198,310	-	-	395,244
<b>Total</b>	<b>196,934</b>	<b>198,310</b>	<b>-</b>	<b>-</b>	<b>395,244</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 2010

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	2,671,960	85.3%	41.0%	AA	34.4%	DL	24.8%
2	San Francisco, CA, US	1,935,250	84.3%	40.5%	AA	25.6%	DL	23.6%
3	Orlando, Florida, US	1,027,470	86.5%	60.3%	B6	68.0%	DL	23.3%
4	Miami, Florida, US	1,023,590	50.3%	35.6%	AA	63.2%	DL	36.3%
5	Las Vegas, Nevada, US	954,730	88.1%	69.3%	DL	44.7%	B6	34.2%
6	San Juan, Puerto Rico (US)	934,770	86.0%	57.9%	B6	50.9%	AA	32.9%
7	Fort Lauderdale, FL, US	839,940	94.1%	59.7%	B6	77.6%	DL	21.9%
8	Boston, Massachusetts, US	593,900	49.0%	25.2%	B6	44.4%	DL	31.0%
9	Tampa, Florida, US	510,690	86.8%	49.1%	B6	71.0%	DL	15.3%
10	Buffalo, New York, US	495,960	91.6%	45.1%	B6	83.4%	DL	15.8%
11	Seattle/Tacoma, WA, US	472,130	82.1%	40.2%	DL	53.2%	B6	21.8%
12	San Diego, California, US	446,630	84.6%	43.0%	B6	35.7%	DL	31.8%
13	West Palm Beach/Palm B, FL, US	424,360	99.6%	64.6%	B6	98.6%	DL	0.9%
14	Washington, DC, US	417,890	50.8%	26.7%	DL	35.8%	AA	27.9%
15	Phoenix, Arizona, US	406,940	89.2%	50.4%	US	44.2%	B6	31.7%
16	Chicago, Illinois, US	382,320	78.0%	45.9%	B6	49.4%	DL	33.1%
17	Atlanta, Georgia, US	369,190	42.3%	21.6%	DL	95.7%	US	2.8%
18	Raleigh/Durham, NC, US	312,770	70.8%	36.7%	B6	45.7%	AA	38.8%
19	Salt Lake City, Utah, US	303,340	83.2%	46.7%	DL	81.1%	B6	16.7%
20	Fort Myers, Florida, US	301,000	99.1%	65.0%	B6	97.8%	DL	1.5%
21	Charlotte, North Carolina, US	295,370	80.8%	41.9%	B6	51.3%	US	29.2%
22	Rochester, New York, US	242,930	87.8%	41.3%	B6	76.5%	DL	20.2%
23	Pittsburgh, PA, US	234,010	79.5%	41.6%	DL	45.6%	B6	43.1%
24	Burbank, California, US	228,530	99.7%	43.5%	B6	97.4%	US	1.3%
25	Long Beach, California, US	227,000	99.4%	44.9%	B6	98.0%	US	1.1%
26	New Orleans, Louisiana, US	211,610	97.4%	59.3%	B6	92.6%	DL	4.5%
27	Minneapolis/St Pau, MN, US	209,900	72.6%	28.8%	DL	56.7%	SY	22.2%
28	Austin, Texas, US	196,700	94.7%	46.8%	B6	84.0%	AA	11.0%
29	Houston, Texas, US	189,660	90.1%	47.4%	B6	72.3%	DL	22.4%
30	Jacksonville, Florida, US	188,170	97.5%	54.4%	B6	93.3%	DL	4.5%
31	Denver, Colorado, US	187,600	84.0%	45.6%	DL	49.1%	B6	46.0%
32	Portland, Oregon, US	177,360	85.1%	36.5%	DL	58.6%	B6	31.5%
33	Oakland, California, US	173,790	99.1%	39.3%	B6	94.4%	DL	3.5%
34	Aguadilla, Puerto Rico (US)	168,760	99.9%	68.2%	B6	100.0%	DL	0.0%
35	Burlington, Vermont, US	131,450	81.4%	38.7%	B6	80.1%	DL	19.6%
36	Dallas/Fort Worth, TX, US	129,780	55.1%	25.6%	AA	49.0%	DL	36.5%
37	Syracuse, New York, US	127,840	77.6%	37.8%	B6	71.5%	DL	27.9%
38	Richmond Intl, Richmnd, VA, US	125,540	87.9%	43.7%	B6	64.2%	DL	34.8%
39	Detroit, Michigan, US	123,930	42.3%	19.2%	DL	80.0%	NW	18.0%
40	Charlotte Amalie, VI (US)	122,610	94.5%	79.7%	AA	72.2%	DL	27.1%
41	Sarasota/Bradenton, FL, US	117,470	99.1%	66.3%	B6	96.5%	DL	2.9%
42	San Jose, California, US	101,170	98.3%	45.7%	B6	77.9%	DL	9.8%
43	Portland, Maine, US	90,110	88.9%	50.5%	B6	88.5%	DL	11.3%
44	Sacramento, California, US	87,490	95.7%	38.7%	B6	71.6%	DL	16.7%
45	Ponce, Puerto Rico (US)	82,510	100.0%	61.7%	B6	99.9%	9K	0.1%
46	Nashville, Tennessee, US	70,490	71.1%	37.4%	DL	86.4%	US	5.4%
47	Cincinnati, Ohio, US	69,930	50.0%	24.3%	DL	96.9%	US	1.0%
48	Cleveland, Ohio, US	66,120	38.5%	19.2%	DL	66.0%	AA	28.4%
49	Columbus, Ohio, US	64,130	54.2%	25.3%	DL	53.1%	AA	22.6%
50	Honolulu, Oahu, Hawaii, US	63,160	73.6%	53.8%	AA	33.6%	DL	32.4%

<b>Total for top 50 Markets</b>	<b>19,329,950</b>	<b>94.9%</b>	<b>Percent Top 50 Markets are of Total</b>
<b>Kennedy Total</b>	<b>20,373,260</b>	<b>81.1%</b>	<b>Percent Pure Domestic O&amp;D is of Total O&amp;D</b>
		<b>45.4%</b>	<b>Percent O&amp;D originating at the base</b>

<b>58.2%</b>	<b>Percent O&amp;D by Top Airline</b>
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<b>23.1%</b>	<b>Percent O&amp;D by 2nd Ranked Airline</b>
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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. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc.

**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.

## Top 50 Domestic Passenger Origin/Destination City Markets

### 2.7.1 EWR

Annual Total for 2010

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	
<b>Newark Liberty International Airport</b>								
1	Orlando, Florida, US	1,298,440	83.3%	66.9%	CO	66.8%	B6	29.0%
2	Chicago, Illinois, US	942,310	85.3%	49.6%	CO	42.4%	UA	29.6%
3	Fort Lauderdale, FL, US	918,910	88.6%	62.6%	CO	65.0%	B6	31.2%
4	Los Angeles, CA, US	825,340	83.9%	49.7%	CO	77.5%	AA	12.1%
5	Houston, Texas, US	824,020	50.4%	25.3%	CO	93.0%	DL	2.6%
6	San Francisco, CA, US	807,580	80.9%	50.6%	CO	71.7%	UA	23.6%
7	Miami, Florida, US	732,400	63.3%	47.7%	CO	53.6%	AA	41.4%
8	Las Vegas, Nevada, US	724,810	83.0%	71.9%	CO	87.9%	US	4.4%
9	Atlanta, Georgia, US	717,070	76.6%	40.5%	DL	62.2%	CO	31.3%
10	West Palm Beach/Palm B, FL, US	607,790	93.6%	65.1%	CO	76.9%	B6	19.4%
11	Tampa, Florida, US	600,930	85.2%	54.5%	CO	79.5%	B6	14.6%
12	Dallas/Fort Worth, TX, US	496,960	85.6%	44.6%	AA	49.9%	CO	42.5%
13	Phoenix, Arizona, US	444,090	88.4%	55.7%	CO	69.9%	US	25.0%
14	Seattle/Tacoma, WA, US	441,820	86.5%	42.0%	CO	57.8%	AS	31.8%
15	Charlotte, North Carolina, US	417,590	70.9%	37.0%	US	53.5%	CO	39.4%
16	Denver, Colorado, US	392,220	84.7%	51.5%	CO	62.8%	UA	29.9%
17	Fort Myers, Florida, US	364,290	90.8%	68.2%	CO	67.7%	B6	27.9%
18	San Diego, California, US	333,220	85.5%	53.3%	CO	84.7%	US	5.4%
19	Boston, Massachusetts, US	329,990	53.3%	30.5%	CO	95.9%	UA	3.4%
20	San Juan, Puerto Rico (US)	325,020	89.2%	69.9%	CO	92.3%	B6	2.0%
21	Minneapolis/St Pau, MN, US	300,510	77.3%	39.0%	DL	39.2%	CO	35.7%
22	Detroit, Michigan, US	300,340	77.0%	38.6%	DL	40.9%	CO	33.5%
23	Washington, DC, US	231,210	46.4%	25.4%	CO	57.5%	XX	24.2%
24	Cleveland, Ohio, US	229,900	51.3%	26.1%	CO	95.5%	UA	1.9%
25	Raleigh/Durham, NC, US	221,780	79.3%	43.2%	CO	89.8%	US	7.3%
26	Honolulu, Oahu, Hawaii, US	205,250	88.4%	69.9%	CO	66.1%	UA	13.1%
27	Santa Ana, California, US	194,060	94.3%	52.3%	CO	86.1%	UA	4.7%
28	Austin, Texas, US	181,350	78.4%	41.1%	CO	84.2%	AA	7.8%
29	New Orleans, Louisiana, US	180,660	84.4%	58.8%	CO	81.9%	US	6.3%
30	Portland, Oregon, US	173,610	84.2%	40.9%	CO	74.2%	AS	8.5%
31	St Louis, Missouri, US	162,650	82.6%	44.5%	CO	55.2%	AA	20.5%
32	Jacksonville, Florida, US	160,470	87.0%	52.3%	CO	78.4%	US	9.5%
33	Pittsburgh, PA, US	151,890	66.4%	35.8%	CO	96.3%	US	2.7%
34	Cincinnati, Ohio, US	151,510	83.5%	44.3%	CO	38.1%	XX	34.7%
35	Indianapolis, Indiana, US	148,720	75.0%	40.2%	CO	71.9%	XX	18.0%
36	San Antonio, Texas, US	139,850	85.1%	49.5%	CO	84.2%	AA	5.8%
37	Kansas City, Missouri, US	134,070	78.8%	39.9%	CO	65.6%	XX	18.5%
38	Nashville, Tennessee, US	128,090	80.5%	46.3%	CO	65.0%	XX	19.7%
39	Columbus, Ohio, US	126,790	75.3%	41.2%	CO	80.8%	XX	11.2%
40	Salt Lake City, Utah, US	125,290	95.2%	64.2%	DL	82.0%	CO	7.3%
41	Milwaukee, Wisconsin, US	109,660	90.6%	48.4%	CO	45.6%	XX	41.1%
42	Memphis, Tennessee, US	94,260	86.7%	46.3%	CO	37.3%	DL	29.7%
43	Buffalo, New York, US	91,900	64.9%	36.9%	CO	96.7%	XX	1.4%
44	Aguadilla, Puerto Rico (US)	85,480	97.8%	69.2%	CO	97.7%	B6	2.3%
45	Charleston, South Carolina, US	84,180	86.8%	56.8%	CO	57.5%	US	19.1%
46	Norfolk/Va B/Pt/Ch, VA, US	75,400	63.5%	39.0%	CO	89.6%	XX	7.6%
47	Richmond Intl, Richmnd, VA, US	73,480	67.7%	35.0%	CO	72.0%	XX	22.1%
48	Louisville, Kentucky, US	69,730	80.2%	44.7%	CO	66.5%	XX	17.1%
49	Omaha, Nebraska, US	68,870	83.2%	42.0%	CO	66.6%	XX	19.9%
50	Savannah, Georgia, US	68,590	83.8%	56.5%	CO	63.4%	XX	18.4%
<b>Total for top 50 Markets</b>		<b>17,014,350</b>	<b>88.0%</b>	<b>Percent Top 50 Markets are of Total</b>				
<b>Newark Liberty Total</b>		<b>19,334,050</b>	<b>79.9%</b>	<b>49.9%</b>	<b>68.3%</b>	<b>Percent O&amp;D by Top Airline</b>		
			<b>Percent Pure Domestic O&amp;D is of Total O&amp;D</b>	<b>Percent O&amp;D originating at the base</b>			<b>21.4%</b>	<b>Percent O&amp;D by 2nd Ranked Airline</b>

