THE PORT AUTHORITY OF NY & NJ

2014

AIRPORT TRAFFIC REPORT

John F. Kennedy International Airport

Newark Liberty International Airport

LaGuardia Airport

Stewart International Airport

Atlantic City International Airport

Teterboro Airport

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April 20, 2015

I am happy to share the results of another record-breaking year for the Port Authority's airport system in the Aviation Department's 2014 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.

We served an all-time high 117.3 million passengers

We served an all-time high 117.3 million passengers across our regional system in 2014. To put that in perspective, if our airport customers were a country, we'd be ranked 12th in the world in population, just behind Mexico and ahead of the Philippines, Vietnam, Ethiopia, Egypt, Germany, and 240 other nations. We've added about 40 million passengers in the last 20 years—more than 15 million in the last five years alone.

As an airport system, ours is the busiest in the Americas, and the numbers keep growing. Last year, we outpaced the nation's passenger growth rate, increasing at a 3.2 percent clip compared to the nation's 2.7 percent growth, on our way to our second consecutive record year. Last year also marked the first time we set eight different passenger-count records in a single year.

The region as a whole and all three major Port Authority airports set individual records, as follows:

- Most total passengers, systemwide, 117.3 million
- Most international passengers, systemwide, 41.9 million
- Most total passengers, JFK, 53.3 million
- Most international passengers, JFK, 28.2 million
- Most total passengers, LaGuardia, 26.9 million
- Most domestic passengers, LaGuardia, 25.1 million
- Most international passengers, LaGuardia, 1.8 million
- Most international passengers, Newark, 11.8 million

The numbers reflect our region's resiliency and cargo rebounded

The numbers reflect our region's resiliency, because the record performance took place despite a 1.8 percent increase in airline ticket prices. Nearly all of our commercial airports enjoyed growth in 2014: ACY was up 7 percent, JFK up 5.6. percent, EWR up 1.7 percent, and LGA up 0.9 percent. . Even though SWF's numbers were down slightly, we added a new carrier and finished a $100 million runway rehabilitation project that establishes a strong foundation for future growth at SWF.

Of even greater note, cargo volumes also reflected the excellent performance, growing 1.2 percent—the first annual growth for our system since 2010. With cargo volume shrinking every year since 2004 (except 2010), last year's growth is an important watershed.

Air travel in 2015 has had a rocky start as multiple storms have created delays and cancellations, but the outlook for the full year remains optimistic. We anticipate 2015 passenger traffic to grow by 2.5 to 3 percent, which would establish another all-time record. Additionally, the airlines are planning to increase seat capacity slightly more than last year. Momentum generated by the growing economy and

We anticipate another record breaking passenger growth in 2015

falling oil prices also is expected to generate modest growth in cargo and help sustain the cargo recovery in 2015.

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.

Ralph Tragale
Assistant Director
Aviation Customer, Industry and External Affairs

HISTORY

▪ Construction for a new international airport began in 1942 under a New York City contract on the site of the Idlewild Golf Course in Queens, New York City.

▪ The Port Authority of New York and New Jersey began operating the soon-to-open airport on June 1, 1947, under a lease with the City of New York.

▪ On July 1, 1948, commercial flights began flying into and out of the newly opened New York International Airport.

▪ The airport was rededicated John F. Kennedy International Airport on December 24, 1963, in memory of the nation's 35th president.

▪ On February 7, 1964, the Beatles arrived for the first time in the United States and entertained reporters and the public at a press conference in the former International Arrivals Building. Over the decades, the airport has been a gateway for numerous presidents and dignitaries, including thousands who have arrived throughout the years for the annual United Nations Assembly.

▪ In 2000, JFK welcomed its one-billionth passenger.

▪ In 2004, the Port Authority and the City of New York concluded an agreement that ensures the agency's continued operation of JFK through 2050.

▪ JFK made airport history on March 19, 2007, when the A380, the world's largest passenger aircraft, touched down on U.S. soil for the first time in a route-proving test, and again on August 1, 2008, when an Emirates Airline A380 landed at JFK—the first regularly scheduled arrival of the A380 in the United States.

▪ In 2013, JFK surpassed 50 million annual passengers for the first time in its history.

SIZE AND LOCATION

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

AVIATION ROLE

JFK has been recognized for decades as the premier U.S. gateway for passengers and cargo. JFK is the busiest airport in the New York City metropolitan area, and among the busiest in North America and the world. In 2014, the airport handled a record 53.3 million passengers, and more than 1.3 million tons of cargo. The airport handled about 28.2 million international passengers in 2014, also an all-time record. About 80 airlines operate out of the airport, serving more than 150 nonstop destinations, more than any other airport in North America.

EMPLOYMENT AND ECONOMIC IMPACT

About 37,000 people are employed at the airport. The airport contributes about $39.3billion in economic activity to the New York-New Jersey metropolitan region, generating about 278,194 total jobs and $14.1 billion in annual wages.

INVESTMENT

The City of New York invested about $150 million in the original construction of the airport. Since then, the Port Authority has invested more than $7.2 billion in JFK.

REDEVELOPMENT

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

CENTRAL TERMINAL AREA (CTA)

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

TERMINALS

▪ A consortium of airlines – Air France, Japan Airlines, Korean Air, and Lufthansa – built the 11-gate international Terminal 1 on the site of the old Eastern Airlines Terminal. It opened in 1998.

▪ Delta Air Lines operates Terminal 2 and completed the expansion of Terminal 4 during 2013. Delta vacated Terminal 3 when the newly expanded Terminal 4 opened in May 2013. After 50 years of service to JFK, Terminal 3 was demolished.

▪ The 1.5-million-square-foot, common-use Terminal 4 opened in May 2001. Terminal 4 includes separate levels for departures and arrivals, consolidated ticketing and baggage operations, improved customer facilities, duty-free retail shops, and a wide variety of eateries. A Welcome Center opened in 2009. Delta Air Lines redeveloped a portion of the terminal by adding nine new gates, and other enhancements and amenities, which opened in 2013.

▪ JetBlue's Terminal 5 opened in 2008. The Port Authority provided nearly $800 million toward the jointly financed, 26-gate, 635,000-square-foot terminal, which is designed to handle up to 20 million passengers per year. In 2012, JetBlue broke ground on T5i, a 145,000-square-foot expansion to accommodate JetBlue international arrivals. The project is expected to be complete in 2015.

▪ A $251-million redevelopment project was completed at British Airways' Terminal 7. The project expanded and reconfigured the terminal for greater efficiency. Improve- ments included new ticketing and check-in areas, new retail outlets, and a new departure and arrival roadway system. United Airlines also operates out of Terminal 7.

▪ American Airlines' Terminal 8 opened in 2007 and serves domestic and international passengers on three concourses. Terminal 8 includes expanded check-in areas, top name-brand shops and eateries, and numerous services.

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

ROADWAY ACCESS AND GROUND TRANSPORTATION

A roadway configuration in the Central Terminal Area divides the roadway network into five terminal areas so

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

AIRTRAIN JFK

Opened in 2003, the light-rail system connects JFK with the Long Island Rail Road and New York City subway and bus lines. Nearly 6.4 million paid passengers used the system in 2014, and millions more rode the free portion of the system to connect between terminals, and to parking lots and rental car areas. Recent improvements include digital signage, expanded closed-circuit television and audio recording systems for monitoring critical communications.

PARKING

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

CARGO

JFK is one of the world's leading international air cargo centers. The airport offers nearly 4 million square feet of modern, state-of-the-art cargo warehouse and office space. The entire air cargo area is designated as a Foreign-Trade Zone. JFK serves the world's key air cargo markets through a strong mix of long-haul, direct and nonstop all-cargo aircraft and wide-body passenger aircraft flights.

RUNWAYS/TAXIWAYS

- JFK's runway system consists of two pairs of parallel runways (4L-22R, 4R-22L and 13L-31R, 13R-31L) aligned at right angles. Total runway length is nine miles.
- The Bay Runway reconstruction project widened 13R-31L from 150 to 200 feet wide in 2011. Runway 4R-22L was widened from 150 to 200 feet in 2002.
- All runways have high-intensity runway edge lighting, centerline and taxiway exit lighting, and are grooved to improve skid resistance and minimize hydroplaning.
- Taxiways total approximately 45 miles in length with widths of 75 feet or 82 feet. There are shoulders and erosion control pavements on each side of the taxiways. Other features include the taxiway centerline light system and a sign system, illuminated at night to provide directional information for taxiing aircraft.
- The Port Authority invested $200 million for taxiway and airside rehabilitation to prepare for the A380 aircraft, and more than $150 million was dedicated to fund technical and customer service initiatives to combat airport delays.

AIR TRAFFIC CONTROL TOWER

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

SAFETY AND SECURITY

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

HISTORY

▪ The metropolitan area's first major airport, Newark Airport was built by the City of Newark on 68 acres of marshland. After the airport's opening on October 1, 1928, it quickly became the world's busiest commercial airport.

▪ During World War II, the airport was operated by the Army Air Corps.

▪ After the Port Authority assumed responsibility for Newark Airport's operations on March 22, 1948, the agency added an instrument runway, a passenger terminal, a control tower, and an air cargo center.

▪ The Central Terminal Area was constructed and opened in 1973. Other construction during the early 1970s included the Port Authority Administration Building, the Central Heating and Refrigeration Plant, and taxiways and roadways.

▪ In 1989, a two-building maintenance complex opened.

▪ In 1996, the International Arrivals Facility opened in Terminal B, and the automated monorail began operating between terminals and parking lots.

▪ Terminal C opened in 1988 as the hub of Continental Airlines.

▪ In 2001, the monorail was extended to the Northeast Corridor and renamed AirTrain Newark.

▪ In 2002, the airport was renamed Newark Liberty International Airport to memorialize all those who lost their lives on September 11, 2001. Also in 2002, the Port Authority and the City of Newark agreed to extend the lease through 2065.

SIZE AND LOCATION

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

AVIATION ROLE

Newark Airport is among the busiest North American and international airports. In 2014, more than 35.6 million passengers used Newark Airport, including more than 11.8 million international passengers. Twenty-two airlines operate out of the airport, serving nearly 160 nonstop destinations.

EMPLOYMENT AND ECONOMIC IMPACT

About 21,000 people are employed at Newark Airport. The airport contributes about $24 billion in economic activity to the New York-New Jersey metropolitan region, generating about 172,000 total jobs and $9 billion in annual wages.

INVESTMENT

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

REDEVELOPMENT

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

CENTRAL TERMINAL AREA (CTA)

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

PASSENGER TERMINALS

▪ Construction of Terminal A began in October 1967, and the facility opened in August 1973. With 27 gates, the terminal branches out into three circular satellite buildings. The satellites contain flight departure lounges, and airline and passenger service facilities. The main terminal building measures approximately 800 by 165 feet. Planning for the redevelopment of Terminal A is well under way. A Welcome Center was recently added.

▪ Terminal B's modernization expanded the two-level facility into three levels. Highlights include new inline baggage screening systems and passenger screening systems, a new baggage claim hall, new departure areas, new ticket counters, additional passenger lounges and concessions, and a new Welcome Center. Terminal B has 15 international arrivals gates.

▪ Terminal C opened in 1988. Continental Airlines' Global Gateway project in 2001 added 600,000 square feet of space and turned the facility into a three-level terminal with two levels for departures. The C-3 concourse added 19 gates – bringing the terminal's total to 59 – a huge retail and concessions space, and U.S. Customs facilities. The state-of-the-art International Arrivals Facility, also completed by Continental, added another 1,500-passengers-per-hour arrival capacity to Newark Liberty. A new Welcome Center also was added. In 2010, Continental merged with United Airlines.

▪ Westfield Concessions invested $3.5 million to upgrade the food courts of Terminals A and B with a host of customer-service enhancements, including new flooring, lighting, finishes and 50 percent more seating. The transformed Liberty Terrace food court in Terminal B was unveiled in 2014.

▪ OTG is making a $120 million investment to upgrade Terminal C's dining and shopping options, with completion scheduled for 2016.

ROADWAYS

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

AIRTRAIN NEWARK

AirTrain Newark, Newark Airport's automated monorail, opened for service on-airport between terminals and parking lots in 1996. The system was extended to a new station on the Northeast Corridor Rail Line in 2001, providing passengers with connections to NJ Transit and Amtrak trains for links between the airport and New York City, Philadelphia, points across New Jersey, and beyond. About 2.2 million paid riders used the system in 2014 to connect to the airport at the Northeast Corridor Rail Link station, along with millions of others who used the system free of charge to travel between passenger terminals, and to connect to parking lots and rental car areas.

PARKING

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

CARGO

Newark Airport is the overnight express package center for the NY/NJ region, offering a full range of short-, medium-, and long-haul services to domestic and international destinations.

In 2010, FedEx agreed to continue hub operations at Newark Liberty and committed to a 20-year lease extension. FedEx also plans to install its largest rooftop solar electric system, which could provide more than 15 percent of the hub's energy needs. Newark Liberty handled about 670,000 tons of cargo in 2014.

RUNWAYS AND TAXIWAYS

The airport has two parallel runways (4R-22L and 4L-22R) and a third runway (11-29) that is primarily used for commuter aircraft traffic. Runway 4R-22L is 10,000 feet long by 150 feet wide, and Runway 4L-22R is 11,000 feet long by 150 feet wide. Both runways have displaced thresholds because of controlling obstructions. Visual aids include high-intensity edge lights, LED centerline and touchdown zone lighting, and high-speed exit taxiway centerline lighting. More than 12 miles of 75-foot-wide taxiways link the three runways with the central terminal and cargo areas. A $42 million rehabilitation of Runway 4R-22L was completed in 2012, and a $97 million rehabilitation of Runway 4L-22R, including the construction of multi-entrance and cross taxiways was completed in 2014. Runway 4R-22L changed its approach lighting system to an ALSF-2, and additional high-speeds P2 and P3 were completed in 2013.

PORT AUTHORITY ADMINISTRATION BUILDING

In 2002, reconstruction of the landmark Newark Liberty International Airport Administration Building (Building One) was completed. The 100,000-square-foot building incorporates a new emergency response facility within the airport's original 1935 central terminal building, which is a National Historic Landmark. The facility houses most of the Port Authority's airport staff.

AIR TRAFFIC CONTROL TOWER

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

SAFETY AND SECURITY

- The Port Authority is committed to ensuring Newark Liberty and all its airports are in 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 $35 million project to implement additional bollard barrier systems on terminal frontages.
- Efforts by the Port Authority and more than 1,000 members of the National Alliance to Advance NextGen have moved our nation's airports closer to implementing a state-of-the-art satellite-based system of air traffic management that will greatly improve efficiency and safety in our air spaces. Newark Liberty is one of a handful of U.S. airports to implement NextGen technologies.
- The airport includes an Engineered Materials Arresting System (EMAS), comprised of specially designed aerated cement blocks that crumble under the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency. One end of Runway 11-29 features EMAS and the opposite end will be installed by summer of 2015.

HISTORY

▪ At the turn of the century, the airport site, then commonly known as North Beach, was occupied by the Gala Amusement Park.

▪ In 1929, the 105-acre site was purchased by the Curtiss-Wright Co. and developed into a private flying field. Originally called the Glenn H. Curtiss Airport, it later became known as Curtiss-Wright Field.

▪ The City of New York purchased Curtiss-Wright Field in 1935 and renamed it North Beach Airport. On September 9, 1937, ground was broken for a new airport, which, on October 15, 1939, was dedicated as New York City Municipal Airport.

▪ Eighteen days later, on November 2, 1939, the airport was renamed New York Municipal Airport-LaGuardia Field to honor New York City's Mayor, Fiorello LaGuardia.

▪ On December 2, 1939, the airport opened to commercial traffic. It soon became known simply as LaGuardia Airport.

▪ The Port Authority of New York and New Jersey began operating LaGuardia Airport in 1947.

SIZE AND LOCATION

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

AVIATION ROLE

LaGuardia Airport is one of the nation's leading domestic gateways for business travel, and is the primary business/short-haul airport for New York City. LaGuardia Airport set a new all-time record in 2014 with nearly 27 million passengers, including a record 1.8 million international passengers. Twelve airlines serve nearly 70 nonstop destinations at LaGuardia Airport, which relative to its size, holds the distinction of being the most efficient airport in the world, handling more passengers per acre per year than any other airport.

EMPLOYMENT AND ECONOMIC IMPACT

LaGuardia Airport employs about 12,000 people. The airport contributes about $16.3 billion in economic activity to the New York-New Jersey metropolitan region, generating about 121,000 total jobs and $5.9 billion in annual wages.

INVESTMENT

Original construction by the City of New York cost $40 million. The Port Authority's total capital investment in the airport to date is more than $2.2 billion.

REDEVELOPMENT

Planning is well under way for a $2.4 billion redevelopment of Terminal B and a $1.2 billion investment in airport infrastructure. An $86 million electrical substation currently under construction will provide a more reliable and robust source of power for the airport. Hangars 2 and 4 located just east of Terminal B, are currently being demolished in anticipation of redevelopment construction. In 2010, the Port Authority completed the airport's Police Crisis Command Center and Aircraft Rescue and Firefighting (ARFF) Facility.

PASSENGER TERMINALS

▪ Originally known as the Overseas Terminal, then the Marine Air Terminal (MAT), Terminal A is the original airport terminal building. It served international flights on flying boats through the 1940s. On September 1, 1991, Delta Air Lines began shuttle operations to Boston and Washington, D.C. at Terminal A, which accommodates six gates. In 2011, Delta added daily shuttle service to Chicago. General aviation also operates from the terminal through a fixed-based operator. In 1995, Terminal A was designated an historic landmark. A $7 million restoration of the terminal was completed in 2004.

▪ Dedicated on April 17, 1964, Terminal B (also known as the Central Terminal Building) serves most of the airport's scheduled domestic airlines. It is 1,300 feet long and 180 feet wide, with approximately 750,000 square feet of floor space. Originally constructed at a cost of $36 million and then expanded and modernized for $340 million in the 1990s, the terminal consists of a four-story central section, two three-story wings, and four concourses that accommodate 35 aircraft contact gate positions. The terminal offers two food courts, Welcome Centers in the east and west wings, and MetroCard dispensing machines for those who wish to use New York City public transportation.

▪ Opened in September 1992 and costing $200 million, Terminal C comprises approximately 300,000 square feet of space with 21 aircraft contact gates. Operated by Delta Air Lines and hosting US Airways and Canadian carrier WestJet, the terminal features an innovative mix of food, retail, and concessions integrated into the gate holdroom areas and a Welcome Center on the arrivals level.

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

PARKING

LaGuardia Airport offers 7,108 public parking spaces, including a 2,650-space, five-level parking garage; E-Z Pass Plus in all parking lots; Express Pay machines in Lots 2, 4, and 5; and a 55-space metered lot. In 2011, the airport introduced a Premium Reservations program that enables customers the ability to reserved parking spaces. In 2013, the Port Authority's Board of Commissioners authorized a new $82.9 million East Parking Garage, a critical early step toward the airport's redevelopment that will culminate with the replacement of Terminal B. The new garage is scheduled to open in the summer of 2015.

RUNWAYS

There are two main runways, 4-22 and 13-31. Each is 7,000 feet long by 150 feet wide. In a $40 million project completed in 1967 by the Port Authority, both runways were extended over the bays around the airport to their present lengths. The runway extensions are supported upon a 50-acre, L-shaped, pile-supported concrete deck structure. All runways have high-intensity runway edge lighting, centerline, and taxiway exit lighting and are grooved for added traction during wet weather. Touchdown zone lighting was added on Runway 13 in 2005 and on Runways 4 and 22 in 2009 as part of the runway rehabilitation programs. As part of an FAA Runway Safety Area project, two new Engineered Materials Arresting Systems (EMAS) beds will be installed on Runways 4 and 31 by the end of 2015.

AIR TRAFFIC CONTROL TOWER

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

SECURITY AND SAFETY

▪ The Port Authority is committed to ensuring LaGuardia and all its airports are in the vanguard of aviation safety and security. Recent initiatives include enhanced security access control systems, hardened perimeters, widespread and expanded use of closed-circuit television cameras, and a $120 million project to implement additional bollard barrier systems on terminal frontages.

▪ Efforts by the Port Authority and more than 1,000 members of the National Alliance to Advance NextGen have moved our nation's airports closer to implementing a state-of-the-art, satellite-based system of air traffic management that will greatly improve efficiency and safety in our airspaces. In 2012, the FAA and Port Authority implemented a Category II approach at LaGuardia, which improves the airport's ability to land aircraft during adverse weather conditions.

▪ LaGuardia's runways feature EMAS, comprised of specially designed aerated cement blocks that crumble under the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency.

HISTORY

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

SIZE AND LOCATION

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

AVIATION ROLE

Stewart Airport is an economical, convenient alternative to the New York/New Jersey metropolitan region's airports. Several commercial and charter airlines operate at the airport, offering direct access to a number of major U.S. hubs with connections to virtually anywhere in the world. Stewart handled more than 309,350 passengers and nearly 15,500 tons of cargo in 2014.

EMPLOYMENT AND ECONOMIC IMPACT

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

INVESTMENT

A project slated to invest approximately $100 million to rehabilitate and modernize both runways is under way and expected to be completed in mid-2015, representing the largest investment ever made in a single project in Stewart's history. Since the Port Authority took over Stewart Airport in November 2007, it has invested about $150 million to make improvements. Investments planned for 2015 include $23.5 million in improvements to infrastructure, safety and security projects, parking, roadways, terminal upgrades, customer service, and amenities.

REDEVELOPMENT

In 1991, Stewart International became the first facility to receive $5 million in funding under the Federal Aviation Administration's (FAA) Military Airport Program for capital improvements to airports that were formerly military facilities or military/civil aircraft-use facilities. That same year, the FAA awarded Stewart a $900,000 grant to fund a master plan update, conduct an environmental review, and prepare a noise study. The airport also received $13 million in federal funding for infrastructure rehabilitation. In 1992, the FAA awarded another $3 million for terminal expansion and redesign. A 50,000-square-foot air cargo building opened in 1990. In 2007, the Port Authority initiated its redevelopment program, whose upgrades include the complete repaving of both of the airport's runways as part of a $100 million project — the largest in the airport's history — and a new Federal Inspection Services facility to accommodate international flights. In December 2011, the Port Authority Board of Commissioners approved a $20 million expansion of the airport's passenger terminal. Design work is under way for the expansion. Construction is expected to begin in 2016, and the project will be complete in 2019. The Port Authority also is building a new $10 million regional crime lab for the New York State Police as part of an agreement that ensures the police force continues to guard and protect the airport. The lab is scheduled to be completed in April 2015.

PASSENGER TERMINAL

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

ROADWAY ACCESS AND GROUND TRANSPORTATION

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

PARKING

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

CARGO

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

RUNWAYS
Stewart Airport has two runways: Runway 9-27 is 11,817 feet long and Runway 16-34 is 6,004 feet long. Both runways are 150 feet wide, and were completely repaved in 2014.

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

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

HISTORY

▪ Opened in 1910, Atlantic City International Airport was one of the nation's first municipal airfields and accommodated both land and sea planes.

▪ In 1940, Atlantic City's government purchased a vast parcel of land comprising 4,312 acres and a reservoir for the construction of a more modern airport to replace its 1910 facility. Construction began in 1941 and was completed in earnest to meet the national security needs of a nation at war.

▪ In 1942, the U.S. Navy leased the airport from Atlantic City and, on April 24, 1943, commissioned the Naval Air Station Atlantic City (NASAC). The airport became a base for the Navy's Fighter Training Unit, the Air Development Squadron 3, which developed and tested war strategy, and the Combat Information Center, a precursor to today's air traffic control tower.

▪ In 1958, the U.S. Navy decommissioned the airport. The airport's lease reverted to its original owner, Atlantic City. The city transferred the lease of all but 84 acres to the U.S. government. The Federal Aviation Administration (FAA) operated the airport from 1958 to 1992. Atlantic City held reversionary interest in the lease, which stipulated that ownership of the property may revert to Atlantic City if the FAA no longer has use of the airport. The city retained 84 acres in Egg Harbor Township, N.J., where the Civil Terminal Building and related support facilities stood.

▪ On September 24, 1992, the South Jersey Transportation Authority (SJTA) acquired the Civil Terminal Building from Atlantic City and the city's reversionary interest in lands owned by the United States. The SJTA agreed to operate the airport as a public airport for the useful life of the airport facilities.

▪ On July 1, 2013, the Port Authority of New York and New Jersey entered into a 15-year agreement with the South Jersey Transportation Authority to provide management services at Atlantic City International Airport.

SIZE AND LOCATION

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

AVIATION ROLE

Atlantic City International Airport serves residents of central and southern New Jersey and Pennsylvania.

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

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

EMPLOYMENT AND ECONOMIC IMPACT

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

REDEVELOPMENT

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

On July 12, 2013, Atlantic City International Airport opened a new 40,700-square-foot Airport Rescue and Fire Fighting (ARFF) station. The station comprises drive-through apparatus bays permitting vehicles to be immediately poised to respond to an airport emergency. The ARFF station replaces a half-century-old facility leased by the FAA. The new station significantly improves emergency staff's ability to respond to structural fires, aircraft incidents, and motor vehicle collisions. As part of the Atlantic County mutual aid network, the ARFF provides emergency assistance to surrounding communities when needed. Construction of the $15.4-million ARFF facility was largely funded through an FAA grant. Under construction adjacent to the airport is the Stockton Aviation Research and Technology Park, a research center dedicated to the advancement of new air traffic control technologies.

PASSENGER TERMINAL

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

PARKING

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

RUNWAYS

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

AIR TRAFFIC CONTROL TOWER

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

SAFETY AND SECURITY

Atlantic City Airport is a designated test site for emerging security technologies through a Cooperative Research and Development Agreement with the U.S. Department of Homeland Security's Transportation Security Laboratory.

HISTORY

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

▪ Walter C. Teter acquired the property in 1917, and the first flight took place in 1919.

▪ During World War I, North American Aviation operated a manufacturing plant on the site. After the war, the airport served as a base of operation for Anthony Fokker, the Dutch aircraft designer.

▪ During World War II, the U.S. Army and U.S. Air Force operated the airport.

▪ The Port Authority purchased the airport on April 1, 1949, from Fred L. Wehran, a private owner.

▪ The airport was leased to Pan Am World Airways by the Port Authority in 1970. The airport then passed to its successor organization, Johnson Controls, until December 1, 2000, when the Port Authority re-assumed full responsibility for the operation of the airport.

SIZE AND LOCATION

Teterboro Airport covers 827 acres. It borders the municipalities of Teterboro, Hasbrouck Heights, Little Ferry, Moonachie, and Wood-Ridge in Bergen County, N.J., with its northern border on U.S. Highway 46 and its southern border on Moonachie Avenue.

AVIATION ROLE

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

EMPLOYMENT AND ECONOMIC IMPACT

Teterboro Airport supports more than 14,900 jobs paying $868 million in annual wages, and generates nearly $2.3 billion in annual sales activity.

INVESTMENT

The Port Authority has invested more than $370 million to upgrade the airport's faciilties and open new areas of service to the aviation community.

REDEVELOPMENT

Plans were under way in 2014 to develop 25 acres of unimproved land at Teterboro that will deliver more efficient operations by better meeting the needs of newer, more efficient aircraft through improvements to aeronautical areas. Primary improvements include three new 40,000-square-foot hangars, one new 30,000-square-foot hangar, a modernized terminal building, and paved parking for as many as 40 aircraft.

BUSINESS SERVICES

▪ Fixed-Based Operations – Teterboro Airport is served by five fixed-based operators that provide a range of services for private aircraft.

▪ Charter/Aircraft Leasing – Companies can charter an aircraft either to supplement their own aircraft or to travel if they do not own an airplane.

▪ Cargo – Teterboro Airport provides services for couriers. It is also the hub for many small-package cargo shipments.

▪ Public Service – Teterboro Airport serves as the primary receiving point for hearts and other human organs used for life-saving transplant operations performed at medical centers throughout the region.

▪ International Travel – Customs clearance services are available at the airport.