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. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc.

**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.

## Top 50 Domestic Passenger Origin/Destination City Markets

### 2.7.1 LGA

Annual Total for 2009

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	Airline	Percent of O&D	Airline	
<b>LaGuardia</b>									
1	Chicago, Illinois, US	2,116,950	95.4%	43.6%	AA	44.8%	UA	31.0%	
2	Atlanta, Georgia, US	1,551,450	90.9%	39.8%	DL	68.8%	FL	23.5%	
3	Fort Lauderdale, FL, US	1,515,230	94.9%	55.0%	NK	38.9%	B6	31.2%	
4	Miami, Florida, US	1,072,970	68.4%	41.0%	AA	96.7%	DL	1.4%	
5	Dallas/Fort Worth, TX, US	852,850	91.6%	37.0%	AA	76.7%	US	10.6%	
6	Boston, Massachusetts, US	810,360	96.1%	44.6%	DL	48.1%	US	43.2%	
7	Orlando, Florida, US	777,270	97.6%	66.4%	DL	55.7%	B6	27.4%	
8	Washington, DC, US	668,930	92.7%	48.3%	US	46.6%	DL	34.4%	
9	Detroit, Michigan, US	608,780	95.1%	40.7%	DL	48.2%	NK	20.4%	
10	Charlotte, North Carolina, US	543,780	89.7%	35.9%	US	90.7%	UA	6.1%	
11	Houston, Texas, US	541,380	83.5%	32.5%	CO	80.8%	US	5.0%	
12	Denver, Colorado, US	507,530	98.2%	43.9%	UA	54.7%	F9	30.1%	
13	Raleigh/Durham, NC, US	450,020	97.5%	43.0%	AA	44.2%	DL	28.9%	
14	Minneapolis/St Pau, MN, US	419,180	94.7%	41.4%	DL	62.3%	NW	13.5%	
15	West Palm Beach/Palm B, FL, US	398,880	99.3%	62.3%	DL	53.2%	B6	32.1%	
16	Milwaukee, Wisconsin, US	340,280	99.9%	42.3%	FL	49.3%	YX	44.4%	
17	St Louis, Missouri, US	330,090	98.3%	43.0%	AA	82.6%	WN	6.1%	
18	Tampa, Florida, US	322,080	98.3%	51.6%	DL	71.8%	NW	14.6%	
19	Indianapolis, Indiana, US	295,570	99.1%	42.8%	DL	43.3%	FL	28.7%	
20	Columbus, Ohio, US	284,510	98.3%	45.9%	AA	31.4%	XX	29.4%	
21	Pittsburgh, PA, US	269,760	99.5%	40.3%	US	93.8%	XX	2.8%	
22	Myrtle Beach, SC, US	252,830	99.8%	66.5%	NK	84.6%	DL	11.2%	
23	Kansas City, Missouri, US	241,180	99.2%	42.3%	YX	46.6%	DL	36.0%	
24	Cleveland, Ohio, US	226,100	98.5%	45.0%	CO	49.2%	XX	28.4%	
25	Nashville, Tennessee, US	223,130	98.1%	42.6%	AA	70.0%	US	13.7%	
26	New Orleans, Louisiana, US	217,610	98.1%	60.1%	DL	65.4%	NW	10.8%	
27	Los Angeles, CA, US	195,730	96.1%	44.2%	AA	18.7%	UA	15.1%	
28	Cincinnati, Ohio, US	172,300	97.9%	41.6%	DL	94.2%	US	3.8%	
29	Richmond Intl, Richmnd, VA, US	155,880	99.1%	43.8%	US	70.6%	XX	15.7%	
30	Jacksonville, Florida, US	155,760	98.6%	46.6%	DL	78.8%	US	14.0%	
31	Akron/Canton, Ohio, US	145,230	99.9%	38.5%	FL	96.3%	US	2.3%	
32	Buffalo, New York, US	142,240	99.2%	48.4%	US	87.4%	XX	10.4%	
33	San Antonio, Texas, US	141,340	99.4%	44.7%	AA	36.2%	CO	22.9%	
34	Memphis, Tennessee, US	129,580	98.1%	44.9%	DL	65.1%	NW	16.3%	
35	Charleston, South Carolina, US	122,660	99.3%	56.5%	DL	36.4%	US	31.5%	
36	San Francisco, CA, US	118,330	94.9%	44.9%	UA	31.5%	AA	12.4%	
37	Las Vegas, Nevada, US	111,830	96.3%	69.0%	AA	17.5%	US	16.8%	
38	Greensboro/High Point, NC, US	105,000	99.7%	45.2%	US	69.0%	XX	28.1%	
39	Norfolk/Va B/Pt/Ch, VA, US	103,320	98.7%	50.6%	US	69.9%	DL	15.8%	
40	Phila, PA/Camden, NJ, US	99,820	35.4%	18.0%	US	68.4%	XX	31.1%	
41	Phoenix, Arizona, US	98,950	97.9%	46.5%	AA	31.1%	WN	19.3%	
42	Albuquerque, NM, US	97,240	99.1%	51.5%	AA	47.2%	DL	16.4%	
43	Austin, Texas, US	97,060	98.7%	40.1%	AA	45.7%	CO	17.7%	
44	Santa Ana, California, US	94,470	99.2%	43.4%	AA	45.6%	UA	17.4%	
45	Newport News/Wmsbg, VA, US	94,080	100.0%	45.0%	FL	96.1%	US	3.9%	
46	Louisville, Kentucky, US	92,850	99.5%	45.4%	US	37.9%	XX	23.0%	
47	Fort Myers, Florida, US	91,740	98.5%	67.1%	DL	72.7%	NW	11.7%	
48	Birmingham, Alabama, US	84,690	99.0%	38.8%	DL	63.7%	US	15.5%	
49	Savannah, Georgia, US	83,310	99.2%	59.7%	DL	51.8%	XX	31.2%	
50	Baltimore, Maryland, US	83,090	98.1%	44.9%	XX	59.2%	WN	28.7%	
<b>Total for top 50 Markets</b>		<b>18,655,200</b>	<b>87.3%</b>	<b>Percent Top 50 Markets are of Total</b>					
<b>LaGuardia Airport Total</b>		<b>21,358,520</b>	<b>94.3%</b>	<b>45.7%</b>		<b>59.2%</b>		<b>22.3%</b>	
			<b>Percent Pure Domestic O&amp;D is of Total O&amp;D</b>	<b>Percent O&amp;D originating at the base</b>		<b>Percent O&amp;D by Top Airline</b>		<b>Percent O&amp;D by 2nd Ranked Airline</b>	

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. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc.