FACILITIES

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

RUNWAYS AND TAXIWAYS

Runway 6-24 (NE/SW) is 6,013 feet long and 150 feet wide, and is equipped with High Intensity Runway Edge Lights (HIRL). Runway 6 approach has an Instrument Landing System (ILS) and a Medium Intensity Approach Lighting System-R (MALS-R). Runway 24 approach is equipped with a Precision Approach Path Indicator (PAPI) and Runway End Identifier Lights (REILS). Runway 6-24 underwent a complete rehabilitation in 2010, during which centerline lights were added to the runway and Touchdown Zone (TDZ) lights were added to Runway 6.

Runway 1-19 (North/South) is 7,000 feet long and 150 feet wide, and is equipped with HIRL and REILS. Runway 19 approach is equipped with a PAPI and Runway 1 approach is equipped with a Visual Approach Slope Indicator (VASI). Runway 19 approach has an ILS. Runway 1-19 was overlaid and grooved in the summer of 2000, which included the installation of centerline lights and TDZ lights for Runway 19. Runway 1 is the preferred runway for noise abatement procedures. Runway 1-19 was rehabilitated in 2011, and included work to relocate nearby Redneck Avenue to create a Runway Safety Area and the installation of an EMAS.

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

CERTIFICATION STATUS

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

AIRCRAFT MOVEMENTS

2014 – 161,842

2010 – 149,530

2000 – 181,903

1990 – 160,307

1980 – 231,017

AIR TRAFFIC CONTROL TOWER

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

SAFETY AND SECURITY

▪ An Engineered Materials Arresting System (EMAS) was installed at the north end of Runway 6-24 at Teterboro Airport in 2006. It is comprised of beds of specially designed aerated cement blocks. These blocks crumble under

the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency. Two additional EMAS were installed on the south end of Runway 1-19 and the south end of Runway 6-24.

▪ The Port Authority is committed to ensuring Teterboro and all its airports are in the vanguard of aviation safety and security. Recent initiatives include perimeter monitoring, enhanced security and access control procedures.

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

AIRCRAFT MOVEMENTS

Commercial and Non-Commercial Aircraft Movements

Aircraft Movements by Market

	9 35aL	11 30a	L AA 3876 0 CR7				
X67	9 40a	11 30a	L DL 6277 0 CR7				
	9 55a	11 47a	E US 1982 0 320				
	10 00a	11 55a	L US 1910 0 321				
	11 03a	12 48p	J B6 218 0 E90				
	11 17a	12 59p	J US 1983 0 319				
	11 19a	1 04p	E US 686 0 320				
6	11 20a	2 58p	L US 3456 1 E75				
	11 40a	1 33p	L US 2064 0 321				
	11 50a	1 45p	E US 1936 0 321				
	11 55a	1 58p	J DL 6063 0 ERJ				
	12 10p	1 55p	L AA 3485 0 CR7				
	12 28p	2 17p	E UA 4325 0 ERJ				
X6	12 30p	2 22p	L DL 4952 0 CR7				
	1 05p	2 53p	L US 2066 0 320				
	1 10p	2 59p	E US 681 0 320				
	1 15p	3 08p	J US 629 0 321				
6	1 30p	3 22p	E UA 5680 0 ERJ				
	2 30p	4 18p	L US 2068 0 321				
X6	2 55p	4 49p	E UA 3848 0 ERJ				
	2 55p	4 51p	E US 1972 0 321				
X6	3 50p	5 45p	L DL 5204 0 CR7				
	4 09p	5 58p	L US 2070 0 321				
X6	4 30p	6 30p	L AA 3567 0 CR7				
7	4 35p	8 17p	L US 1794 1 319				
X6	5 40p	7 26p	L US 3968 0 CR7				
X6	5 41p	7 35p	E UA 4326 0 ERJ				
X6	5 51p	7 42p	L DL 4976 0 CR7				
	5 58p	8 01p	J DL 6139 0 ERJ				
	6 20p	8 14p	E US 1976 0 321				
	6 25p	8 19p	J US 1834 0 321				
X6	6 30p	8 30p	L AA 3199 0 CR7				
	6 45p	8 35p	L US 2072 0 321				
X6	6 53p	8 49p	E UA 3842 0 ERJ				
X6	7 16p	9 17p	L DL 5117 0 CR7				
	7 49p	9 35p	J B6 1118 0 E90				
	8 00p	9 47p	E US 803 0 321				
	8 20p	10 07p	L US 1954 0 321				
6	9 00p	10 44p	J US 499 0 320				
6	9 15p	11 00p	E US 1782 0 320				
X6	10 08p	11 47p	L US 2074 0 319				
X6	10 11p	11 55p	J US 1838 0 321				
X6	10 16p	11 56p	E US 1782 0 321				

To CHARLOTTESVILLE,VA

X67	10 05aL	11 50a	DL 6167 0 ERJ
7	11 15aL	12 58p	DL 6167 0 ERJ
X6	9 30p	L 10 57p	DL 6195 0 CR7

From CHARLOTTESVILLE,VA

X67	6 05a	7 26a	L DL 6196 0 CR7
7	8 00a	9 19a	L DL 6196 0 CR7
X67	12 20p	1 38p	L DL 6172 0 ERJ
7	1 30p	2 48p	L DL 6172 0 ERJ

To CHICAGO,IL

M = Midway
O = O'Hare

	6 00a	E 7 15a	OA 4295 0 E75
X7	6 00a	E 7 15a	MWN 464 0 73W
X7	6 00a	L 7 21a	OUA 1198 0 73G
	6 00a	E 7 30a	OUA 279 0 320
X67	6 15a	L 7 49a	ODL 5931 0 E75
	6 20a	L 7 40a	MWN 423 0 73H
	6 30a	J 7 53a	OB6 905 0 320
	6 30a	L 8 05a	OAA 303 0 M80
X6	6 50a	E 8 19a	OUA 1177 0 73G
	7 00a	L 8 33a	OUA 331 0 319
X6	7 05a	E 12 30p	MWN 1265 2 73W
	7 10a	L 8 45a	OAA 305 0 M80
X67	7 15a	L 8 54a	ODL 5933 0 E75
X67	7 40a	E 9 00a	OAA 3759 0 CR7
X6	7 55a	E 9 10a	MWN 909 0 73W
	7 59a	L 9 34a	OAA 307 0 M83
	8 00a	E 9 29a	OUA 1492 0 739
	8 00a	L 9 33a	OUA 544 0 319
	8 15a	L 9 50a	ODL 5935 0 E75
	8 30a	J 10 07a	ODL 3521 0 CR9
	8 35a	L 10 08a	ONK 847 0 320
X6	9 00a	E 10 25a	OUA 1030 0 753
	9 00a	L 10 34a	OUA 235 0 319
X67	9 15a	L 10 58a	ODL 5937 0 E75
X6	9 30a	L 10 55a	MWN 124 0 73W

6	11 30aL	3 32p	OUS 1892 1 321				
X67	11 40aE	1 05p	OUA 3545 0 E70				
X6	12N	E 1 15p	MWN 3330 0 73W				
X67	12N	L 1 34p	OUA 667 0 319				
	12 15pL	1 57p	ODL 5943 0 E75				
	12 30pL	2 05p	OAA 329 0 M80				
	1 00p	E 2 30p	OUA 1734 0 752				
	1 00p	L 2 34p	OUA 661 0 319				
X6	1 15p	L 2 56p	ODL 5945 0 E75				
X6	1 15p	E 5 12p	OUS 2095 1 320				
	1 29p	E 2 44p	OAA 4310 0 E75				
X6	1 29p	L 3 09p	OAA 331 0 M80				
	1 35p	L 3 00p	MWN 1 73W				
X6	1 43p	E 3 14p	OUA 643 0 319				
X6	1 59p	L 3 35p	OUA 3495 0 E70				
	2 15p	L 3 57p	ODL 5947 0 E75				
	2 20p	L 3 55p	OAA 337 0 M80				
6	2 50p	L 7 04p	OUS 1958 1 321				
	3 00p	E 4 31p	OUA 635 0 320				
X6	3 00p	L 4 34p	OUA 369 0 319				
X6	3 15p	L 5 00p	ODL 5949 0 E75				
	3 20p	L 5 05p	OAA 341 0 M83				
	3 30p	E 4 45p	MWN 292 0 73W				
X6	3 59p	E 5 19p	OAA 3748 0 CR7				
	3 59p	E 5 30p	OUA 287 0 320				
	4 00p	L 5 39p	OUA 269 0 319				
	4 00p	J 5 55p	ODL 3523 0 CR9				
X6	4 05p	L 5 55p	OAA 343 0 M80				
	4 08p	J 5 52p	OB6 1105 0 E90				
	4 15p	L 5 59p	ODL 5951 0 E75				
	4 59p	L 6 20p	MWN 2988 0 73W				
	4 59p	E 6 40p	OUA 708 0 319				
	5 00p	L 6 38p	OUA 1048 0 738				
	5 00p	J 6 55p	OAA 199 0 738				
X6	5 15p	L 6 55p	ODL 5953 0 E75				
	5 15p	L 7 05p	OAA 345 0 M83				
X6	5 55p	L 7 34p	OUA 691 0 319				
	6 00p	E 7 20p	MWN 318 0 73W				
	6 03p	E 7 44p	OUA 775 0 319				
X6	6 05p	L 7 50p	OAA 353 0 M80				
X6	6 15p	L 7 57p	ODL 5955 0 E75				
	6 30p	E 8 10p	OAA 3134 0 CR7				
	6 55p	L 8 35p	OAA 359 0 M80				
X6	7 00p	E 8 41p	OUA 237 0 319				
	7 00p	J 8 57p	ODL 3330 0 CR9				
X6	7 01p	L 8 40p	OUA 693 0 320				
6	7 15p	L 8 40p	MWN 881 0 73W				
X6	7 15p	L 8 58p	ODL 5957 0 E75				
X6	7 40p	L 9 20p	OAA 363 0 M83				
X6	8 00p	L 9 32p	OUA 695 0 319				
X6	8 05p	E 9 30p	OAA 3604 0 CR7				
	8 05p	E 9 48p	OUA 3489 0 E70				
	8 22p	J 9 55p	OB6 105 0 E90				
X6	8 30p	E 10 05p	MWN 2520 0 73W				
X6	8 30p	L 10 05p	MWN 382 0 73W				
1457	8 45p	L 10 25p	OAA 371 0 M80				
6	9 00p	E 10 29p	OUA 3447 0 E70				
	9 55p	L 11 12p	ONK 331 0 320				

From CHICAGO,IL

M = Midway
O = O'Hare

6	5 00a	O 8 05a	E UA 3561 0 E70
X67	5 55a	O 9 00a	L AA 398 0 M80
	5 56a	O 9 00a	L NK 224 0 320
X7	6 00a	M 9 00a	E WN 746 0 73W
X7	6 00a	O 9 08a	L UA 1025 0 73G
	6 03a	O 9 07a	E UA 634 0 319
	6 10a	M 9 10a	L WN 1280 0 73W
	6 15a	O 9 17a	J B6 106 0 E90
X67	6 30a	O 9 43a	L DL 5932 0 E75
	6 40a	O 9 50a	L AA 394 0 M83
X67	6 55a	O 9 50a	E AA 3611 0 CR7
X6	7 00a	O 10 04a	E UA 436 0 319
X6	7 17a	O 10 28a	L UA 3517 0 E70
	7 30a	M 10 30a	L WN 3609 0 73W
X6	7 30a	O 10 40a	L AA 392 0 738
X67	7 30a	O 10 41a	L DL 5934 0 E75
	7 45a	O 1 33p	L US 2064 1 321
X23	7 50a	O 10 45a	E AA 4313 0 E75
	8 00a	O 11 04a	E UA 520 0 319

X6	10 20aM	1 20p	E WN 246 0 73W				
	10 30aO	1 40p	L AA 380 0 M80				
	10 30aO	1 45p	L DL 5940 0 E75				
	10 32aO	1 50p	E UA 749 0 319				
X6	10 40aM	1 45p	L WN 1945 0 73W				
	11 00aO	2 09p	L UA 678 0 319				
6	11 25aM	2 25p	L WN 1839 0 73W				
	11 30aO	2 40p	L AA 378 0 M83				
X6	11 30aO	2 41p	L DL 5942 0 E75				
X6	11 50aO	3 09p	E UA 3471 0 E70				
	11 55aO	3 10p	J DL 3520 0 CR9				
	12N	O 3 09p	L UA 284 0 319				
	12 10pO	5 58p	L US 2070 1 321				
	12 15pO	3 25p	L AA 374 0 M80				
X6	12 20pO	3 25p	E AA 3748 0 CR7				
	12 30pO	3 45p	L DL 5944 0 E75				
	12 35pO	3 50p	J AA 198 0 738				
	1 00p	O 4 08p	L UA 1682 0 738				
	1 00p	O 4 17p	E UA 1271 0 738				
	1 20p	O 4 35p	L AA 366 0 M83				
X6	1 30p	O 4 42p	L DL 5946 0 E75				
	1 40p	M 4 45p	E WN 2067 0 73W				
	2 00p	O 5 09p	L UA 682 0 319				
X6	2 00p	O 5 18p	E UA 646 0 319				
X6	2 10p	O 5 25p	L AA 358 0 M80				
	2 30p	O 5 44p	L DL 5948 0 E75				
	2 55p	O 5 55p	E AA 3134 0 CR7				
X6	3 00p	O 6 11p	L UA 1128 0 73G				
	3 00p	O 6 15p	L AA 360 0 M80				
	3 24p	O 6 40p	J DL 3510 0 CR9				
X6	3 30p	O 6 43p	L DL 5950 0 E75				
	3 30p	O 6 47p	E UA 1252 0 752				
	3 35p	M 6 35p	L WN 471 0 73W				
	3 40p	O 7 00p	L AA 364 0 M83				
	4 00p	O 7 12p	L UA 688 0 319				
	4 10p	O 7 27p	E UA 1734 0 752				
	4 25p	O 7 30p	E AA 3604 0 CR7				
	4 30p	O 7 45p	L DL 5952 0 E75				
1457	4 40p	O 8 05p	L AA 368 0 M80				
X6	4 50p	M 7 55p	E WN 2431 0 73W				
X6	5 00p	O 8 11p	L UA 1440 0 73G				
X6	5 30p	O 8 44p	L DL 5954 0 E75				
	5 30p	O 8 50p	L AA 352 0 M83				
X6	5 41p	O 8 59p	E UA 330 0 319				
	5 57p	O 9 09p	L NK 630 0 320				
X36	6 05p	O 9 17p	L UA 502 0 319				
X6	6 20p	O 9 40p	L AA 350 0 M80				
X6	6 30p	O 9 44p	L DL 5956 0 E75				
	6 40p	O 10 01p	J DL 3522 0 CR9				
X26	6 45p	O 9 53p	E UA 490 0 319				
X6	6 50p	O 9 55p	E AA 3136 0 CR7				
	6 55p	O 10 10p	L AA 348 0 M83				
	7 00p	O 10 12p	L UA 302 0 319				
6	7 20p	O 10 28p	E UA 884 0 319				
6	7 25p	M 10 25p	L WN 722 0 73H				
	7 30p	O 10 38p	J B6 1106 0 E90				
X6	7 30p	O 10 44p	L DL 5958 0 E75				
X6	7 40p	O 10 50p	L AA 344 0 M80				
	7 50p	M 10 55p	E WN 3217 0 73W				
X6	8 05p	M 11 05p	L WN 275 0 73H				
X6	8 05p	O 11 13p	E UA 884 0 319				
	8 15p	O 11 20p	L AA 336 0 M80				
X6	8 19p	O 11 30p	L UA 694 0 319				
X6	9 00p	O 12 08at	E UA 655 0 319				
	9 40p	O 12 35at	E AA 4312 0 E75				

To CINCINNATI,OH

X67	6 22a	E 8 27a	UA 4150 0 ERJ
X67	6 25a	L 8 35a	DL 6272 0 CR7
X67	7 00a	E 9 04a	DL 3769 0 CRJ
X6	8 40a	E 10 50a	UA 4638 0 ERJ
	8 46a	L 10 57a	DL 6271 0 CR7
	10 30aL	12 48p	DL 6259 0 CR7
X6	1 10p	L 3 26p	DL 5283 0 CR7
X26	1 15p	E 3 20p	DL 3795 0 CRJ
	1 40p	E 3 40p	UA 4687 0 ERJ
6	3 40p	L 7 40p	US 3463 1 E75
	3 55p	J 6 05p	AA 3075 0 ER4
X6	4 12p	E 6 20p	UA 4352 0 ERJ
	4 50p	J 7 21p	DL 3448 0 CR9
X6	5 00p	E 7 10p	DL 3932 0 CRJ

	1 45p	3 45p	L DL 6273 0 CR7				
X6	1 48p	3 45p	E UA 4570 0 ERJ				
X6	1 50p	3 48p	E DL 4160 0 CRJ				
X6	4 06p	6 04p	L DL 6178 0 CR7				
	4 10p	6 11p	J DL 3339 0 CR9				
	4 35p	6 35p	E UA 4629 0 ERJ				
X6	6 50p	8 50p	E UA 4352 0 ERJ				
X6	8 05p	10 07p	L DL 6278 0 CR7				
X6	8 09p	10 08p	E UA 5677 0 ERJ				
X6	8 10p	10 04p	E DL 3815 0 CRJ				

To CLEARWATER,FL

47	7 40p	10 15p	G4 845 0 CRJ

From CLEARWATER,FL

47	1 05p	3 40p	G4 844 0 CRJ
47	4 20p	6 55p	G4 844 0 CRJ

To CLEVELAND,OH

X7	6 00aL	7 48a	UA 4721 0 ER4
	6 10a	E 7 45a	UA 5131 0 E70
X67	7 05a	L 8 56a	DL 6045 0 ERJ
X6	8 10a	L 9 55a	AA 3272 0 ERD
X67	8 30a	L 10 23a	UA 4722 0 ER4
	8 34a	E 10 15a	UA 5128 0 E70
X23	9 35a	L 11 25a	UA 4732 0 ER4
	11 59aL	1 44p	AA 3572 0 CR7
67	12N	E 1 34p	UA 4188 0 ERJ
X6	12N	L 1 57p	DL 6173 0 ERJ
X6	1 09p	L 2 56p	UA 4758 0 ER4
X6	1 55p	L 3 35p	AA 3493 0 CR7
	2 25p	L 4 12p	UA 4741 0 ER4
	2 35p	E 4 09p	UA 460 0 319
	2 55p	J 4 45p	AA 2815 0 ER4
	2 56p	J 4 55p	DL 6363 0 ERJ
	3 29p	E 5 00p	UA 1638 0 739
X6	3 35p	L 5 27p	UA 322 0 319
6	4 23p	L 6 16p	DL 6133 0 ERJ
X6	5 15p	L 7 06p	DL 6133 0 ERJ
6	6 00p	L 7 40p	AA 3674 0 CR7
X6	6 19p	L 8 08p	UA 4730 0 ER4
	6 29p	E 8 11p	UA 1053 0 738
X6	6 50p	L 8 25p	AA 3674 0 CR7
3457	7 30p	L 9 25p	DL 6074 0 ERJ
	7 45p	J 9 51p	DL 6356 0 ERJ
X26	8 18p	L 10 02p	UA 5956 0 ERJ
6	8 22p	E 10 00p	UA 1464 0 738
6	9 00p	E 10 42p	UA 3916 0 E70

From CLEVELAND,OH

	6 00a	7 30a	E UA 5126 0 E70
145	6 15a	7 56a	L DL 6342 0 ERJ
	7 32a	9 03a	E UA 276 0 319
X67	7 47a	9 26a	L UA 4732 0 ER4
	7 55a	9 29a	L AA 3714 0 CR7
X7	8 52a	10 30a	L UA 1245 0 738
6	8 55a	10 33a	L DL 6104 0 ERJ
6	9 30a	11 00a	E UA 5882 0 ERJ
X67	9 30a	11 10a	L DL 6104 0 ERJ
X6	10 58a	12 39p	L UA 4758 0 ER4
X67	11 08a	12 55p	E UA 1417 0 738
X6	11 10a	12 45p	L AA 3272 0 ERD
	11 30a	1 14p	J DL 6365 0 ERJ
7	12N	1 37p	L DL 6104 0 ERJ
X23	12 14p	1 55p	L UA 4741 0 ER4
	12 20p	1 55p	J AA 2915 0 ER4
67	12 35p	2 20p	E UA 1417 0 738
	2 20p	3 50p	L AA 3572 0 CR7
	3 12p	4 50p	E UA 1141 0 738
X6	3 30p	5 13p	L DL 6047 0 ERJ
X6	4 08p	5 49p	L UA 4730 0 ER4
X6	4 30p	6 10p	L AA 3493 0 CR7
	4 54p	6 31p	E UA 523 0 319
	5 18p	7 06p	J DL 4166 0 CRJ
X6	6 07p	7 48p	L UA 5956 0 ERJ
	6 40p	8 21p	E UA 5129 0 E70
X6	7 10p	8 54p	L DL 6044 0 ERJ
X6	7 22p	8 59p	L UA 4723 0 ER4
X26	9 00p	10 40p	L UA 4756 0 ER4

To COLUMBIA,SC

X6	9 46a	L 12 12p	DL 6030 0 ERJ
4	5 45p	E 7 42p	UA 4410 0 ERJ
X6	6 15p	L 8 37p	DL 6131 0 ERJ

X6	10 59aL	12 54p	AA 3281 0 ER3				
X6	12 39pE	2 20p	UA 4335 0 ERJ				
	1 00p	L 2 50p	AA 3388 0 ERD				
X6	1 15p	L 3 13p	DL 5395 0 CR7				
6	2 29p	E 7 29p	UA 5131 1 E70				
			Plane Change En Route				
	2 50p	E 4 49p	UA 3859 0 DH4				
	3 05p	L 4 55p	AA 3391 0 ERD				
	3 10p	J 5 24p	DL 6027 0 ERJ				
	4 00p	J 5 55p	AA 2793 0 ER4				
	4 10p	L 6 13p	DL 7325 0 E75				
	5 40p	E 7 31p	UA 3843 0 ERJ				
X6	6 10p	L 7 55p	AA 3526 0 CR7				
	6 20p	J 8 15p	DL 6076 0 ERJ				
X6	6 50p	L 8 53p	DL 5978 0 E75				
X6	6 53p	E 8 52p	UA 3887 0 DH4				
X6	7 50p	L 9 40p	AA 3573 0 ERD				
	8 15p	J 9 55p	AA 3535 0 CR7				
X6	8 25p	L 10 25p	DL 5998 0 E70				

From COLUMBUS,OH

X67	6 00a	7 45a	L DL 7313 0 E70
X7	6 22a	8 19a	E UA 3890 0 DH4
X67	6 30a	8 05a	L AA 3568 0 CR7
X6	7 50a	9 39a	L DL 7314 0 E75
X6	8 43a	10 19a	E UA 4334 0 ERJ
	8 50a	10 25a	J AA 3329 0 CR7
	9 00a	10 45a	L DL 6008 0 E70
X6	9 45a	11 29a	L AA 3586 0 ERD
X6	11 14a	12 59p	L DL 7330 0 E70
	11 20a	12 59p	L AA 3407 0 CR7
	11 23a	1 21p	E UA 4878 0 DH4
X6	1 03p	2 48p	E UA 4647 0 ERJ
	1 20p	3 15p	J AA 3145 0 ER4
	1 27p	3 20p	J DL 6040 0 ERJ
7	1 35p	5 14p	L US 3338 1 E75
X6	1 45p	3 29p	L AA 3281 0 ER3
	3 20p	5 05p	L AA 3388 0 ERD
	3 48p	5 34p	L DL 5396 0 CR7
	5 16p	7 20p	J DL 4087 0 CRJ
	5 25p	7 15p	L AA 3391 0 ERD
	5 29p	7 29p	E UA 3859 0 DH4
X6	6 43p	8 32p	L DL 7308 0 E75
7	8 20p	11 42p	L US 3843 1 CRJ
			Plane Change En Route
X6	8 38p	10 13p	E UA 5807 0 ERJ

To DALLAS/FORT WORTH,TX

D = Dallas/Fort Worth Intl Apt
L = Dallas Love Field

X67	6 00a	E 8 58a	D UA 3535 0 E70
	6 10a	L 8 55a	D AA 1103 0 738
X7	6 15a	J 11 13a	D US 1772 1 321
X67	6 25a	E 11 00a	L WN 16 1 73W
X67	6 29a	L 9 32a	D DL 5997 0 E70
X6	7 05a	L 9 55a	D AA 1107 0 738
X6	7 25a	E 10 15a	D AA 1381 0 M83
X6	7 45a	L 10 51a	D DL 5703 0 E75
X6	7 55a	E 10 48a	D UA 450 0 319
	7 59a	L 10 49a	D AA 1111 0 738
3	8 00a	L 2 15p	D UA 235 1 319
			Plane Change En Route
X6	9 00a	L 12 21p	D DL 5821 0 E75
1245	9 00a	L 2 11p	D UA 235 1 319
	9 10a	L 12 15p	D AA 1121 0 738
	9 29a	E 12 34p	D AA 1223 0 M83
	10 10aL	1 34p	D DL 5800 0 E75
6	10 20aE	2 52p	D US 893 1 321
	10 25aL	1 25p	D AA 1131 0 738
X67	11 29aL	2 29p	D AA 1139 0 738
	12 15pL	3 10p	D AA 1143 0 738
X6	12 15pL	3 31p	D DL 5791 0 E75
	12 40pE	3 20p	D AA 300 0 M83
X6	12 40pL	4 45p	L WN 137 1 73W
	12 59pL	3 44p	D NK 917 0 320
X6	1 00p	L 3 50p	D AA 1145 0 738
6	1 05p	E 3 57p	D UA 3535 0 E70
X6	1 55p	E 4 39p	D UA 431 0 319
	1 59p	L 4 54p	D AA 1151 0 738
6	2 25p	E 5 10p	D AA 320 0 M83
X6	3 05p	L 6 10p	D AA 1155 0 738
X6	3 15p	E 6 10p	D AA 320 0 M83

To DAYTON,OH

X67	8 22a	E 10 14a	UA 4[illegible]
X67	9 50a	L 12 14p	DL 4[illegible]
X6	12 26pE	2 18p	UA 4[illegible]
	4 56p	E 6 52p	UA 4[illegible]
X6	6 00p	L 8 15p	DL 6[illegible]
X6	8 59p	E 10 55p	UA 4[illegible]

From DAYTON,OH

X7	6 14a	8 00a	E UA 5[illegible]
X67	7 00a	8 55a	L DL 6[illegible]
X6	10 44a	12 30p	E UA 4[illegible]
X6	2 48p	4 39p	E UA 4[illegible]
X6	4 25p	6 12p	L DL 4[illegible]
X6	7 55p	9 46p	E UA 4[illegible]

To DENVER,CO

X67	6 55a	L 9 14a	UA 3[illegible]
X6	7 00a	E 10 55a	WN 3[illegible]
	7 57a	E 10 24a	UA 2[illegible]
	7 58a	L 10 20a	UA 5[illegible]
X6	8 15a	L 10 50a	DL 9[illegible]
	8 25a	E 1 28p	US 4[illegible]
	8 35a	L 12 32p	NK 8[illegible]
	8 48a	E 11 10a	UA 1[illegible]
6	9 35a	L 11 55a	WN [illegible]
	9 51a	E 12 07p	UA 4[illegible]
6	10 30aL	1 00p	DL 2[illegible]

	9 22p	5 10a	† J B6 712 0 320				
X6	9 47p	5 30a	† J DL 322 0 738				
	11 17p	7 01a	† J DL 1428 0 738				
X6	11 41p	7 35a	† E UA 1182 0 73G				