**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.



## Top 50 Domestic Passenger Origin/Destination City Markets

### 2.7.1 SWF

Annual Total for 2010

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	Percent of O&D	Percent of O&D
1	Orlando, Florida, US	101,400	99.5%	75.5%	B6	93.4%	DL	3.2%
2	Fort Lauderdale, FL, US	93,380	99.4%	67.1%	B6	96.6%	DL	1.9%
3	Atlanta, Georgia, US	19,160	96.1%	54.4%	DL	86.4%	US	12.5%
4	Tampa, Florida, US	7,880	100.0%	59.9%	US	55.0%	DL	43.0%
5	Dallas/Fort Worth, TX, US	7,790	100.0%	58.0%	DL	51.9%	US	41.2%
6	Detroit, Michigan, US	6,340	87.5%	44.8%	DL	71.5%	NW	18.6%
7	Phila, PA/Camden, NJ, US	6,300	48.4%	22.2%	US	62.2%	XX	37.8%
8	Los Angeles, CA, US	6,010	99.3%	59.4%	DL	45.1%	US	44.8%
9	Raleigh/Durham, NC, US	5,770	100.0%	46.3%	US	98.6%	DL	1.4%
10	Phoenix, Arizona, US	5,740	99.7%	55.8%	US	49.7%	DL	43.2%
11	Denver, Colorado, US	5,510	100.0%	57.0%	DL	55.0%	US	31.0%
12	Chicago, Illinois, US	5,280	99.4%	63.5%	DL	52.1%	US	30.1%
13	Minneapolis/St Pau, MN, US	4,900	97.4%	51.6%	DL	56.5%	NW	26.5%
14	Las Vegas, Nevada, US	4,840	100.0%	78.7%	US	47.9%	DL	44.4%
15	San Francisco, CA, US	4,480	99.1%	56.5%	DL	46.9%	US	44.9%
16	Jacksonville, Florida, US	4,440	100.0%	54.3%	US	50.9%	DL	44.6%
17	Charlotte, North Carolina, US	4,410	93.9%	45.8%	US	80.1%	DL	17.5%
18	Nashville, Tennessee, US	3,940	100.0%	49.5%	DL	48.7%	US	38.1%
19	St Louis, Missouri, US	3,800	100.0%	49.5%	DL	70.5%	NW	15.3%
20	Houston, Texas, US	3,460	100.0%	58.1%	DL	49.4%	US	39.6%
21	San Diego, California, US	3,300	100.0%	55.8%	US	51.2%	DL	43.9%
22	Kansas City, Missouri, US	3,050	100.0%	53.1%	DL	60.7%	US	21.0%
23	Columbus, Ohio, US	2,900	100.0%	41.0%	US	59.7%	DL	26.9%
24	Austin, Texas, US	2,860	100.0%	53.5%	DL	78.7%	NW	9.4%
25	Seattle/Tacoma, WA, US	2,730	97.8%	56.4%	DL	48.7%	US	39.2%
26	Milwaukee, Wisconsin, US	2,700	100.0%	53.0%	DL	64.4%	NW	23.0%
27	Fort Myers, Florida, US	2,640	100.0%	67.4%	US	50.0%	DL	45.1%
28	San Juan, Puerto Rico (US)	2,470	100.0%	70.5%	US	48.2%	B6	44.5%
29	Indianapolis, Indiana, US	2,380	100.0%	51.7%	US	41.6%	DL	38.2%
30	Wilmington, North Carolina, US	2,090	100.0%	52.6%	US	97.1%	DL	2.9%
31	Louisville, Kentucky, US	1,980	100.0%	45.0%	DL	52.0%	US	40.9%
32	West Palm Beach/Palm B, FL, US	1,950	99.5%	56.9%	US	52.8%	DL	43.6%
33	Pittsburgh, PA, US	1,900	100.0%	54.2%	US	88.4%	DL	9.5%
34	Cincinnati, Ohio, US	1,830	100.0%	48.6%	DL	53.6%	US	38.3%
35	Charleston, South Carolina, US	1,780	100.0%	51.7%	US	73.0%	DL	25.8%
36	New Orleans, Louisiana, US	1,650	100.0%	60.0%	DL	55.2%	US	38.8%
37	San Antonio, Texas, US	1,620	100.0%	48.2%	DL	82.7%	NW	11.7%
38	Salt Lake City, Utah, US	1,610	100.0%	67.7%	DL	83.2%	NW	9.3%
39	Miami, Florida, US	1,420	95.1%	79.6%	US	59.2%	DL	34.5%
40	Savannah, Georgia, US	1,400	100.0%	65.7%	US	52.9%	DL	46.4%
41	Greenville/Sprtnbg, SC, US	1,380	100.0%	50.7%	US	69.6%	DL	29.0%
42	Knoxville, Tennessee, US	1,290	100.0%	53.5%	DL	62.8%	US	26.4%
43	Columbia, South Carolina, US	1,220	100.0%	45.9%	US	77.9%	DL	19.7%
44	Huntsville/Decatur, AL, US	1,160	100.0%	40.5%	DL	75.9%	NW	19.8%
45	Sacramento, California, US	1,100	100.0%	62.7%	US	86.4%	DL	10.0%
46	Madison, Wisconsin, US	1,090	100.0%	42.2%	DL	70.6%	NW	29.4%
47	Cleveland, Ohio, US	1,070	100.0%	43.0%	US	66.4%	DL	30.8%
48	Omaha, Nebraska, US	1,050	100.0%	46.7%	DL	77.1%	NW	22.9%
49	Birmingham, Alabama, US	1,020	100.0%	48.0%	DL	60.8%	US	31.4%
50	Dayton, Ohio, US	1,960	100.0%	42.9%	US	68.9%	DL	23.5%

<b>Total for top 50 Markets</b>	<b>361,430</b>	<b>91.5%</b>	<b>Percent Top 50 Markets are of Total</b>		
<b>Stewart Total</b>	<b>394,920</b>	<b>98.3%</b>	<b>Percent Pure Domestic O&amp;D is of Total O&amp;D</b>	<b>62.2%</b>	<b>Percent O&amp;D originating at the base</b>
				<b>80.4%</b>	<b>Percent O&amp;D by Top Airline</b>
					<b>15.0%</b>
					<b>Percent O&amp;D by 2nd Ranked Airline</b>

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. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc.

**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 2010

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	Percent of O&D	Percent of O&D

### Region

1	Los Angeles, CA, US	3,699,040	85.6%	43.1%	AA	28.5%	DL	19.1%
2	Chicago, Illinois, US	3,446,860	90.7%	45.5%	AA	36.4%	UA	27.2%
3	Fort Lauderdale, FL, US	3,367,460	93.1%	58.6%	B6	44.6%	DL	18.1%
4	Orlando, Florida, US	3,204,580	88.3%	64.9%	B6	43.2%	CO	27.1%
5	San Francisco, CA, US	2,865,640	83.8%	43.5%	UA	23.3%	CO	20.4%
6	Miami, Florida, US	2,830,380	60.5%	40.8%	AA	70.2%	DL	13.9%
7	Atlanta, Georgia, US	2,656,870	80.3%	37.6%	DL	70.9%	FL	14.2%
8	Las Vegas, Nevada, US	1,796,210	86.6%	70.4%	CO	35.8%	DL	25.5%
9	Boston, Massachusetts, US	1,734,300	71.8%	35.3%	DL	33.1%	US	20.3%
10	Houston, Texas, US	1,558,520	66.8%	30.6%	CO	77.3%	B6	8.8%
11	Dallas/Fort Worth, TX, US	1,487,380	86.5%	38.7%	AA	64.9%	CO	14.7%
12	Tampa, Florida, US	1,441,580	88.8%	52.0%	CO	33.1%	B6	31.2%
13	West Palm Beach/Palm B, FL, US	1,432,980	97.0%	64.1%	B6	46.4%	CO	32.6%
14	Washington, DC, US	1,318,610	71.3%	37.5%	DL	28.8%	US	23.8%
15	San Juan, Puerto Rico (US)	1,307,020	87.2%	60.9%	B6	37.1%	AA	24.6%
16	Charlotte, North Carolina, US	1,261,150	81.4%	37.7%	US	63.9%	CO	13.1%
17	Denver, Colorado, US	1,092,860	91.0%	47.0%	UA	36.5%	CO	22.8%
18	Detroit, Michigan, US	1,039,390	83.5%	37.6%	DL	50.0%	NW	13.8%
19	Raleigh/Durham, NC, US	990,340	85.0%	41.1%	AA	32.3%	CO	20.1%
20	Seattle/Tacoma, WA, US	975,160	85.0%	41.1%	DL	27.8%	CO	26.3%
21	Phoenix, Arizona, US	955,720	89.8%	52.5%	CO	32.9%	US	31.9%
22	Minneapolis/St Paul, MN, US	934,490	84.2%	37.9%	DL	53.5%	NW	14.0%
23	San Diego, California, US	859,010	86.2%	47.1%	CO	33.4%	DL	18.6%
24	Fort Myers, Florida, US	759,670	95.0%	66.8%	B6	52.1%	CO	32.5%
25	Buffalo, New York, US	730,750	89.7%	44.7%	B6	56.6%	US	17.3%
26	Pittsburgh, PA, US	657,560	84.8%	39.8%	US	39.4%	CO	22.3%
27	New Orleans, Louisiana, US	611,530	93.8%	59.4%	B6	32.1%	DL	26.5%
28	St Louis, Missouri, US	549,510	89.6%	41.9%	AA	58.4%	CO	16.4%
29	Cleveland, Ohio, US	523,190	70.2%	33.4%	CO	63.3%	XX	12.5%
30	Jacksonville, Florida, US	508,840	94.6%	51.3%	B6	34.5%	DL	27.8%
31	Indianapolis, Indiana, US	488,290	87.9%	40.7%	DL	34.6%	CO	22.2%
32	Columbus, Ohio, US	478,330	86.3%	41.9%	XX	23.4%	AA	21.8%
33	Austin, Texas, US	477,970	89.4%	43.3%	CO	35.6%	B6	34.9%
34	Salt Lake City, Utah, US	469,440	87.6%	52.3%	DL	77.2%	B6	10.8%
35	Milwaukee, Wisconsin, US	463,830	97.1%	43.4%	FL	36.2%	YX	34.5%
36	Nashville, Tennessee, US	425,650	88.4%	42.9%	AA	37.5%	CO	19.6%
37	Kansas City, Missouri, US	416,840	89.3%	39.9%	DL	30.8%	YX	27.3%
38	Cincinnati, Ohio, US	395,570	83.9%	39.6%	DL	66.6%	CO	14.6%
39	Portland, Oregon, US	390,070	86.0%	38.9%	CO	33.5%	DL	30.2%
40	Rochester, New York, US	386,270	85.5%	41.5%	B6	48.1%	XX	15.6%
41	Richmond Intl, Richmnd, VA, US	355,770	88.7%	41.9%	US	31.8%	B6	22.6%
42	Santa Ana, California, US	321,090	96.0%	48.4%	CO	56.1%	AA	16.2%
43	Myrtle Beach, SC, US	315,560	97.7%	67.0%	NK	67.8%	CO	13.0%
44	San Antonio, Texas, US	306,730	90.9%	46.3%	CO	48.9%	AA	21.0%
45	Honolulu, Oahu, Hawaii, US	290,900	85.5%	65.5%	CO	47.4%	UA	16.6%
46	Aguadilla, Puerto Rico (US)	258,430	99.2%	68.2%	B6	66.1%	CO	32.3%
47	Burbank, California, US	247,330	99.6%	43.5%	B6	90.0%	US	3.9%
48	Memphis, Tennessee, US	244,900	90.8%	44.1%	DL	53.2%	CO	14.4%
49	Long Beach, California, US	233,420	99.4%	45.0%	B6	95.5%	US	2.5%
50	Norfolk/Va B/Pt/Ch, VA, US	224,340	78.0%	42.0%	US	33.0%	CO	30.1%

**Total for top 50 Markets**

**53,787,330**

**87.5%**  
Percent Top 50 Markets are of Total

**Regional Total**

**61,460,750**

**85.4%**  
Percent Pure Domestic O&D is of Total O&D

**47.0%**  
Percent O&D originating at the base

**45.4%**  
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. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc.