To LEXINGTON,KY

X6	7 55p	L 10 16p	DL 6096 0 ERJ

From LEXINGTON,KY

X67	6 51a	9 01a	L DL 6029 0 ERJ
7	8 00a	10 05a	L DL 6029 0 ERJ

To LITTLE ROCK,AR

6	3 55p	E 7 35p	WN 1706 1 73W

From LITTLE ROCK,AR

Consult Your Travel Representative

To LONG BEACH,CA

	1 59p	J 5 03p	B6 213 0 320
1457	6 20p	J 9 24p	B6 1013 0 320

From LONG BEACH,CA

	11 30a	7 57p	J B6 1014 0 320
1457	9 02p	5 10a	† J B6 14 0 320

To LOS ANGELES,CA

X7	6 30a	J 9 22a	UA 797 0 757
	6 30a	L 12 10p	US 2085 1 321
	6 40a	J 11 48a	US 495 1 321
X6	6 52a	E 9 54a	UA 1439 0 739
	7 00a	J 10 03a	B6 23 0 320
	7 00a	J 10 15a	VX 399 0 320
	7 00a	J 10 15a	DL 420 0 76W
7	7 29a	J 10 21a	UA 443 0 757
1346	7 42a	E 10 52a	UA 1455 0 738
	8 00a	J 11 00a	AA 33 0 762
145	8 00a	L 3 36p	UA 544 1 319
			Plane Change En Route
X7	8 30a	J 11 22a	UA 443 0 757
	8 57a	E 11 51a	UA 997 0 752
	9 00a	J 12 11p	DL 120 0 752
	9 10a	J 12 20p	AA 1 0 762
X7	9 15a	E 12 30p	VX 161 0 320
	9 20a	J 12 35p	VX 407 0 320
X6	9 35a	J 12 30p	B6 223 0 320
X36	10 00aE	1 06p	UA 1735 0 736
	10 30aJ	1 25p	AA 19 0 762
	11 00aE	2 08p	UA 1479 0 738
	11 25aJ	2 25p	UA 703 0 757
	11 59aJ	2 53p	B6 323 0 320
	12N	J 2 55p	AA 3 0 762
	12N	J 3 06p	DL 423 0 752
	12N	L 4 10p	WN 2965 1 73W

	8 35a	4 59p	E UA 1[illegible]				
	9 30a	6 05p	J AA 2[illegible]				
	9 40a	6 00p	E VX 1[illegible]				
5	10 03a	8 11p	L UA 1[illegible]				
			Plane Change				
	10 05a	6 30p	E UA 1[illegible]				
6	10 05a	8 14p	J US 4[illegible]				
	10 40a	7 05p	J VX 4[illegible]				
	10 55a	7 21p	J B6 1[illegible]				
X26	11 02a	7 29p	E UA 1[illegible]				
X6	11 15a	7 50p	J DL 1[illegible]				
X6	11 30a	10 07p	L US 1[illegible]				
	11 45a	8 16p	J UA 4[illegible]				
1234	11 52a	8 23p	E UA 1[illegible]				
	12N	8 35p	J AA 4[illegible]				
X6	12 45p	9 05p	E VX 1[illegible]				
	1 00p	9 29p	J UA 7[illegible]				
X23	1 10p	9 39p	E UA 1[illegible]				
X6	1 22p	9 46p	J B6 2[illegible]				
	1 25p	9 59p	J AA 3[illegible]				
	1 30p	9 55p	J DL 2[illegible]				
	1 35p	10 00p	J VX 4[illegible]				
	2 10p	10 34p	E UA 1[illegible]				
	2 25p	10 55p	J AA 2[illegible]				
X6	3 20p	11 35p	J VX 4[illegible]				
	3 44p	11 59p	J B6 4[illegible]				
X6	3 58p	12 20at	E UA 7[illegible]				
X6	4 00p	12 18at	J DL 2[illegible]				
	4 00p	12 25at	† J AA 1[illegible]				
X6	4 05p	12 19at	† J UA 2[illegible]				
	8 45p	5 05a	† J AA 1[illegible]				
	8 50p	5 00a	† J B6 5[illegible]				
	9 15p	5 33a	† J DL 1[illegible]				
	9 49p	6 00a	† E UA 3[illegible]				
	10 38p	7 01a	† J UA 9[illegible]				
	11 20p	7 50a	† J AA 3[illegible]				
	11 30p	7 46a	† J DL 2[illegible]				
X6	11 35p	7 50a	† E VX 1[illegible]				
	11 40p	7 54a	† J VX 4[illegible]				
	11 45p	7 50a	† E UA 1[illegible]				

To LOUISVILLE,KY

	6 59a	E 9 12a

1.1.1 JFK

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	109,254	1,857	9,905	48,104	2,339	8,710	180,169
2002	113,473	93	9,899	45,027	1,910	10,364	180,766
2003	120,002	221	8,850	34,096	2,697	8,290	174,156
2004	141,019	204	8,933	43,963	1,769	8,734	204,622
2005	150,258	204	8,193	59,909	1,792	9,886	230,242
2006	166,970	217	7,419	64,904	1,247	9,656	250,413
2007	192,606	215	7,586	91,499	1,398	9,654	302,958
2008	187,501	50	6,820	83,354	1,679	8,621	288,025
2009	177,208	30	5,723	81,214	1,486	7,143	272,804
2010	168,811	39	5,942	68,644	1,266	7,743	252,445
2011	171,153	25	5,588	73,255	1,384	8,098	259,503
2012	175,552	22	5,363	58,814	880	9,724	250,355
2013	175,688	18	5,397	57,030	536	9,662	248,331
2014	179,490	670	5,398	58,026	520	9,962	254,066

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	92,982	1,873	13,477	4,112	835	–	113,279
2002	87,366	1,909	13,999	2,859	758	–	106,891
2003	85,402	1,961	15,163	2,700	936	–	106,162
2004	94,219	1,382	15,027	3,726	1,110	–	115,464
2005	97,527	1,268	14,380	5,208	1,325	–	119,708
2006	106,491	1,023	13,417	5,813	1,270	–	128,014
2007	118,233	1,823	13,311	6,229	1,200	–	140,796
2008	125,785	488	10,926	11,962	1,205	–	150,366
2009	123,444	171	7,839	10,497	531	–	142,482
2010	124,710	188	9,387	9,711	529	–	144,525
2011	127,323	182	9,668	11,739	323	–	149,235
2012	130,864	693	8,539	11,124	153	–	151,373
2013	138,645	133	8,016	10,864	138	–	157,796
2014	150,530	183	6,981	10,538	117	–	168,349

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	202,236	3,730	23,382	52,216	3,174	8,710	293,448
2002	200,839	2,002	23,898	47,886	2,668	10,364	287,657
2003	205,404	2,182	24,013	36,796	3,633	8,290	280,318
2004	235,238	1,586	23,960	47,689	2,879	8,734	320,086
2005	247,785	1,472	22,573	65,117	3,117	9,886	349,950
2006	273,461	1,240	20,836	70,717	2,517	9,656	378,427
2007	310,839	2,038	20,897	97,728	2,598	9,654	443,754
2008	313,286	538	17,746	95,316	2,884	8,621	438,391
2009	300,652	201	13,562	91,711	2,017	7,143	415,286
2010	293,521	227	15,329	78,355	1,795	7,743	396,970
2011	298,476	207	15,256	84,994	1,707	8,098	408,738
2012	306,416	715	13,902	69,938	1,033	9,724	401,728
2013	314,333	151	13,413	67,894	674	9,662	406,127
2014	330,020	853	12,379	68,564	637	9,962	422,415

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	240,827	859	26,553	89,968	1,415	14,778	374,400
2002	204,996	729	24,057	96,839	970	15,260	342,851
2003	189,214	1,255	24,469	110,717	668	14,064	340,387
2004	188,233	515	25,058	135,415	436	15,095	364,752
2005	180,606	322	24,719	138,979	362	14,992	359,980
2006	185,996	221	25,337	136,353	364	14,376	362,647
2007	181,414	386	23,902	126,779	206	14,786	347,473
2008	164,519	239	21,799	141,431	341	12,736	341,065
2009	144,577	418	18,475	144,368	408	11,443	319,689
2010	131,384	339	19,008	150,671	374	11,599	313,375
2011	138,804	524	18,736	142,164	367	11,420	312,015
2012	142,829	393	17,690	145,419	1,056	11,009	318,396
2013	144,757	400	16,895	145,979	1,604	11,341	320,976
2014	141,448	475	17,589	131,695	1,452	11,010	303,669

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	54,915	1,811	1,728	6,355	60	–	64,869
2002	51,299	1,078	2,133	7,979	477	–	62,966
2003	51,704	1,237	2,255	10,769	527	–	66,492
2004	57,192	668	2,069	11,989	776	–	72,694
2005	60,348	187	2,119	13,278	332	–	76,264
2006	62,082	131	2,900	17,277	221	–	82,611
2007	66,806	33	3,305	18,265	48	–	88,457
2008	71,356	85	3,363	18,135	46	–	92,985
2009	67,466	106	3,122	21,397	41	–	92,132
2010	72,439	178	3,134	20,113	81	–	95,945
2011	75,232	111	3,142	19,459	65	–	98,009
2012	72,690	78	2,406	20,499	58	–	95,731
2013	69,822	62	1,643	21,163	76	–	92,766
2014	71,625	106	1,219	18,755	151	–	91,856

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	295,742	2,670	28,281	96,323	1,475	14,778	439,269
2002	256,295	1,807	26,190	104,818	1,447	15,260	405,817
2003	240,918	2,492	26,724	121,486	1,195	14,064	406,879
2004	245,425	1,183	27,127	147,404	1,212	15,095	437,446
2005	240,954	509	26,838	152,257	694	14,992	436,244
2006	248,078	352	28,237	153,630	585	14,376	445,258
2007	248,220	419	27,207	145,044	254	14,786	435,930
2008	235,875	324	25,162	159,566	387	12,736	434,050
2009	212,043	524	21,597	165,765	449	11,443	411,821
2010	203,823	517	22,142	170,784	455	11,599	409,320
2011	214,036	635	21,878	161,623	432	11,420	410,024
2012	215,519	471	20,096	165,918	1,114	11,009	414,127
2013	214,579	462	18,538	167,142	1,680	11,341	413,742
2014	213,073	581	18,808	150,450	1,603	11,010	395,525

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	220,029	201	–	117,403	804	11,100	349,537
2002	187,812	91	–	141,362	522	13,530	343,317
2003	184,113	142	–	156,718	728	14,206	355,907
2004	192,263	141	–	169,657	831	14,777	377,669
2005	191,910	103	–	168,980	582	15,706	377,281
2006	189,222	59	–	173,975	333	14,390	377,979
2007	181,482	90	–	174,447	314	13,990	370,323
2008	175,060	52	–	169,650	490	10,866	356,118
2009	156,940	96	–	164,919	693	8,835	331,483
2010	161,675	88	–	165,636	498	9,416	337,313
2011	159,391	89	–	174,674	700	9,035	343,889
2012	161,560	154	–	169,142	599	9,239	340,694
2013	156,247	70	–	171,698	559	9,292	337,866
2014	157,115	41	–	162,475	631	9,143	329,405

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	19,294	13	–	174	8	–	19,489
2002	17,080	7	–	2,023	12	–	19,122
2003	15,527	1	–	3,520	6	–	19,054
2004	15,034	–	–	7,065	7	–	22,106
2005	17,467	2	–	6,117	4	–	23,590
2006	13,782	–	–	8,174	15	–	21,971
2007	12,615	12	–	8,586	11	–	21,224
2008	12,599	19	–	10,155	17	–	22,790
2009	11,093	2	–	11,783	27	–	22,905
2010	11,570	15	–	12,695	23	–	24,303
2011	10,835	20	–	11,099	27	–	21,981
2012	15,012	–	–	14,269	14	–	29,295
2013	16,460	2	–	16,501	32	–	32,995
2014	12,055	6	–	19,332	36	–	31,429

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	239,323	214	–	117,577	812	11,100	369,026
2002	204,892	98	–	143,385	534	13,530	362,439
2003	199,640	143	–	160,238	734	14,206	374,961
2004	207,297	141	–	176,722	838	14,777	399,775
2005	209,377	105	–	175,097	586	15,706	400,871
2006	203,004	59	–	182,149	348	14,390	399,950
2007	194,097	102	–	183,033	325	13,990	391,547
2008	187,659	71	–	179,805	507	10,866	378,908
2009	168,033	98	–	176,702	720	8,835	354,388
2010	173,245	103	–	178,331	521	9,416	361,616
2011	170,226	109	–	185,773	727	9,035	365,870
2012	176,572	154	–	183,411	613	9,239	369,989
2013	172,707	72	–	188,199	591	9,292	370,861
2014	169,170	47	–	181,807	667	9,143	360,834

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	6,947	–	–	–	–	–	6,947
2002	7,732	–	–	–	–	–	7,732
2003	9,931	–	–	–	–	–	9,931
2004	11,967	–	–	–	–	–	11,967
2005	11,708	–	–	–	–	–	11,708
2006	543	32	1,559	7,230	141	73,644	83,149
2007	6,783	–	1,520	7,748	8	71,100	87,159
2008	5,441	–	1,602	6,740	12	58,840	72,635
2009	1,454	–	933	5,417	23	36,738	44,565
2010	1,426	–	903	5,349	194	39,175	47,047
2011	1,651	–	1,160	5,827	178	37,672	46,488
2012	1,768	–	1,261	5,699	130	33,286	42,144
2013	1,729	–	1,278	4,515	95	31,266	38,883
2014	1,643	–	1,236	4,279	90	29,591	36,839

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	9	–	–	–	–	–	9
2002	3	–	–	–	–	–	3
2003	9	–	–	–	–	–	9
2004	11	–	–	–	–	–	11
2005	28	–	–	–	–	–	28
2006	25	2	34	8	–	–	69
2007	–	–	20	–	–	–	20
2008	–	–	8	–	–	–	8
2009	–	–	3	–	3	–	6
2010	–	–	–	–	–	–	–
2011	–	20	1	–	21	–	42
2012	–	–	12	–	1	–	13
2013	–	–	20	–	2	–	22
2014	–	–	38	–	4	–	42

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	6,956	–	–	–	–	–	6,956
2002	7,735	–	–	–	–	–	7,735
2003	9,940	–	–	–	–	–	9,940
2004	11,978	–	–	–	–	–	11,978
2005	11,736	–	–	–	–	–	11,736
2006	568	34	1,593	7,238	141	73,644	83,218
2007	6,783	34	1,540	7,748	8	71,100	87,179
2008	5,441	–	1,610	6,740	12	58,840	72,643
2009	1,454	–	936	5,417	26	36,738	44,571
2010	1,426	–	903	5,349	194	39,175	47,047
2011	1,651	20	1,161	5,827	199	37,672	46,530
2012	1,768	20	1,273	5,699	131	33,286	42,157
2013	1,729	–	1,298	4,515	97	31,266	38,905
2014	1,643	–	1,274	4,279	94	29,591	36,881

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	11,990	3,951	–	–	–	27,437	43,378
2002	11,977	3,370	–	–	–	29,666	45,013
2003	13,341	2,755	–	–	–	27,558	43,654
2004	14,230	3,129	–	–	–	29,667	47,026
2005	13,347	3,349	–	–	–	29,972	46,668
2006	13,627	4,001	–	–	–	30,605	48,233
2007	14,176	3,642	–	–	–	25,199	43,017
2008	11,218	3,298	–	–	–	24,905	39,421
2009	10,419	2,496	–	–	–	22,650	35,565
2010	12,957	2,639	–	–	–	22,671	38,267
2011	9,893	2,505	–	–	–	20,814	33,212
2012	8,723	2,187	–	–	–	20,223	31,133
2013	6,967	2,633	–	–	177	20,416	30,193
2014	7,375	2,686	–	957	88	18,573	29,679

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	–	36	–	–	–	–	36
2002	–	–	–	–	–	–	–
2003	–	–	–	–	–	–	–
2004	–	2	–	–	–	–	2
2005	–	3	–	–	–	–	3
2006	–	–	–	–	–	–	–
2007	–	1	–	–	–	–	1
2008	–	–	–	–	–	–	–
2009	–	–	–	–	–	–	–
2010	–	–	–	–	–	–	–
2011	–	–	–	–	–	–	–
2012	–	23	–	–	–	–	23
2013	–	37	–	–	–	–	37
2014	–	40	–	–	–	–	40

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	11,990	3,987	–	–	–	27,437	43,414
2002	11,977	3,370	–	–	–	29,666	45,013
2003	13,341	2,755	–	–	–	27,558	43,654
2004	14,230	3,131	–	–	–	29,667	47,028
2005	13,347	3,352	–	–	–	29,972	46,671
2006	13,627	4,001	–	–	–	30,605	48,233
2007	14,176	3,643	–	–	–	25,199	43,018
2008	11,218	3,298	–	–	–	24,905	39,421
2009	10,419	2,496	–	–	–	22,650	35,565
2010	12,957	2,639	–	–	–	22,671	38,267
2011	9,893	2,505	–	–	–	20,814	33,212
2012	8,723	2,210	–	–	–	20,223	31,156
2013	6,967	2,670	–	–	177	20,416	30,230
2014	7,375	2,726	–	957	88	18,573	29,719

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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	–	–	–	–	–	161,039	161,039
2009	–	–	–	–	–	132,746	132,746
2010	–	–	–	–	–	143,380	143,380
2011	–	–	–	–	–	145,792	145,792
2012	–	–	–	–	–	141,119	141,119
2013	–	–	–	–	–	148,207	148,207
2014	–	–	–	–	–	154,611	154,611

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	–	–	–	–	–	–	–
2002	–	–	–	–	–	–	–
2003	–	–	–	–	–	–	–
2004	–	–	–	–	–	–	–
2005	–	–	–	–	–	–	–
2006	–	–	–	–	–	–	–
2007	–	–	–	–	–	–	–
2008	–	–	–	–	–	1,394	1,394
2009	–	–	–	–	–	5,144	5,144
2010	–	–	–	–	–	6,150	6,150
2011	–	–	–	–	–	6,455	6,455
2012	–	–	–	–	–	6,357	6,357
2013	–	–	–	–	–	6,825	6,825
2014	–	–	–	–	–	7,231	7,231

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	–	–	–	–	–	175,980	175,980
2002	–	–	–	–	–	200,599	200,599
2003	–	–	–	–	–	193,807	193,807
2004	–	–	–	–	–	202,400	202,400
2005	–	–	–	–	–	196,129	196,129
2006	–	–	–	–	–	187,840	187,840
2007	–	–	–	–	–	182,101	182,101
2008	–	–	–	–	–	162,433	162,433
2009	–	–	–	–	–	137,890	137,890
2010	–	–	–	–	–	149,530	149,530
2011	–	–	–	–	–	152,247	152,247
2012	–	–	–	–	–	147,476	147,476
2013	–	–	–	–	–	155,032	155,032
2014	–	–	–	–	–	161,842	161,842

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	589,047	6,868	36,458	255,475	4,558	238,005	1,130,411
2002	525,990	4,283	33,956	283,228	3,402	269,419	1,120,278
2003	516,601	4,373	33,319	301,531	4,093	257,925	1,117,842
2004	547,712	3,989	33,991	349,035	3,036	270,673	1,208,436
2005	547,829	3,978	32,912	367,868	2,736	266,685	1,222,008
2006	556,358	4,530	34,315	382,462	2,085	330,511	1,310,261
2007	576,461	4,333	33,008	400,473	1,926	316,830	1,333,031
2008	543,739	3,639	30,221	401,175	2,522	278,401	1,259,697
2009	490,598	3,040	25,131	395,918	2,610	224,699	1,141,996
2010	476,253	3,105	25,853	390,300	2,332	240,134	1,137,977
2011	480,892	3,143	25,484	395,920	2,629	239,286	1,147,354
2012	490,432	2,756	24,314	379,074	2,665	230,957	1,130,198
2013	485,388	3,121	23,570	379,222	2,971	237,009	1,131,281
2014	488,585	3,872	24,099	357,119	2,781	240,121	1,116,577

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	167,200	3,733	15,205	10,641	903	–	197,682
2002	155,748	2,994	16,132	12,861	1,247	–	188,982
2003	152,642	3,199	17,418	16,989	1,469	–	191,717
2004	166,456	2,052	17,096	22,780	1,893	–	210,277
2005	175,370	1,460	16,499	24,603	1,661	–	219,593
2006	182,380	1,156	16,351	31,272	1,506	–	232,665
2007	197,654	1,869	16,636	33,080	1,259	–	250,498
2008	209,740	592	14,297	40,252	1,268	–	266,149
2009	202,003	279	10,964	43,677	602	–	257,525
2010	208,719	381	12,521	42,519	633	–	264,773
2011	213,390	333	12,811	42,297	436	–	269,267
2012	218,566	794	10,957	45,892	226	–	276,435
2013	224,927	234	9,679	48,528	248	–	283,616
2014	234,082	335	8,204	48,601	304	–	291,526

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2001	756,247	10,601	51,663	266,116	5,461	238,005	1,328,093
2002	681,738	7,277	50,088	296,089	4,649	269,419	1,309,260
2003	669,243	7,572	50,737	318,520	5,562	257,925	1,309,559
2004	714,168	6,041	51,087	371,815	4,929	270,673	1,418,713
2005	723,199	5,438	49,411	392,471	4,397	266,685	1,441,601
2006	738,738	5,686	50,666	413,734	3,591	330,511	1,542,926
2007	774,115	6,202	49,644	433,553	3,185	316,830	1,583,529
2008	753,479	4,231	44,518	441,427	3,790	278,401	1,525,846
2009	692,601	3,319	36,095	439,595	3,212	224,699	1,399,521
2010	684,972	3,486	38,374	432,819	2,965	240,134	1,402,750
2011	694,282	3,476	38,295	438,217	3,065	239,286	1,416,621
2012	708,998	3,550	35,271	424,966	2,891	230,957	1,406,633
2013	710,315	3,355	33,249	427,750	3,219	237,009	1,414,897
2014	722,667	4,207	32,303	405,720	3,085	240,121	1,408,103

* 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 2014

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	13,072	–	452	3,669	33	582	17,808	-10.5%
Feb	12,444	–	390	3,374	35	628	16,871	-4.2%
Mar	14,968	2	434	4,520	19	702	20,645	-1.7%
Apr	13,799	–	462	5,780	45	720	20,806	3.5%
May	15,386	–	509	5,702	34	914	22,545	7.2%
Jun	15,743	2	468	5,633	49	1,154	23,049	8.5%
Jul	16,436	2	496	5,493	42	1,084	23,553	3.3%
Aug	16,818	4	461	5,916	58	1,032	24,289	6.3%
Sep	14,854	657	427	4,698	56	976	21,668	4.8%
Oct	15,572	3	521	4,538	40	766	21,440	1.9%
Nov	14,700	–	462	4,178	29	740	20,109	1.8%
Dec	15,698	–	316	4,525	80	664	21,283	4.7%
Total 2014	**179,490**	**670**	**5,398**	**58,026**	**520**	**9,962**	**254,066**	**2.3%**
% Change 2013 to 2014	**2.3%**	**3616.7%**	**0.0%**	**1.3%**	**-3.0%**	**3.1%**	**2.3%**	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	11,343	22	612	622	11	-	12,610	3.8%
Feb	10,047	20	537	632	2	-	11,238	4.2%
Mar	11,823	19	635	759	18	-	13,254	4.0%
Apr	12,139	22	583	824	15	-	13,583	9.3%
May	12,899	10	612	834	4	-	14,359	10.3%
Jun	13,486	22	582	985	11	-	15,086	9.4%
Jul	14,695	34	560	1,060	6	-	16,355	6.4%
Aug	14,956	22	570	1,129	11	-	16,688	8.0%
Sep	12,458	-	572	967	8	-	14,005	7.1%
Oct	12,310	-	547	995	8	-	13,860	6.0%
Nov	11,691	-	588	871	14	-	13,164	6.7%
Dec	12,683	12	583	860	9	-	14,147	4.1%
Total 2014	**150,530**	**183**	**6,981**	**10,538**	**117**	**-**	**168,349**	**6.7%**
% Change 2013 to 2014	**8.6%**	**37.6%**	**-12.9%**	**-3.2%**	**-15.2%**	**0.0%**	**6.7%**	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	24,415	22	1,064	4,291	44	582	30,418	-5.1%
Feb	22,491	20	927	4,006	37	628	28,109	-1.0%
Mar	26,791	21	1,069	5,279	37	702	33,899	0.4%
Apr	25,938	22	1,045	6,604	60	720	34,389	5.7%
May	28,285	10	1,121	6,536	38	914	36,904	8.3%
Jun	29,229	24	1,050	6,618	60	1,154	38,135	8.9%
Jul	31,131	36	1,056	6,553	48	1,084	39,908	4.6%
Aug	31,774	26	1,031	7,045	69	1,032	40,977	7.0%
Sep	27,312	657	999	5,665	64	976	35,673	5.7%
Oct	27,882	3	1,068	5,533	48	766	35,300	3.5%
Nov	26,391	-	1,050	5,049	43	740	33,273	3.7%
Dec	28,381	12	899	5,385	89	664	35,430	4.5%
Total 2014	**330,020**	**853**	**12,379**	**68,564**	**637**	**9,962**	**422,415**	**4.0%**
% Change 2013 to 2014	**5.1%**	**464.2%**	**-7.7%**	**0.5%**	**-5.5%**	**3.1%**	**4.0%**	

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2014

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	10,854	55	1,311	10,178	120	832	23,350	-7.7%
Feb	9,761	67	1,274	8,509	162	816	20,589	-10.3%
Mar	12,437	38	1,293	11,841	138	770	26,517	-1.3%
Apr	12,055	24	1,355	9,185	134	838	23,591	-13.9%
May	12,067	24	1,398	9,052	16	1,028	23,585	-15.4%
Jun	12,340	17	1,314	11,658	144	1,086	26,559	-0.2%
Jul	12,516	4	1,464	12,198	137	720	27,039	-2.7%
Aug	12,458	30	1,426	13,045	49	820	27,828	-0.8%
Sep	11,529	39	1,278	11,322	153	1,210	25,531	-2.6%
Oct	12,231	43	1,782	11,085	58	1,036	26,235	-7.0%
Nov	12,149	68	1,451	11,786	159	1,022	26,635	-0.4%
Dec	11,051	66	2,243	11,836	182	832	26,210	2.7%
Total 2014	**141,448**	**475**	**17,589**	**131,695**	**1,452**	**11,010**	**303,669**	**-4.9%**
% Change 2013 to 2014	**-1.2%**	**18.8%**	**4.1%**	**-9.8%**	**-9.5%**	**-2.9%**	**-4.9%**	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	5,402	4	98	1,545	26	0	7,075	-9.8%
Feb	4,766	8	95	1,323	4	0	6,196	-11.6%
Mar	6,165	8	106	1,742	29	0	8,050	-0.8%
Apr	5,999	18	101	1,384	14	0	7,516	-7.4%
May	6,570	20	122	1,279	2	0	7,993	-0.7%
Jun	6,290	5	96	1,628	10	0	8,029	0.0%
Jul	7,189	9	104	1,664	13	0	8,979	6.8%
Aug	6,492	6	118	1,822	11	0	8,449	1.7%
Sep	5,485	4	62	1,544	4	0	7,099	-2.3%
Oct	5,627	7	88	1,607	8	0	7,337	-2.8%
Nov	5,363	8	107	1,589	18	0	7,085	1.9%
Dec	6,277	9	122	1,628	12	0	8,048	13.0%
Total 2014	**71,625**	**106**	**1,219**	**18,755**	**151**	**-**	**91,856**	**-1.0%**
% Change 2013 to 2014	**2.6%**	**71.0%**	**-25.8%**	**-11.4%**	**98.7%**	**0.0%**	**-1.0%**	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	16,256	59	1,409	11,723	146	832	30,425	-8.2%
Feb	14,527	75	1,369	9,832	166	816	26,785	-10.6%
Mar	18,602	46	1,399	13,583	167	770	34,567	-1.2%
Apr	18,054	42	1,456	10,569	148	838	31,107	-12.5%
May	18,637	44	1,520	10,331	18	1,028	31,578	-12.1%
Jun	18,630	22	1,410	13,286	154	1,086	34,588	-0.1%
Jul	19,705	13	1,568	13,862	150	720	36,018	-0.5%
Aug	18,950	36	1,544	14,867	60	820	36,277	-0.2%
Sep	17,014	43	1,340	12,866	157	1,210	32,630	-2.6%
Oct	17,858	50	1,870	12,692	66	1,036	33,572	-6.1%
Nov	17,512	76	1,558	13,375	177	1,022	33,720	0.1%
Dec	17,328	75	2,365	13,464	194	832	34,258	4.8%
Total 2014	**213,073**	**581**	**18,808**	**150,450**	**1,603**	**11,010**	**395,525**	**-4.0%**
% Change 2013 to 2014	**0.0%**	**25.8%**	**1.5%**	**-10.0%**	**-4.6%**	**-2.9%**	**-4.0%**	