**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.

## Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<b>Unweighted Base Size</b>	3,234	1,673	1,646	204	6,757	4,907
<b>Passenger Type</b>						
Departing	77.2%	89.2%	60.8%	98.0%	74.9%	81.4%
Connecting	<u>22.8%</u>	<u>10.8%</u>	<u>39.2%</u>	<u>2.0%</u>	<u>25.1%</u>	<u>18.6%</u>
Connecting From Domestic Flight	13.7%	9.5%	22.4%	2.0%	15.4%	12.2%
Connecting From International Flight	9.1%	1.4%	16.8%	0.0%	9.6%	6.4%
<b>Type of Flight</b>						
Domestic	47.8%	92.9%	59.1%	100.0%	62.3%	63.6%
International	52.2%	7.1%	40.9%	0.0%	37.7%	36.4%
<b>First Trip Through This Terminal</b>	35.5%	30.4%	37.7%	100.0%	35.3%	33.7%
<b>First Trip Through This Airport</b>	18.3%	21.2%	25.9%	31.5%	21.5%	19.3%
<b>Trip Origin -- O-D Passengers</b>						
Home	34.2%	32.6%	41.4%	39.5%	35.6%	33.6%
Hotel	25.9%	27.8%	22.2%	22.0%	25.5%	26.6%
Staying with Friends/Relatives	29.5%	18.7%	14.9%	18.0%	22.6%	25.4%
Another Airport	1.4%	1.7%	0.8%	0.0%	1.3%	1.5%
Work	5.7%	13.8%	15.8%	10.0%	10.6%	8.8%
School	1.4%	2.9%	1.9%	4.5%	2.0%	2.0%
Cruise Ship	0.3%	0.4%	1.0%	0.0%	0.5%	0.4%
Other	1.5%	2.1%	2.0%	6.0%	1.8%	1.7%
<b>Trip Origin Location -- O-D Passengers</b>						
<b>New York</b>	<b>81.1%</b>	<b>76.8%</b>	<b>29.9%</b>	<b>85.4%</b>	<b>66.5%</b>	<b>79.4%</b>
<b>NYC</b>	<b>72.2%</b>	<b>68.0%</b>	<b>24.1%</b>	<b>6.5%</b>	<b>58.2%</b>	<b>70.6%</b>
<b>Manhattan</b>	<b>42.2%</b>	<b>44.5%</b>	<b>19.2%</b>	<b>1.6%</b>	<b>36.7%</b>	<b>43.1%</b>
Manhattan - below 14th St.	5.0%	8.7%	2.3%	0.0%	5.4%	6.5%
Manhattan - 14th - 96th St.	29.5%	29.7%	15.7%	0.5%	25.8%	29.6%
Manhattan - above 96th St.	7.7%	6.1%	1.2%	1.1%	5.5%	7.0%
Bronx	6.1%	4.5%	0.5%	1.1%	4.1%	5.5%
Brooklyn	11.1%	9.0%	2.0%	2.7%	8.1%	10.3%
Queens	11.6%	8.1%	1.0%	1.1%	7.8%	10.2%
Staten Island	1.2%	1.9%	1.4%	0.0%	1.5%	1.5%
Westchester	1.6%	1.9%	0.8%	1.6%	1.5%	1.7%
Long Island	5.3%	4.1%	0.6%	0.0%	3.7%	4.8%
Rockland	0.1%	0.4%	0.8%	0.5%	0.3%	0.2%
Dutchess	0.2%	0.1%	0.0%	1.1%	0.1%	0.1%
Putnam	0.2%	0.1%	0.5%	15.7%	0.3%	0.1%
Orange	0.2%	0.6%	0.5%	33.5%	0.6%	0.4%
Sullivan	0.0%	0.1%	0.1%	3.2%	0.1%	0.1%
Ulster	0.0%	0.1%	0.1%	10.3%	0.1%	0.0%
Other Upstate NY	1.4%	1.4%	2.3%	13.0%	1.7%	1.4%
<b>New Jersey</b>	<b>5.9%</b>	<b>4.1%</b>	<b>53.7%</b>	<b>0.5%</b>	<b>17.8%</b>	<b>5.2%</b>
<b>NEW</b> Essex	0.8%	1.1%	7.6%	0.0%	2.6%	0.9%
<b>NEW</b> Somerset	0.1%	0.0%	7.1%	0.0%	2.1%	0.1%
<b>NEW</b> Middlesex	0.7%	1.0%	7.1%	0.0%	2.4%	0.8%
<b>NEW</b> Bergen	1.6%	0.5%	6.5%	0.0%	2.4%	1.2%
<b>NEW</b> Hudson	0.6%	1.0%	6.3%	0.0%	2.2%	0.7%
<b>NEW</b> Morris	0.1%	0.1%	5.5%	0.0%	1.6%	0.1%
<b>NEW</b> Monmouth	0.2%	0.0%	5.0%	0.0%	1.5%	0.1%
<b>NEW</b> Union	0.7%	0.4%	4.4%	0.0%	1.6%	0.6%
<b>NEW</b> Mercer	0.9%	0.0%	2.1%	0.0%	0.9%	0.5%
<b>NEW</b> Ocean	0.1%	0.0%	2.0%	0.0%	0.6%	0.1%
Connecticut	2.9%	4.0%	1.9%	1.6%	2.9%	3.3%
Pennsylvania	1.2%	0.4%	5.1%	1.6%	2.0%	0.9%
Other US	8.9%	14.8%	9.5%	10.8%	10.8%	11.2%

Source: PANYNJ Spring 2010 Terminal By Terminal Customer Satisfaction Study

## Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<b>Trip Purpose</b>						
Leisure/Vacation/Visiting	67.8%	51.8%	61.6%	44.6%	61.9%	62.2%
Business Only	11.8%	26.7%	21.3%	30.9%	18.4%	17.1%
Both Business/Non-Business	9.7%	12.6%	5.0%	4.9%	8.9%	10.7%
School related	4.8%	3.2%	4.3%	5.9%	4.2%	4.2%
Illness/Bereavement	1.8%	1.8%	1.4%	3.9%	1.7%	1.8%
Moving/Relocation	1.5%	1.3%	1.5%	1.0%	1.4%	1.4%
Other	2.5%	2.8%	4.9%	8.8%	3.4%	2.6%
<b>Leisure Only (Net)</b>	<b>78.5%</b>	<b>60.7%</b>	<b>73.8%</b>	<b>64.2%</b>	<b>72.7%</b>	<b>72.2%</b>
<b>Any Business (Net)</b>	<b>21.5%</b>	<b>39.3%</b>	<b>26.2%</b>	<b>35.8%</b>	<b>27.3%</b>	<b>27.8%</b>
<b>Check-in Location</b>						
Main counter	55.5%	37.9%	44.3%	55.5%	47.6%	48.8%
Self check-in kiosk	20.8%	39.1%	27.8%	25.0%	27.8%	27.8%
Printed Boarding Pass at Home	18.2%	14.6%	21.5%	19.5%	18.0%	16.8%
Curbside	3.7%	6.3%	4.8%	0.0%	4.7%	4.7%
Airlines Club Lounge	1.4%	0.5%	0.3%	0.0%	0.8%	1.0%
Downloaded Boarding Pass at Airport on Cell Phone	0.5%	1.6%	1.3%	0.0%	1.0%	0.9%
<b>Avg. Dwell Time: Local O-D (in mins.)</b>	<b>119</b>	<b>91</b>	<b>127</b>	<b>104</b>	<b>113</b>	<b>108</b>
<b>Avg. Dwell Time for Connectors (in mins.)</b>	<b>178</b>	<b>84</b>	<b>185</b>	<b>22</b>	<b>172</b>	<b>159</b>
<b>Accompanied By Wellwisher</b>	<b>8.3%</b>	<b>7.8%</b>	<b>10.8%</b>	<b>18.1%</b>	<b>9.0%</b>	<b>8.1%</b>
<b>Food-Beverage Purchase</b>						
<b>Bought Food/Beverage</b>	<b>56.7%</b>	<b>50.4%</b>	<b>67.8%</b>	<b>77.0%</b>	<b>58.8%</b>	<b>54.5%</b>
Pre-security	9.5%	7.7%	9.0%	36.8%	9.0%	8.8%
Post security	49.0%	44.5%	60.4%	41.2%	51.5%	47.4%
<b>Food-Beverage Purchase Motivation/Spend</b>						
Impromptu purchase	60.3%	51.6%	49.2%	64.4%	54.6%	57.6%
Planned purchase in advance	30.7%	37.7%	42.1%	26.8%	36.2%	32.8%
Bought an item to consume on plane	14.7%	19.8%	15.7%	10.7%	16.0%	16.3%
Avg. \$ Spent	\$15.08	\$12.96	\$15.05	\$23.9%	\$14.60	\$14.40
Unweighted Base Size	3,234	1,673	1,646	204	6,757	4,907
<b>Retail Item Purchase</b>						
<b>Bought Retail Item</b>	<b>18.1%</b>	<b>15.5%</b>	<b>19.5%</b>	<b>60.8%</b>	<b>18.1%</b>	<b>17.2%</b>
Pre-security	2.5%	3.1%	2.8%	38.7%	2.9%	2.7%
Post security	15.7%	12.6%	16.7%	22.5%	15.3%	14.6%