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2014

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	11,798	2	–	11,978	51	730	24,559	-11.2%
Feb	10,726	3	–	10,960	54	688	22,431	-9.2%
Mar	13,464	2	–	14,111	59	546	28,182	-1.8%
Apr	13,307	11	–	14,399	59	694	28,470	-1.3%
May	13,397	9	–	14,032	43	858	28,339	-1.6%
Jun	13,163	–	–	14,340	62	707	28,272	1.2%
Jul	13,412	3	–	14,085	59	704	28,263	-0.3%
Aug	13,514	7	–	14,953	69	690	29,233	-3.2%
Sep	12,604	3	–	14,060	51	982	27,700	-0.2%
Oct	13,484	–	–	14,960	45	830	29,319	-3.0%
Nov	13,835	1	–	12,073	42	818	26,769	-2.6%
Dec	14,411	–	–	12,524	37	896	27,868	2.6%
Total 2014	**157,115**	**41**	–	**162,475**	**631**	**9,143**	**329,405**	**-2.5%**
% Change 2013 to 2014	**0.6%**	**-41.4%**	–	**-5.4%**	**12.9%**	**-1.6%**	**-2.5%**	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	934	–	–	1,521	8	–	2,463	-10.1%
Feb	843	–	–	1,402	3	–	2,248	-4.2%
Mar	1,019	1	–	1,718	11	–	2,749	-2.2%
Apr	1,202	–	–	1,513	-	–	2,715	-0.4%
May	1,103	2	–	1,582	-	–	2,687	-7.1%
Jun	931	1	–	1,743	-	–	2,675	-0.9%
Jul	1,018	–	–	1,684	4	–	2,706	-3.3%
Aug	987	–	–	1,859	-	–	2,846	-3.6%
Sep	1,118	–	–	1,697	1	–	2,816	1.1%
Oct	1,116	–	–	1,712	3	–	2,831	-6.1%
Nov	877	2	–	1,436	4	–	2,319	-13.5%
Dec	907	–	–	1,465	2	–	2,374	-6.7%
Total 2014	**12,055**	**6**	–	**19,332**	**36**	–	**31,429**	**-4.7%**
% Change 2013 to 2014	**-26.8%**	**200.0%**	–	**17.2%**	**12.5%**	–	**-4.7%**	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	12,732	2	–	13,499	59	730	27,022	-11.1%
Feb	11,569	3	–	12,362	57	688	24,679	-8.8%
Mar	14,483	3	–	15,829	70	546	30,931	-1.9%
Apr	14,509	11	–	15,912	59	694	31,185	-1.2%
May	14,500	11	–	15,614	43	858	31,026	-2.1%
Jun	14,094	1	–	16,083	62	707	30,947	1.0%
Jul	14,430	3	–	15,769	63	704	30,969	-0.6%
Aug	14,501	7	–	16,812	69	690	32,079	-3.3%
Sep	13,722	3	–	15,757	52	982	30,516	-0.1%
Oct	14,600	–	–	16,672	48	830	32,150	-3.2%
Nov	14,712	3	–	13,509	46	818	29,088	-3.6%
Dec	15,318	–	–	13,989	39	896	30,242	1.8%
Total 2014	**169,170**	47	–	**181,807**	**667**	**9,143**	**360,834**	**-2.7%**
% Change 2013 to 2014	**-2.0%**	**-34.7%**	–	**-3.4%**	**12.9%**	**-1.6%**	**-2.7%**	

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2014

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	103	–	114	326	6	2,109	2,658	-0.3%
Feb	124	–	102	264	2	1,975	2,467	3.1%
Mar	115	–	100	344	8	2,256	2,823	-15.9%
Apr	109	–	112	368	6	2,688	3,283	-5.0%
May	144	–	112	405	8	2,786	3,455	-6.6%
Jun	136	–	100	368	–	2,700	3,304	-10.4%
Jul	139	–	118	378	9	2,966	3,610	-4.6%
Aug	142	–	103	382	16	2,743	3,386	-5.5%
Sep	137	–	94	356	12	2,768	3,367	-1.4%
Oct	197	–	94	380	16	2,561	3,248	-4.1%
Nov	104	–	97	337	4	2,175	2,717	-10.7%
Dec	193	–	90	371	3	1,864	2,521	6.5%
Total 2014	**1,643**	**–**	**1,236**	**4,279**	**90**	**29,591**	**36,839**	**-5.2%**
% Change 2013 to 2014	**4.6%**	**–**	**-13.3%**	**-5.2%**	**-5.3%**	**-5.4%**	**-5.2%**	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	–	–	2	–	1	–	3	100.0%
Feb	–	–	1	–	1	–	2	100.0%
Mar	–	–	–	–	–	–	–	–
Apr	–	–	2	–	–	–	2	100.0%
May	–	–	–	–	–	–	–	–
Jun	–	–	5	–	–	–	5	100.0%
Jul	–	–	20	–	2	–	22	100.0%
Aug	–	–	4	–	–	–	4	100.0%
Sep	–	–	–	–	–	–	–	–
Oct	–	–	–	–	–	–	–	–
Nov	–	–	4	–	–	–	4	0.0%
Dec	–	–	–	–	–	–	–	-100.0%
Total 2014	**–**	**–**	**38**	**–**	**4**	**–**	**42**	**425.0%**
% Change 2013 to 2014	**–**	**–**	**375.0%**	**–**	**– 100%**	**– –**	**425.0%**	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	103	–	116	326	7	2,109	2,661	-0.1%
Feb	124	–	103	264	3	1,975	2,469	3.1%
Mar	115	–	100	344	8	2,256	2,823	-16.0%
Apr	109	–	114	368	6	2,688	3,285	-5.0%
May	144	–	112	405	8	2,786	3,455	-6.6%
Jun	136	–	105	368	–	2,700	3,309	-10.3%
Jul	139	–	138	378	11	2,966	3,632	-4.0%
Aug	142	–	107	382	16	2,743	3,390	-5.5%
Sep	137	–	94	356	12	2,768	3,367	-1.4%
Oct	197	–	94	380	16	2,561	3,248	-4.1%
Nov	104	–	101	337	4	2,175	2,721	-10.7%
Dec	193	–	90	371	3	1,864	2,521	6.5%
Total 2014	**1,643**	**–**	**1,274**	**4,279**	**94**	**29,591**	**36,881**	**-5.1%**
% Change 2013 to 2014	**4.6%**	**–**	**-11.4%**	**-5.2%**	**-1.1%**	**-5.4%**	**-5.1%**	

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2014

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION*	TOTAL	% CHANGE 2013-14
Jan	604	173	–	–	13	1,093	1,883	-8.1%
Feb	550	188	–	–	8	1,161	1,907	-0.7%
Mar	644	227	–	–	14	1,210	2,095	-12.0%
Apr	660	189	–	116	8	1,567	2,540	2.8%
May	679	257	–	121	15	1,938	3,010	10.1%
Jun	658	270	–	119	7	1,837	2,891	1.3%
Jul	682	236	–	120	16	1,978	3,032	3.6%
Aug	682	272	–	123	–	2,184	3,261	-0.7%
Sep	492	239	–	114	7	1,721	2,573	-13.4%
Oct	495	233	–	117	–	1,534	2,379	9.2%
Nov	632	211	–	120	–	1,308	2,271	-3.6%
Dec	597	191	–	7	–	1,042	1,837	-11.6%
Total 2014	**7,375**	**2,686**		**957**	**88**	**18,573**	**29,679**	**-1.7%**
% Change 2013 to 2014	**5.9%**	**2.0%**	**–**	**-**	**-50.3%**	**-9.0%**	**-1.7%**	**-1.7%**

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION*	TOTAL	% CHANGE 2013-14
Jan	–	–	–	–	–	–	–	-100.0%
Feb	–	2	–	–	–	–	2	-50.0%
Mar	–	4	–	–	–	–	4	100.0%
Apr	–	4	–	–	–	–	4	33.3%
May	–	2	–	–	–	–	2	-33.3%
Jun	–	7	–	–	–	–	7	40.0%
Jul	–	4	–	–	–	–	4	33.3%
Aug	–	4	–	–	–	–	4	-33.3%
Sep	–	5	–	–	–	–	5	150.0%
Oct	–	7	–	–	–	–	7	133.3%
Nov	–	–	–	–	–	–	–	-100.0%
Dec	–	1	–	–	–	–	1	-50.0%
Total 2014	**–**	**40**					**40**	**8.1%**
% Change 2013 to 2014		**8.1%**	**–**	**–**	**–**	–	**8.1%**	**8.1%**

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION*	TOTAL	% CHANGE 2013-14
Jan	604	173	–	–	13	1,093	1,883	-8.2%
Feb	550	190	–	–	8	1,161	1,909	-0.8%
Mar	644	231	–	–	14	1,210	2,099	-12.0%
Apr	660	193	–	116	8	1,567	2,544	2.8%
May	679	259	–	121	15	1,938	3,012	10.1%
Jun	658	277	–	119	7	1,837	2,898	1.4%
Jul	682	240	–	120	16	1,978	3,036	3.7%
Aug	682	276	–	123	–	2,184	3,265	-0.7%
Sep	492	244	–	114	7	1,721	2,578	-13.3%
Oct	495	240	–	117	–	1,534	2,386	9.4%
Nov	632	211	–	120	–	1,308	2,271	-3.7%
Dec	597	192	–	7	–	1,042	1,838	-11.6%
Total 2014	**7,375**	**2,726**		**957**	**88**	**18,573**	**29,719**	**-1.7%**
% Change 2013 to 2014	**5.9%**	**2.1%**	**–**	**0.0%**	**-50.3%**	**-9.0%**	**-1.7%**	

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2014

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	–	–	–	–	–	11,140	11,140	6.2%
Feb	–	–	–	–	–	10,658	10,658	0.3%
Mar	–	–	–	–	–	11,763	11,763	-0.9%
Apr	–	–	–	–	–	12,565	12,565	-1.6%
May	–	–	–	–	–	14,983	14,983	5.4%
Jun	–	–	–	–	–	13,258	13,258	8.7%
Jul	–	–	–	–	–	11,844	11,844	4.4%
Aug	–	–	–	–	–	11,524	11,524	5.4%
Sep	–	–	–	–	–	14,793	14,793	6.9%
Oct	–	–	–	–	–	14,730	14,730	5.6%
Nov	–	–	–	–	–	13,370	13,370	2.2%
Dec	–	–	–	–	–	13,983	13,983	9.2%
Total 2014	**–**	**–**	**–**	**–**	**–**	**154,611**	**154,611**	**4.4%**
% Change 2013 to 2014	**–**	**–**	**–**	**–**	**–**	**4.4%**	**4.4%**	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	–	–	–	–	–	631	631	11.3%
Feb	–	–	–	–	–	476	476	2.6%
Mar	–	–	–	–	–	565	565	4.2%
Apr	–	–	–	–	–	596	596	9.0%
May	–	–	–	–	–	626	626	5.6%
Jun	–	–	–	–	–	615	615	8.3%
Jul	–	–	–	–	–	575	575	7.3%
Aug	–	–	–	–	–	448	448	2.3%
Sep	–	–	–	–	–	710	710	4.1%
Oct	–	–	–	–	–	648	648	5.0%
Nov	–	–	–	–	–	671	671	12.2%
Dec	–	–	–	–	–	670	670	-0.4%
Total 2014	**–**	**–**	**–**	**–**	**–**	**7,231**	**7,231**	**5.9%**
% Change 2013 to 2014	**–**	**–**	**–**	**–**	**–**	**5.9%**	**5.9%**	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	–	–	–	–	–	11,771	11,771	6.2%
Feb	–	–	–	–	–	11,134	11,134	0.3%
Mar	–	–	–	–	–	12,328	12,328	-0.9%
Apr	–	–	–	–	–	13,161	13,161	-1.6%
May	–	–	–	–	–	15,609	15,609	5.4%
Jun	–	–	–	–	–	13,873	13,873	8.7%
Jul	–	–	–	–	–	12,419	12,419	4.4%
Aug	–	–	–	–	–	11,972	11,972	5.4%
Sep	–	–	–	–	–	15,503	15,503	6.9%
Oct	–	–	–	–	–	15,378	15,378	5.6%
Nov	–	–	–	–	–	14,041	14,041	2.2%
Dec	–	–	–	–	–	14,653	14,653	9.2%
Total 2014	**–**	**–**	**–**	**–**	**–**	**161,842**	**161,842**	**4.4%**
% Change 2013 to 2014	**–**	**–**	**–**	**–**	**–**	**4.4%**	**4.4%**	