Source: PANYNJ Spring 2010 Terminal By Terminal Customer Satisfaction Study

## Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<b>Retail Purchase Motivation/Spend</b>						
Impromptu purchase	63.5%	58.3%	50.5%	75.4%	58.1%	62.0%
Planned purchase in advance	31.4%	42.5%	44.5%	19.3%	37.9%	34.6%
Bought something forgot to pack	9.1%	5.4%	9.2%	5.3%	8.4%	8.1%
Avg. \$ Spent	\$37.06	\$20.04	\$40.38	\$7.37	\$34.10	\$32.22
Unweighted Base Size	595	253	334	124	1306	848
<b>Avg. Number of Bags Checked</b>	1.1	0.6	0.8	0.5	0.9	0.9
<b>Avg. Number of Carry-on Bags</b>	1.5	1.4	1.6	1.2	1.5	1.5
<b>Avg. Travel Party Size</b>	2.2	1.7	2.2	1.7	2.1	2.0
<b>Kids under 18 in party</b>	10%	7%	8%	9%	8%	9%
<b>Twittered/Tweeted at Gate</b>	5.7%	6.6%	2.4%	4.7%	4.9%	6.0%
<b>Visited Restroom</b>	70.7%	54.7%	73.1%	72.3%	67.7%	65.1%
<b>Requested Special Assistance</b>	<u>3.1%</u>	<u>2.5%</u>	<u>3.3%</u>	<u>2.9%</u>	<u>3.0%</u>	<u>2.9%</u>
Wheelchair	2.0%	2.1%	1.9%	0.5%	2.0%	2.0%
Motorized Golf Cart	0.8%	1.0%	1.4%	0.5%	1.0%	0.9%
<b>Avg. # Past 12 Mos. Round Trips Through LGA</b>	1.3	3.4	0.8	3.4	2.1	2.5
<b>Avg. # Past 12 Mos. Round Trips Through JFK</b>	2.1	2.0	0.7	2.4	1.8	2.1
<b>Avg. # Past 12 Mos. Round Trips Through EWR</b>	0.9	1.1	2.3	2.3	1.8	1.0
<b>Avg. # Past 12 Mos. Round Trips Through SWF</b>	0.1	0.2	0.5	2.7	0.3	0.1
<b>Avg. # Past 12 Mos. Round Trips Through Philadelphia Int'l</b>	0.3	0.7	0.7	3.8	0.6	0.4
<b>Primary Residence</b>						
<b>United States</b>	<b>68.7%</b>	<b>90.5%</b>	<b>77.6%</b>	<b>99.5%</b>	<b>77.3%</b>	<b>77.1%</b>
<b>New York</b>	<b>35.0%</b>	<b>34.7%</b>	<b>10.2%</b>	<b>46.8%</b>	<b>28.6%</b>	<b>34.9%</b>
<b>NYC</b>	<b>27.7%</b>	<b>27.5%</b>	<b>6.0%</b>	<b>4.3%</b>	<b>21.9%</b>	<b>27.7%</b>
<b>Manhattan</b>	<b>12.2%</b>	<b>13.7%</b>	<b>3.4%</b>	<b>1.1%</b>	<b>10.3%</b>	<b>12.8%</b>
Manhattan - below 14th St.	2.1%	3.8%	0.9%	0.0%	2.3%	2.8%
Manhattan - 14th - 96th St.	6.3%	6.2%	2.1%	0.0%	5.2%	6.3%
Manhattan - above 96th St.	3.8%	3.7%	0.4%	1.1%	2.9%	3.7%
Bronx	3.2%	2.9%	0.1%	0.0%	2.3%	3.1%
Brooklyn	5.7%	5.1%	1.2%	3.2%	4.4%	5.5%
Queens	5.9%	4.7%	0.3%	0.0%	4.1%	5.4%
Staten Island	0.8%	1.1%	0.9%	0.0%	0.9%	0.9%
Westchester	1.2%	1.5%	0.7%	0.0%	1.1%	1.3%
Long Island	3.3%	3.2%	0.5%	0.0%	2.5%	3.3%
Rockland	0.0%	0.4%	0.7%	0.0%	0.3%	0.2%
Dutchess	0.1%	0.2%	0.0%	0.5%	0.1%	0.1%
Putnam	0.1%	0.1%	0.3%	8.6%	0.2%	0.1%
Orange	0.2%	0.4%	0.6%	18.3%	0.4%	0.2%
Sullivan	0.0%	0.1%	0.1%	3.2%	0.1%	0.1%
Ulster	0.0%	0.1%	0.1%	4.3%	0.1%	0.0%
Other Upstate NY	2.4%	1.2%	1.3%	7.5%	1.8%	2.0%
New Jersey	3.0%	2.7%	34.4%	0.0%	11.0%	2.9%
Connecticut	2.0%	2.8%	1.5%	1.1%	2.1%	2.3%
Pennsylvania	0.8%	0.8%	4.4%	1.1%	1.7%	0.8%
Other US	27.9%	49.5%	27.0%	50.5%	33.9%	36.2%

Source: PANYNJ Spring 2010 Terminal By Terminal Customer Satisfaction Study

## Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<i>continued...</i>						
<b>Outside US</b>	<b>31.3%</b>	<b>9.5%</b>	<b>22.4%</b>	<b>0.5%</b>	<b>22.7%</b>	<b>22.9%</b>
Other North America	3.9%	5.0%	4.0%	0.0%	4.2%	4.3%
South America	2.7%	0.8%	0.7%	0.0%	1.6%	2.0%
Europe	17.9%	2.0%	15.4%	0.5%	12.7%	11.8%
Middle East	1.2%	0.0%	0.1%	0.0%	0.6%	0.7%
Africa	0.5%	0.0%	0.2%	0.0%	0.3%	0.3%
Asia	4.4%	1.4%	0.9%	0.0%	2.6%	3.2%
Oceania	0.8%	0.2%	1.1%	0.0%	0.7%	0.5%
<b>Gender</b>						
Male	51.9%	54.1%	44.7%	51.0%	50.1%	52.7%
Female	48.1%	45.9%	55.3%	49.0%	49.9%	47.3%
<b>Age</b>						
18-24	19.3%	20.2%	19.7%	16.7%	19.6%	19.6%
25-34	30.2%	34.1%	27.9%	17.2%	30.1%	31.2%
35-44	27.5%	19.2%	18.0%	14.1%	22.9%	25.3%
45-54	15.0%	16.1%	19.0%	20.2%	16.5%	15.3%
55-64	6.6%	8.9%	9.9%	19.2%	8.1%	7.2%
65-74	1.3%	1.1%	4.3%	10.1%	2.3%	1.3%
75+	0.1%	0.4%	1.2%	2.5%	0.5%	0.2%
Mean age	36.0	36.0	38.8	44.7	36.9	36.0
<b>Annual Household Income</b>						
Under \$25,000	12.2%	12.1%	13.8%	13.9%	12.7%	12.1%
\$25,000 - \$29,999	4.6%	4.2%	3.8%	1.7%	4.3%	4.5%
\$30,000 - \$39,999	5.8%	6.4%	8.1%	5.0%	6.6%	6.0%
\$40,000 - \$49,999	8.3%	6.7%	6.7%	6.1%	7.5%	7.8%
\$50,000 - \$59,999	8.8%	6.6%	7.8%	10.0%	8.0%	8.1%
\$60,000 - \$69,999	8.5%	6.7%	7.9%	11.7%	8.0%	8.0%
\$70,000 - \$79,999	8.6%	6.4%	7.5%	5.0%	7.8%	7.9%
\$80,000 - \$89,999	7.6%	6.1%	6.3%	6.1%	6.9%	7.2%
\$90,000 - \$99,999	5.0%	6.1%	5.3%	7.2%	5.4%	5.4%
\$100,000 - \$124,999	8.6%	11.1%	10.0%	9.4%	9.6%	9.3%
\$125,000 - \$149,999	5.3%	5.9%	5.8%	9.4%	5.6%	5.5%
\$150,000 - \$174,999	3.7%	4.4%	4.6%	5.0%	4.2%	3.9%
\$175,000 - \$199,999	2.5%	3.5%	2.6%	2.2%	2.7%	2.8%
\$200,000 - \$249,999	3.2%	3.7%	3.3%	2.8%	3.3%	3.4%
\$250,000 - \$299,999	2.1%	2.1%	2.0%	2.2%	2.0%	2.1%
\$300,000 or more	5.2%	7.9%	4.4%	2.2%	5.4%	6.0%
Mean income (in \$000's)	\$92.7	\$103.8	\$91.8	\$90.5	\$94.7	\$96.1

Source: PANYNJ Spring 2010 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

### Top 50 Domestic Airport Comparisons

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

2010	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2009-2010
	1	MEMPHIS TN (MEM)	3,916,937	5.9
	2	ANCHORAGE AK (ANC)*	2,591,249	33.8
	3	LOUISVILLE KY (SDF)	2,166,226	11.1
	4	MIAMI FL (MIA)	1,835,793	17.9
	5	LOS ANGELES CA (LAX)	1,823,570	16.3
	6	CHICAGO IL (ORD)	1,424,073	30.0
	7	NEW YORK NY (JFK)	1,344,617	17.5
	8	INDIANAPOLIS IN (IND)	947,279	5.2
	9	NEWARK NJ (EWR)	858,831	10.2
	10	ATLANTA GA (ATL)	659,129	17.1
	11	DALLAS/FORT WORTH TX (DFW)	641,968	9.4
	12	OAKLAND CA (OAK)	510,703	2.8
	13	SAN FRANCISCO CA (SFO)	432,235	5.9
	14	HOUSTON TX (IAH)	427,789	14.2
	15	PHILADELPHIA PA (PHL)	419,658	(3.2)
	16	CINCINNATI OH (CVG)	377,032	171.6
	17	ONTARIO CA (ONT)	374,080	1.9
	18	WASHINGTON, DC (IAD)	332,274	13.5
	19	SEATTLE WA (SEA)	283,967	4.6
	20	BOSTON MA (BOS)	259,539	4.8
	21	TOLEDO OH (TOL)	254,802	5.5
	22	DENVER CO (DEN)	251,640	12.2
	23	PHOENIX AZ (PHX)	250,600	12.0
	24	MINNEAPOLIS MN (MSP)	211,036	10.7
	25	DETROIT MI (DTW)	193,347	19.4
	26	PORTLAND OR (PDX)	190,098	6.6
	27	ORLANDO FL (MCO)	171,589	10.3
	28	SALT LAKE CITY UT (SLC)	145,038	7.0
	29	FORT WORTH TX (AFW)	126,547	27.8
	30	SAN ANTONIO TX (SAT)	123,827	7.2
	31	SAN DIEGO CA (SAN)	123,451	3.9
	32	CHARLOTTE NC (CLT)	121,847	11.2
	33	BALTIMORE MD (BWI)	102,362	2.0
	34	HARTFORD CT (BDL)	98,925	(3.6)
	35	RALEIGH-DURHAM NC (RDU)	90,346	6.5
	36	FORT LAUDERDALE, FL (FLL)	89,756	2.7
	37	LAS VEGAS NV (LAS)	88,504	1.1
	38	TAMPA FL (TPA)	87,878	2.7
	39	KANSAS CITY MO (MCI)	87,098	(1.8)
	40	GREENSBORO NC (GSO)	86,449	7.0
	41	EL PASO TX (ELP)	82,686	40.4
	42	CLEVELAND OH (CLE)	79,606	9.1
	43	MANCHESTER, NH (MHT)	79,118	7.9
	44	MILWAUKEE WI (MKE)	78,269	14.5
	45	PITTSBURGH PA (PIT)	77,335	7.5
	46	HUNTSVILLE AL (HSV)	71,676	20.4
	47	OMAHA NE (OMA)	70,291	(0.9)
	48	COLUMBUS OH (LCK)	69,748	(2.9)
	49	AUSTIN TX (AUS)	69,014	(2.8)
	50	ST LOUIS MO (STL)	68,679	(7.4)

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2010

Note: Neither LaGuardia nor Stewart International Airport ranked among the top 300 airports worldwide.

### 3.1.2 Ranked by Freight

### Top 50 Worldwide Airport Comparisons

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

2010	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2009-2010
	1	HONG KONG, HK (HKG)	4,168,394	23.2
	2	MEMPHIS TN, US (MEM)	3,916,937	5.9
	3	SHANGHAI, CN (PVG)	3,227,914	27.1
	4	INCHEON, KR (ICN)	2,684,500	16.1
	5	ANCHORAGE AK, US (ANC)*	2,578,396	33.1
	6	PARIS, FR (CDG)	2,399,067	16.8
	7	FRANKFURT, DE (FRA)	2,275,106	20.5
	8	DUBAI, AE (DXB)	2,270,498	17.8
	9	TOKYO, JP (NRT)	2,167,843	17.1
	10	LOUISVILLE KY, US (SDF)	2,166,226	11.1
	11	SINGAPORE, SG (SIN)	1,841,004	10.9
	12	MIAMI FL, US (MIA)	1,835,793	17.9
	13	LOS ANGELES CA, US (LAX)	1,810,345	15.5
	14	TAIPEI, TW (TPE)	1,767,075	30.1
	15	LONDON, GB (LHR)	1,551,405	15.0
	16	BEIJING, CN (PEK)	1,549,126	5.0
	17	AMSTERDAM, NL (AMS)	1,538,135	16.8
	18	CHICAGO IL, US (ORD)	1,424,077	30.0
	19	NEW YORK NY, US (JFK)	1,343,114	17.4
	20	BANGKOK, TH (BKK)	1,310,146	25.3
	21	GUANGZHOU, CN (CAN)	1,144,458	19.8
	22	INDIANAPOLIS IN, US (IND)	947,279	5.2
	23	NEWARK NJ, US (EWR)	854,750	9.6
	24	SHENZHEN, CN (SZX)	809,363	33.6
	25	TOKYO, JP (HND)	804,995	1.9
	26	OSAKA, JP (KIX)	759,278	24.7
	27	LUXEMBOURG, LU (LUX)	705,370	12.2
	28	KUALA LUMPUR, MY (KUL)	697,015	15.6
	29	MUMBAI, IN (BOM)	671,238	18.5
	30	ATLANTA GA, US (ATL)	659,129	17.0
	31	DALLAS/FORT WORTH TX, US (DFW)	650,584	10.9
	32	COLOGNE, DE (CGN)	644,029	16.6
	33	LIEGE, BE (LGG)	639,669	32.7
	34	LEIPZIG, DE (LEJ)	638,491	25.9
	35	NEW DELHI, IN (DEL)	594,496	25.6
	36	BOGOTA, CO (BOG)	526,844	17.0
	37	OAKLAND CA, US (OAK)	510,823	2.8
	38	JAKARTA, ID (CGK)	501,803	12.7
	39	SHANGHAI, CN (SHA)	480,438	9.5
	40	TORONTO ON, CA (YYZ)	471,337	9.1
	41	ISTANBUL, TR (IST)	466,553	22.4
	42	ABU DHABI, AE (AUH)	442,326	15.6
	43	BRUSSELS, BE (BRU)	441,442	7.2
	44	MILAN, IT (MXP)	432,672	25.8
	45	SAN FRANCISCO CA, US (SFO)	432,235	5.9
	46	CHENGDU, CN (CTU)	432,153	14.6
	47	SÃO PAULO, BR (GRU)	430,850	12.6
	48	HOUSTON TX, US (IAH)	426,875	14.0
	49	MANILA, PH (MNL)	423,853	17.4
	50	PHILADELPHIA PA, US (PHL)	419,659	(3.2)

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2010

Note: Neither LaGuardia nor Stewart International Airport ranked among the top 300 airports worldwide.



### 3.2.1

## Revenue Freight In Short Tons

Annual Totals 1997 to 2010

#### Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
1997	845,939	421,293	25,620	1,669	1,294,521
1998	844,719	390,742	22,878	191	1,258,530
1999	842,637	449,739	21,639	10	1,314,025
2000	824,598	457,539	19,299	571	1,302,007
2001	705,963	390,430	15,765	429	1,112,587
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	361,057	13,752	17,302	1,109,114
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	843,904

#### International

YEAR	EWR	JFK	LGA	SWF	REGION
1997	223,606	1,280,991	1032	-	1,505,629
1998	229,923	1,235,391	921	-	1,466,235
1999	242,023	1,303,082	753	-	1,545,858
2000	245,781	1,406,883	887	-	1,653,551
2001	212,741	1,131,068	709	-	1,344,518
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	1,318,673	317	-	1,558,098
2006	256,012	1,345,330	246	480	1,602,069
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	915,553	215	52	1,135,683
2010	291,143	1,125,677	184	-	1,417,004

#### Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
1997	1,069,545	1,702,285	26,652	1,669	2,800,151
1998	1,074,642	1,626,133	23,799	191	2,724,765
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	1,720,958	16,006	174	2,694,742
2006	973,015	1,706,387	13,998	17,782	2,711,183
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	1,156,040	6,712	10,755	1,935,428
2010	860,845	1,379,612	7,516	12,934	2,260,907

## 3.2.2

Revenue Freight  
In Short Tons

Monthly Totals 2010

## Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
						2009 to 2010
Jan	42,478	18,009	552	857	61,896	-4.6%
Feb	41,173	17,920	485	813	60,391	-0.5%
Mar	46,762	21,464	686	951	69,863	7.4%
Apr	45,190	23,567	666	944	70,367	10.5%
May	45,986	22,371	710	987	70,055	11.5%
Jun	48,372	20,394	627	982	70,375	7.3%
Jul	46,367	21,986	535	1,009	69,898	4.3%
Aug	47,260	19,637	536	977	68,411	5.1%
Sep	49,138	21,808	544	1,318	72,808	5.8%
Oct	50,893	22,429	778	1,255	75,354	4.4%
Nov	47,416	21,739	637	1,271	71,063	8.2%
Dec	58,668	22,611	575	1,569	83,423	6.7%
<b>Total 2010</b>	<b>569,703</b>	<b>253,935</b>	<b>7,331</b>	<b>12,933</b>	<b>843,904</b>	<b>5.5%</b>
<b>% Change</b>						
<b>2009 to 2010</b>	<b>5.1%</b>	<b>5.6%</b>	<b>12.8%</b>	<b>20.8%</b>	<b>5.5%</b>	

## International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
						2009 to 2010
Jan	20,951	81,702	13	0	102,666	24.5%
Feb	20,024	79,037	19	0	99,081	25.5%
Mar	27,161	96,440	19	0	123,620	35.2%
Apr	23,494	91,310	16	0	114,820	35.9%
May	25,303	98,965	17	0	124,285	42.2%
Jun	24,256	91,824	15	0	116,095	29.8%
Jul	24,152	98,930	13	0	123,095	32.1%
Aug	24,259	93,603	9	0	117,871	25.0%
Sep	24,333	96,798	15	0	121,145	24.5%
Oct	27,402	107,377	14	0	134,793	23.3%
Nov	26,156	100,051	16	0	126,223	12.3%
Dec	23,652	89,642	16	0	113,310	-1.4%
<b>Total 2010</b>	<b>291,143</b>	<b>1,125,679</b>	<b>182</b>	<b>0</b>	<b>1,417,004</b>	<b>24.8%</b>
<b>% Change</b>						
<b>2009 to 2010</b>	<b>32.4%</b>	<b>23.0%</b>	<b>-15.7%</b>	<b>-100.0%</b>	<b>24.8%</b>	

Domestic and  
International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
						2009 to 2010
Jan	63,429	99,710	565	857	164,562	11.7%
Feb	61,197	96,957	504	813	159,472	14.2%
Mar	73,922	117,903	705	951	193,482	23.6%
Apr	68,684	114,877	682	944	185,187	25.0%
May	71,288	121,337	728	987	194,339	29.4%
Jun	72,628	112,218	642	982	186,470	20.2%
Jul	70,519	120,916	548	1,009	192,992	20.5%
Aug	71,519	113,240	545	977	186,282	16.9%
Sep	73,471	118,606	559	1,318	193,953	16.8%
Oct	78,295	129,806	792	1,255	210,147	15.7%
Nov	73,572	121,790	653	1,271	197,286	10.8%
Dec	82,320	112,253	592	1,569	196,733	1.9%
<b>Total 2010</b>	<b>860,844</b>	<b>1,379,613</b>	<b>7,515</b>	<b>12,933</b>	<b>2,260,905</b>	<b>16.8%</b>
<b>% Change</b>						
<b>2009 to 2010</b>	<b>13.0%</b>	<b>19.3%</b>	<b>11.9%</b>	<b>20.2%</b>	<b>16.8%</b>	

### 3.3.1 REGION

## Revenue Freight In Short Tons

US Customs Data: Annual Totals 2001-2010 by International Market

#### Imports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
2001	367,859	391,803	32,305	13,266	14,302	3,418	5,399	828,353
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

#### Exports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
2001	187,151	236,183	16,421	10,150	8,797	10,467	2,497	471,666
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

#### Total

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
2001	555,010	627,986	48,726	23,416	23,100	13,886	7,896	1,300,019
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

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 2010

RANK	CUSTOMS DISTRICTS	SHORT TONS	TOTAL IMPORTS		% OF TOTAL	
				\$ IN 000'S	TONS	DOLLARS
1	New York, NY	810,530	\$	87,941,566	18.3%	19.8%
2	Chicago, IL	694,790		75,420,489	15.7%	17.0%
3	Miami, FL	571,467		15,439,495	12.9%	3.5%
4	Los Angeles, CA	544,926		40,694,575	12.3%	9.2%
5	Anchorage, AK	259,623		34,935,485	5.9%	7.9%
6	Savannah, GA	246,334		22,213,021	5.6%	5.0%
7	New Orleans, LA	229,677		37,886,906	5.2%	8.5%
8	Dallas/Fort Worth, TX	191,552		24,247,272	4.3%	5.5%
9	San Francisco, CA	162,731		22,546,509	3.7%	5.1%
10	Cleveland, OH	155,986		19,223,938	3.5%	4.3%
<b>All Others</b>		<b>563,778</b>	<b>\$</b>	<b>63,769,749</b>	<b>12.7%</b>	<b>14.3%</b>
<b>Total</b>		<b>4,431,394</b>	<b>\$</b>	<b>444,319,005</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	SHORT TONS	TOTAL EXPORTS		% OF TOTAL	
				\$ IN 000'S	TONS	DOLLARS
1	New York, NY	679,047	\$	87,187,477	18.0%	22.2%
2	Chicago, IL	528,011		35,442,005	14.0%	9.0%
3	Los Angeles, CA	454,553		37,168,158	12.0%	9.5%
4	Miami, FL	424,861		35,224,283	11.3%	9.0%
5	Cleveland, OH	212,906		24,224,161	5.6%	6.2%
6	New Orleans, LA	183,576		24,905,047	4.9%	6.3%
7	San Francisco, CA	183,506		28,126,985	4.9%	7.2%
8	Savannah, GA	161,808		12,083,241	4.3%	3.1%
9	Dallas/Fort Worth, TX	146,010		17,837,881	3.9%	4.5%
10	Houston/Galveston, TX	138,467		8,475,474	3.7%	2.2%
<b>All Others</b>		<b>661,768</b>	<b>\$</b>	<b>81,959,743</b>	<b>17.5%</b>	<b>20.9%</b>
<b>Total</b>		<b>3,774,514</b>	<b>\$</b>	<b>392,634,456</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	SHORT TONS	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
				\$ IN 000'S	TONS	DOLLARS
1	New York, NY	1,489,576	\$	175,129,043	18.2%	20.9%
2	Chicago, IL	1,222,802		110,862,494	14.9%	13.2%
3	Los Angeles, CA	999,479		77,862,733	12.2%	9.3%
4	Miami, FL	996,328		50,663,778	12.1%	6.1%
5	New Orleans, LA	413,253		52,086,926	5.0%	7.5%
6	Savannah, GA	408,143		34,296,262	5.0%	4.1%
7	Cleveland, OH	368,891		43,448,100	4.5%	5.2%
8	Anchorage, AK	351,695		44,747,371	4.3%	5.3%
9	San Francisco, CA	346,237		50,673,494	4.2%	6.1%
10	Dallas/Fort Worth, TX	337,562		42,085,153	4.1%	5.0%
<b>All Others</b>		<b>1,271,942</b>	<b>\$</b>	<b>155,098,107</b>	<b>15.5%</b>	<b>17.3%</b>
<b>Total</b>		<b>8,205,909</b>	<b>\$</b>	<b>836,953,461</b>	<b>100.0%</b>	<b>100.0%</b>

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 2010

RANK	COMMODITY	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	130,258	\$ 12,332,132	16.1%	14.0%
2	WOVEN APPAREL	87,527	2,930,660	10.8%	3.3%
3	ELECTRICAL MACHINERY	68,338	8,451,073	8.4%	9.6%
4	KNIT APPAREL	66,995	1,772,362	8.3%	2.0%
5	OPTICAL, MEDICAL INSTRUMENTS	41,277	6,461,342	5.1%	7.4%
6	FISH AND SEAFOOD	39,365	256,972	4.9%	0.3%
7	PLASTIC	28,362	591,467	3.5%	0.7%
8	FOOTWEAR	28,266	993,109	3.5%	1.1%
9	VEHICLES, NOT RAILWAY	24,618	570,198	3.0%	0.7%
10	PHARMACEUTICAL PRODUCTS	20,707	7,804,531	2.6%	8.9%
<b>All Others</b>		<b>274,817</b>	<b>\$ 45,777,720</b>	<b>33.9%</b>	<b>52.0%</b>
<b>Total</b>		<b>810,530</b>	<b>\$ 87,941,566</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	COMMODITY	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	111,294	\$ 10,301,260	16.4%	11.8%
2	ELECTRICAL MACHINERY	59,250	8,846,556	8.7%	10.2%
3	PLASTIC	48,605	1,159,565	7.2%	1.3%
4	OPTICAL, MEDICAL INSTRUMENTS	41,443	8,047,957	6.1%	9.2%
5	IRON AND STEEL PRODUCTS	27,052	411,942	4.0%	0.5%
6	IRON AND STEEL	26,607	91,109	3.9%	0.1%
7	PERFUMERY, COSMETIC PRODUCTS	24,789	677,166	3.7%	0.8%
8	MISC. CHEMICAL PRODUCTS	23,570	851,098	3.5%	1.0%
9	TANNING, DYE, PAINT, PUTTY	22,502	507,433	3.3%	0.6%
10	BOOKS, NEWSPAPERS	19,061	491,562	2.8%	0.6%
<b>All Others</b>		<b>274,873</b>	<b>\$ 55,801,829</b>	<b>40.5%</b>	<b>64.0%</b>
<b>Total</b>		<b>679,047</b>	<b>\$ 87,187,477</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	241,552	\$ 22,633,393	16.2%	12.9%
2	ELECTRICAL MACHINERY	127,589	17,297,629	8.6%	9.9%
3	WOVEN APPAREL	91,053	3,066,963	6.1%	1.8%
4	OPTICAL, MEDICAL INSTRUMENTS	82,720	14,509,299	5.6%	8.3%
5	PLASTIC	76,967	1,751,032	5.2%	1.0%
6	KNIT APPAREL	70,819	1,870,315	4.8%	1.1%
7	FISH AND SEAFOOD	55,121	419,267	3.7%	0.2%
8	PERFUMERY, COSMETIC PRODUCTS	38,454	1,120,130	2.6%	0.6%
9	PHARMACEUTICAL PRODUCTS	35,541	12,237,923	2.4%	7.0%
10	IRON AND STEEL PRODUCTS	35,283	548,361	2.4%	0.3%
<b>All Others</b>		<b>634,478</b>	<b>\$ 99,674,731</b>	<b>42.6%</b>	<b>57.0%</b>
<b>Total</b>		<b>1,489,576</b>	<b>\$ 175,129,043</b>	<b>100.0%</b>	<b>100.0%</b>

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

### JFK 3.4.1

## 2010 Revenue Freight by Airline

### Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	AMERICAN	124,709	9.0%
2	FEDERAL EXPRESS	112,963	17.2%
3	DELTA	92,735	23.9%
4	CHINA AIRLINES (CAL)	74,711	29.4%
5	KOREAN	70,959	34.5%
6	ASIANA	57,278	38.7%
7	CATHAY PACIFIC	53,234	42.5%
8	BRITISH AIRWAYS	48,947	46.1%
9	EVA	47,469	49.5%
10	LUFTHANSA CARGO	38,846	52.3%
11	UNITED PARCEL	35,543	54.9%
12	AIR FRANCE	32,558	57.3%
13	ABX AIR INC	31,174	59.5%
14	VIRGIN ATLANTIC	28,482	61.6%
15	CARGOLUX AIRLINES	27,210	63.6%
TOTAL AIRPORT ALL AIRLINES		1,379,612	

### EWB 3.4.1

## 2010 Revenue Freight by Airline

### Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	412,948	48.0%
2	UNITED PARCEL	147,366	65.1%
3	CONTINENTAL	132,234	80.4%
4	KALITTA AIR LLC	23,858	83.2%
5	BRITISH AIRWAYS	21,156	85.7%
6	LUFTHANSA	20,183	88.0%
7	VIRGIN ATLANTIC	16,566	89.9%
8	SAS	16,562	91.9%
9	AIR TRANSPORT INTL.(BAX Inc.	9,301	93.0%
10	SINGAPORE AIRLINES	6,538	93.7%
11	JET AIRWAYS	6,373	94.5%
12	EL AL	5,815	95.1%
13	DELTA	5,555	95.8%
14	EVA	5,444	96.4%
15	AIR PORTUGAL(TAP)	4,864	97.0%
TOTAL AIRPORT ALL AIRLINES		860,845	

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

**LGA 3.4.1****2010 Revenue Freight by Airline****Top 15 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	DELTA	2,756	36.7%
2	SOUTHWEST AIRLINES	1,066	50.9%
3	UNITED	759	61.0%
4	FRONTIER AIRLINES	442	66.8%
5	CONTINENTAL	427	72.5%
6	JETBLUE AIRWAYS	416	78.1%
7	NORTHWEST	397	83.3%
8	US AIRWAYS	395	88.6%
9	AMERICAN	189	91.1%
10	AMERICAN EAGLE	164	93.3%
11	AIR CANADA	161	95.4%
12	USAIR EXP: AIR WISCONSIN	148	97.4%
13	MIDWEST AIRLINES, INC.	59	98.2%
14	DELTA SHUTTLE	47	98.8%
15	USAIR EXP-PIEDMONT	40	99.3%
	TOTAL AIRPORT ALL AIRLINES	7,516	

**SWF 3.4.1****2010 Revenue Freight by Airline****Top 5 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	9,307	72.0%
2	UNITED PARCEL	3,606	99.8%
3	JETBLUE AIRWAYS	15	100.0%
4	DELTA CONNECT:PINNACLE	3	100.0%
5	USAIR EXP-PIEDMONT	2	100.0%
	TOTAL AIRPORT ALL AIRLINES	12,934	

**REGION 3.4.1****2010 Revenue Freight by Airline****Top 15 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	535,219	23.7%
2	UNITED PARCEL	186,515	31.9%
3	CONTINENTAL	132,661	37.8%
4	AMERICAN	125,778	43.4%
5	DELTA	101,046	47.8%
6	CHINA AIRLINES (CAL)	74,711	51.1%
7	KOREAN	70,959	54.3%
8	BRITISH AIRWAYS	70,104	57.4%
9	ASIANA	57,278	59.9%
10	CATHAY PACIFIC	53,234	62.3%
11	EVA	52,913	64.6%
12	KALITTA AIR LLC	48,860	66.8%
13	VIRGIN ATLANTIC	45,047	68.7%
14	LUFTHANSA	44,319	70.7%
15	LUFTHANSA CARGO	38,846	72.4%
	TOTAL AIRPORT ALL AIRLINES	2,260,907	

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

### 3.5.1

## Revenue Mail In Short Tons

Annual Totals 1997 to 2010

Domestic						
	YEAR	EWR	JFK	LGA	SWF	REGION
	1997	78,756	85,277	64,144	-	228,177
	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	111	80,457
	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	21,567	28	-	43,164

  

International						
	YEAR	EWR	JFK	LGA	SWF	REGION
	1997	7,460	48860	1711	-	58,031
	1998	7,119	43143	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	153	121,052
	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

  

Domestic and International						
	YEAR	EWR	JFK	LGA	SWF	REGION
	1997	86,216	134,137	65,855	-	286,208
	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	264	201,509
	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	102,215	585	-	185,279



### 3.5.2

## Revenue Mail In Short Tons

Monthly Totals 2010

Domestic	MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
							2009 to 2010
Jan	2,532	2,210	15	-	4,757	-14.0%	
Feb	1,758	1,739	2	-	3,499	-27.2%	
Mar	2,019	1,844	1	-	3,864	-13.6%	
Apr	1,930	2,287	1	-	4,217	-5.7%	
May	1,613	1,879	-	-	3,492	-17.2%	
Jun	1,541	1,662	2	-	3,205	-22.5%	
Jul	1,629	1,560	1	-	3,190	-25.8%	
Aug	1,175	1,506	1	-	2,682	-32.0%	
Sep	1,551	1,483	-	-	3,035	-28.1%	
Oct	1,847	1,722	1	-	3,570	-27.9%	
Nov	1,745	1,620	2	-	3,367	-19.7%	
Dec	2,230	2,054	3	-	4,287	-14.8%	
<b>Total 2010</b>	<b>21,570</b>	<b>21,566</b>	<b>29</b>	<b>-</b>	<b>43,165</b>	<b>-20.5%</b>	
<b>% Change</b>							
<b>2009 to 2010</b>	<b>-19.3%</b>	<b>-19.9%</b>	<b>-95.2%</b>	<b>NA</b>	<b>-20.5%</b>		

International	MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
							2009 to 2010
Jan	5,674	6,767	33	-	12,474	1.4%	
Feb	5,124	5,338	25	-	10,487	-2.7%	
Mar	5,527	7,183	35	-	12,745	5.6%	
Apr	4,022	6,605	37	-	10,663	-6.3%	
May	4,579	6,924	40	-	11,544	3.2%	
Jun	4,278	6,050	45	-	10,373	-8.5%	
Jul	4,508	6,461	60	-	11,029	-5.7%	
Aug	4,391	6,643	60	-	11,094	-5.0%	
Sep	4,309	7,884	62	-	12,255	1.2%	
Oct	4,976	6,903	54	-	11,934	-7.5%	
Nov	5,573	6,956	51	-	12,581	-11.6%	
Dec	7,948	6,934	54	-	14,936	-19.5%	
<b>Total 2010</b>	<b>60,909</b>	<b>80,648</b>	<b>556</b>	<b>-</b>	<b>142,115</b>	<b>-5.4%</b>	
<b>% Change</b>							
<b>2009 to 2010</b>	<b>-13.8%</b>	<b>2.4%</b>	<b>-25.4%</b>	<b>NA</b>	<b>-5.4%</b>		

Domestic and International	MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
							2009 to 2010
Jan	8,206	8,977	48	-	17,231	-3.4%	
Feb	6,882	7,077	27	-	13,986	-10.2%	
Mar	7,545	9,027	35	-	16,608	0.4%	
Apr	5,952	8,891	37	-	14,881	-6.1%	
May	6,193	8,804	40	-	15,036	-2.4%	
Jun	5,819	7,712	47	-	13,578	-12.2%	
Jul	6,137	8,021	60	-	14,219	-11.1%	
Aug	5,566	8,149	61	-	13,776	-11.8%	
Sep	5,860	9,367	62	-	15,289	-6.4%	
Oct	6,823	8,625	55	-	15,504	-13.2%	
Nov	7,318	8,576	54	-	15,948	-13.4%	
Dec	10,178	8,988	57	-	19,223	-18.5%	
<b>Total 2010</b>	<b>82,479</b>	<b>102,214</b>	<b>583</b>	<b>-</b>	<b>185,279</b>	<b>-9.4%</b>	
<b>% Change</b>							
<b>2009 to 2010</b>	<b>-15.4%</b>	<b>-3.3%</b>	<b>-56.8%</b>	<b>NA</b>	<b>-9.4%</b>		

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	
1997	738,577	630,938	-	272,799	903,737
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

Year	JFK	LGA	SWF	REGION	
	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
1997	771,037	1,737,245	494,731	-	4,645,327
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

### 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 1997 to 2010*

## Paid Parked Cars

YEAR	EWR	JFK	LGA	SWF **	REGION
1997	5,567,921	4,664,820	2,394,168	-	12,626,909
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	4,166,200	1,530,875	176,800	8,978,933

**SWF \*\* Historical data prior to 2006 not available**

\* After 2001, LGA metered parking volume detail became unavailable. In 2001 and prior an estimate had been derived from revenue. Metered parking for 2001 and prior is included above.

### 4.3.1

## Taxi Dispatch Passengers

Annual Totals 1997 to 2010

Outbound Passengers	EWR	JFK	LGA	SWF Visconti Cab Company	REGION
	1997	-	-	-	-
1998	-	-	-	-	-
1999	-	-	-	-	-
2000	-	-	-	-	-
2001	-	-	-	-	-
2002	-	-	-	-	-
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	-	7,774,904
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	862,317	2,975,440	3,608,390	4,200	7,450,347

## Ground Transportation Center Bookings\*

Annual Totals 1997 to 2010

Outbound Only	EWR	JFK	LGA	SWF No data available	REGION
	1997	167,043	321,387	231,905	-
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

\*Note: A passenger booking a reservation will book for all passengers traveling together, therefore there will be fewer bookings than actual passengers. For example, in 2008 there were 348,362 bookings at the ground transportation centers and 581,859 actual passengers.

#### 4.4.1

*Annual Totals 1991 to 2010*

## Airport Employment

YEAR	EWR	JFK	LGA	SWF	REGION
1991	15,677	40,284	9,249	n/a	65,210
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

**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 counts registered employees having either access to the ramp or airfield and others not having access to the ramp, such as those working in concessions, janitorial, check-in or customer service service employees.

## 4.6.1 Economic Impact of the Aviation Industry

*New York/New Jersey Region*

IMPACT	EWR	JFK	LGA	REGION
<b>2010 Jobs *</b>				
Operations	89,430	149,430	42,780	281,640
Investment	260	1,610	320	2,190
Tourism	52,550	89,120	53,830	195,500
Total	142,240	240,160	96,930	479,330
<b>Wages</b>				
Operations \$	4,410	6,670	2,034	\$ 13,114
Investment \$	15	92	18	\$ 125
Tourism \$	2,128	3,592	2,188	\$ 7,908
Total	\$ 6,553	\$ 10,354	\$ 4,240	\$ 21,147
<b>Sales</b>				
Operations \$	12,353	19,019	5,724	\$ 37,096
Investment \$	55	353	67	\$ 475
Tourism \$	5,646	9,552	5,805	\$ 21,003
Total	\$ 18,054	\$ 28,924	\$ 11,596	\$ 58,574
<b>Cargo (Included in operations above)</b>				
Jobs	23,100	35,770	250	59,120
Wages\$	1,396	2,132	17	\$ 3,545
Sales\$	3,859	6,334	39	\$ 10,232

\*Jobs: Operations consists of employment directly related to servicing aircraft, passengers, freight and mail on airport. Tourism includes employment on and off of the airports servicing the traveling public, such as in the hotel, restaurant and tourist attractions. Investment consists primarily of employees in the construction industry and related employment including those in finance facilitating airport investment.

All monetary values are in millions of 2010 dollars. Jobs include direct and indirect employees.

## **Credits**

The Honorable Andrew 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  
Christopher O. Ward, Executive Director  
Susan M. Baer, Director, Aviation Department  
Ralph Tragale, Assistant Director, Aviation Public Affairs

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