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

COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2014

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	36,458	230	1,877	26,151	223	17,117	82,056	-7.7%
Feb	33,605	258	1,766	23,107	261	16,402	75,399	-16.3%
Mar	41,655	269	1,827	30,816	238	17,812	92,617	-6.4%
Apr	39,957	224	1,929	29,848	252	19,668	91,878	-4.2%
May	41,673	290	2,019	29,312	116	23,133	96,543	-1.4%
Jun	42,040	289	1,882	32,118	262	21,357	97,948	0.5%
Jul	43,185	245	2,078	32,274	263	19,871	97,916	3.2%
Aug	43,614	314	1,990	34,419	192	19,441	99,970	-0.6%
Sep	39,616	938	1,799	30,550	279	23,160	96,342	2.8%
Oct	42,010	278	2,327	31,080	159	22,105	97,959	8.9%
Nov	41,447	280	2,010	28,494	234	20,104	92,569	1.1%
Dec	43,325	257	2,595	28,950	302	19,951	95,380	9.1%
Total 2014	**488,585**	**3,872**	**24,099**	**357,119**	**2,781**	**240,121**	**1,116,577**	**-1.2%**
% Change 2013 to 2014	**0.7%**	**143.0%**	**2.2%**	**-6.1%**	**-3.6%**	**2.3%**	**-1.2%**	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	17,679	26	710	3,688	45	–	22,148	-3.0%
Feb	15,656	30	632	3,357	9	–	19,684	-3.0%
Mar	19,007	32	741	4,219	58	–	24,057	-1.0%
Apr	19,340	44	684	3,721	29	–	23,818	6.1%
May	20,572	34	734	3,695	6	–	25,041	9.5%
Jun	20,707	35	678	4,356	21	–	25,797	7.9%
Jul	22,902	47	668	4,408	23	–	28,048	6.7%
Aug	22,435	32	688	4,810	22	–	27,987	5.9%
Sep	19,061	9	634	4,208	13	–	23,925	1.1%
Oct	19,053	14	635	4,314	19	–	24,035	1.1%
Nov	17,931	10	695	3,896	36	–	22,568	1.6%
Dec	19,739	22	705	3,929	23	–	24,418	6.7%
Total 2014	**234,082**	**335**	**8,204**	**48,601**	**304**	**–**	**291,526**	**2.8%**
% Change 2013 to 2014	**4.1%**	**49.7%**	**-15.2%**	**0.2%**	**22.6%**	**0.0%**	**2.8%**	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2013-14
Jan	54,137	256	2,587	29,839	268	17,117	104,204	-5.6%
Feb	49,261	288	2,398	26,464	270	16,402	95,083	-13.8%
Mar	60,662	301	2,568	35,035	296	17,812	116,674	-4.2%
Apr	59,297	268	2,613	33,569	281	19,668	115,696	-2.3%
May	62,245	324	2,753	33,007	122	23,133	121,584	0.7%
Jun	62,747	324	2,560	36,474	283	21,357	123,745	1.9%
Jul	66,087	292	2,746	36,682	286	19,871	125,964	3.9%
Aug	66,049	346	2,678	39,229	214	19,441	127,957	0.7%
Sep	58,677	947	2,433	34,758	292	23,160	120,267	2.4%
Oct	61,063	292	2,962	35,394	178	22,105	121,994	9.4%
Nov	59,378	290	2,705	32,390	270	20,104	115,137	1.7%
Dec	63,064	279	3,300	32,879	325	19,951	119,798	8.6%
Total 2014	**722,667**	**4,207**	**32,303**	**405,720**	**3,085**	**240,121**	**1,408,103**	**-0.4%**
% Change 2013 to 2014	**1.8%**	**116.2%**	**-2.9%**	**-5.4%**	**-1.5%**	**2.3%**	**-0.4%**	

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

AIRCRAFT MOVEMENTS BY MARKET

Annual Totals 2001 to 2014

JFK

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2001	173,427	6,874	5,074	19,695	3,653	9,874	60,831	14,162	293,590
2002	173,994	6,772	3,663	19,698	3,725	9,184	56,195	14,426	287,657
2003	166,198	7,958	4,425	19,817	3,896	8,425	54,247	15,352	280,318
2004	194,943	9,679	5,178	21,667	3,954	9,679	58,312	16,674	320,086
2005	219,672	10,570	6,604	20,816	4,142	10,093	60,385	17,668	349,950
2006	239,670	10,743	8,052	20,813	5,115	11,146	65,960	16,928	378,427
2007	293,130	9,828	8,285	23,424	7,558	12,092	72,271	17,166	443,754
2008	278,965	9,060	13,850	25,577	8,243	11,806	74,939	15,951	438,391
2009	263,832	8,972	11,289	29,220	7,228	11,854	68,822	14,069	415,286
2010	242,987	9,458	10,221	31,713	6,625	12,763	67,762	15,441	396,970
2011	249,977	9,526	11,871	31,942	5,441	13,207	70,700	16,074	408,738
2012	239,333	11,022	11,139	33,281	6,915	15,349	68,763	15,926	401,728
2013	236,981	11,350	11,065	35,880	8,902	15,409	70,167	16,373	406,127
2014	242,179	11,613	11,264	40,931	8,709	17,100	74,285	16,334	422,415

EWR

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2001	368,833	5,567	19,440	6,947	3,625	4,799	27,912	2,146	439,269
2002	337,475	5,376	17,533	7,696	3,941	3,995	27,903	1,898	405,817
2003	335,196	5,191	20,031	8,359	3,690	3,932	28,758	1,722	406,879
2004	358,833	5,919	21,358	9,662	3,918	4,354	31,365	2,037	437,446
2005	354,556	5,424	21,084	8,912	4,075	4,474	34,716	3,003	436,244
2006	356,035	6,612	22,304	8,225	3,719	5,125	39,869	3,369	445,258
2007	342,280	5,193	22,536	8,849	3,908	4,688	45,259	3,217	435,930
2008	337,154	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,050
2009	316,516	3,173	30,200	8,534	3,699	4,649	41,476	3,574	411,821
2010	310,754	2,621	32,137	8,926	3,918	4,669	42,332	3,963	409,320
2011	310,180	1,835	32,486	8,703	3,529	4,770	44,682	3,839	410,024
2012	316,447	1,949	34,040	8,846	3,483	5,635	40,189	3,538	414,127
2013	319,009	1,967	33,346	8,181	3,634	5,631	38,586	3,388	413,742
2014	300,985	2,644	29,319	10,315	3,845	5,764	39,074	3,579	395,525

LGA

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2001	348,734	–	17,793	1,696	–	–	–	–	368,223
2002	343,317	–	17,377	1,745	–	–	–	–	362,439
2003	355,906	1	17,138	1,916	–	–	–	–	374,961
2004	377,669	–	19,908	2,198	–	–	–	–	399,775
2005	377,281	–	21,556	2,034	–	–	–	–	400,871
2006	377,979	–	20,831	1,140	–	–	–	–	399,950
2007	370,323	–	20,048	1,176	–	–	–	–	391,547
2008	356,118	–	22,076	714	–	–	–	–	378,908
2009	331,483	–	22,573	332	–	–	–	–	354,388
2010	337,313	–	23,957	346	–	–	–	–	361,616
2011	343,889	–	21,924	57	–	–	–	–	365,870
2012	340,694	–	28,652	643	–	–	–	–	369,989
2013	337,866	–	31,701	1,294	–	–	–	–	370,861
2014	329,405	–	30,881	548	–	–	–	–	360,834

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

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

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

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

AIRCRAFT MOVEMENTS BY MARKET

Annual Totals 2001 to 2014

SWF

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2001	6,947	–	1	–	1	–	7	–	6,956
2002	7,732	–	2	–	–	–	1	–	7,735
2003	9,931	–	2	3	–	–	2	2	9,940
2004	11,967	–	2	–	1	1	5	2	11,978
2005	11,708	–	3	–	1	–	20	4	11,736
2006	83,149	–	35	2	–	1	31	–	83,218
2007	87,159	–	–	–	–	–	20	–	87,179
2008	72,635	–	–	–	–	–	8	–	72,643
2009	44,565	–	–	–	–	–	6	–	44,571
2010	47,047	–	–	–	–	–	-	–	47,047
2011	46,488	–	–	–	41	–	1	–	46,530
2012	42,144	–	–	–	–	–	13	–	42,157
2013	38,883	–	–	–	–	–	22	–	38,905
2014	36,839	–	–	–	–	–	42	–	36,881

ACY

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2001	43,378	–	–	36	–	–	–	–	43,414
2002	45,013	–	–	–	–	–	–	–	45,013
2003	43,654	–	–	–	–	–	–	–	43,654
2004	47,026	–	–	2	–	–	–	–	47,028
2005	46,668	–	–	3	–	–	–	–	46,671
2006	48,233	–	–	–	–	–	–	–	48,233
2007	43,017	–	–	1	–	–	–	–	43,018
2008	39,421	–	–	–	–	–	–	–	39,421
2009	35,565	–	–	–	–	–	–	–	35,565
2010	38,267	–	–	–	–	–	–	–	38,267
2011	33,212	–	–	–	–	–	–	–	33,212
2012	31,133	–	–	23	–	–	–	–	31,156
2013	30,193	–	–	37	–	–	–	–	30,230
2014	29,679	–	–	40	–	–	–	–	29,719

REGION

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2001	1,117,299	12,441	42,308	28,374	7,279	14,673	88,750	16,308	1,327,432
2002	1,108,130	12,148	38,575	29,139	7,666	13,179	84,099	16,324	1,309,260
2003	1,104,692	13,150	41,596	30,095	7,586	12,357	83,007	17,076	1,309,559
2004	1,192,838	15,598	46,446	33,529	7,873	14,034	89,682	18,713	1,418,713
2005	1,206,014	15,994	49,247	31,765	8,218	14,567	95,121	20,675	1,441,601
2006	1,292,906	17,355	51,222	30,180	8,834	16,272	105,860	20,297	1,542,926
2007	1,318,010	15,021	50,869	33,450	11,466	16,780	117,550	20,383	1,583,529
2008	1,246,726	12,971	61,464	35,004	12,311	16,286	121,939	19,145	1,525,846
2009	1,129,851	12,145	64,062	38,086	10,927	16,503	110,304	17,643	1,399,521
2010	1,125,898	12,079	66,315	40,985	10,543	17,432	110,094	19,404	1,402,750
2011	1,135,993	11,361	66,281	40,702	9,011	17,977	115,383	19,913	1,416,621
2012	1,117,227	12,971	73,831	42,793	10,398	20,984	108,965	19,464	1,406,633
2013	1,117,964	13,317	76,112	45,392	12,536	21,040	108,775	19,761	1,414,897
2014	1,100,929	14,257	71,464	51,834	12,554	22,864	114,288	19,913	1,408,103

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

PASSENGER TRAFFIC

Top Fifty Airport Comparisons

Commercial Passenger Traffic

Passenger Traffic by Market

Passenger Traffic by Airline

Passenger Traffic by Terminal

Passenger Demographics

Flag	Leave	Arrive	Flight	S	Eq
X6	11 29a J	11 21p	UA 274	1	757
X3	10 25pE	10 00at †	B A 186	0	788
	10 35pJ	10 00at †	H S 010	0	333
X6	10 55pJ	11 00at †	B A 182	0	777

From LONDON, UNITED KINGDOM

G = London City
H = Heathrow

Flag	Leave	Arrive	Flight	S	Eq
	8 25a H	11 05a	J BA 117	0	744
	8 40a H	12 05p	E UA 45	0	752
	9 30a H	12 30p	J VS 003	0	333
	9 40a H	12 54p	J DL 1	0	75W
1234	9 50a C	2 20p	J BA 171	1	318
	9 55a H	12 40p	J BA 175	0	744
	10 25aH	1 35p	E UA 28	0	777
	10 45aH	1 40p	J AA 101	0	77W
	11 00aH	2 00p	E BA 185	0	777
	11 30aH	2 25p	J BA 113	0	777
	12 35pH	4 05p	E UA 15	0	752
	12 50pH	4 04p	J DL 2	0	764
5	12 50pC	6 15p	J BA 001	1	318
	1 00pH	3 55p	J VS 045	0	744
	1 05pH	4 00p	J BA 177	0	777
	2 20pH	5 20p	J BA 173	0	777
	2 50pH	5 55p	J AA 105	0	777
	3 15pH	6 00p	E BA 189	0	788
246	3 30pH	6 30p	J KU 101	0	777
	3 50pH	7 10p	E UA 941	0	763
	4 00pH	7 05p	E VS 001	0	744
X6	4 00pC	8 30p	J BA 003	1	318
	4 15pH	7 20p	J BA 115	0	777
	5 05pH	8 15p	J AV 187	0	77W
	5 25pH	8 10p	E BA 187	0	788
	5 40pH	8 45p	J VS 009	0	333
	5 50pH	8 50p	J DL 3	0	764
	6 00pH	9 00p	J BA 179	0	777

Flag	Leave	Arrive	Flight	S	Eq
	10 00pE	10 15at †	B A 940	0	763
X3	10 25pE	10 00at †	B A 186	0	788
	10 35pJ	10 00at †	H S 010	0	333
X6	10 55pJ	11 00at †	B A 182	0	777

From LONDON, UNITED KINGDOM

G = London City
H = Heathrow

Flag	Leave	Arrive	Flight	S	Eq
	8 25a H	11 05a	J BA 117	0	744
	8 40a H	12 05p	E UA 45	0	752
	9 30a H	12 30p	J VS 003	0	333
	9 40a H	12 54p	J DL 1	0	75W
1234	9 50a C	2 20p	J BA 171	1	318
	9 55a H	12 40p	J BA 175	0	744
	10 25aH	1 35p	E UA 28	0	777
	10 45aH	1 40p	J AA 101	0	77W
	11 00aH	2 00p	E BA 185	0	777
	11 30aH	2 25p	J BA 113	0	777
	12 35pH	4 05p	E UA 15	0	752
	12 50pH	4 04p	J DL 2	0	764
5	12 50pC	6 15p	J BA 001	1	318
	1 00pH	3 55p	J VS 045	0	744
	1 05pH	4 00p	J BA 177	0	777
	2 20pH	5 20p	J BA 173	0	777
	2 50pH	5 55p	J AA 105	0	777
	3 15pH	6 00p	E BA 189	0	788
246	3 30pH	6 30p	J KU 101	0	777
	3 50pH	7 10p	E UA 941	0	763
	4 00pH	7 05p	E VS 001	0	744
X6	4 00pC	8 30p	J BA 003	1	318
	4 15pH	7 20p	J BA 115	0	777
	5 05pH	8 15p	J AV 187	0	77W
	5 25pH	8 10p	E BA 187	0	788
	5 40pH	8 45p	J VS 009	0	333
	5 50pH	8 50p	J DL 3	0	764
	6 00pH	9 00p	J BA 179	0	777

Flag	Leave	Arrive	Flight	S	Eq
	7 55pJ	9 25pE	B A 186	0	788
	9 30pJ	10 55p	B A 4485	0	ERD

From MONTREAL, CANADA

D = Dorval

Flag	Leave	Arrive	Flight	S	Eq
	6 00a D	8 00a	J DL 3697	0	CRJ
X67	6 10a D	7 55a	L AC 3515	0	ERD
X67	6 30a D	8 04a	L AC 7450	0	E75
X7	7 05a D	8 45a	L DL 6245	0	CRJ
	7 10a D	9 00a	J AA 3440	0	ERD
9	8 35a D	10 10a	J AA 3523	0	ERD
	8 45a D	10 17a	E AC 7738	0	CRJ
	8 50a D	10 17a	L AC 7452	0	E75
	10 05aD	11 40a	L AA 3523	0	ERD
	10 19aD	11 54a	E UA 5886	0	ERJ
	11 00aD	12 27p	L AC 7454	0	E75
X6	11 25aD	1 04p	L DL 6162	0	ERJ
	12 05pD	1 35p	L AA 3569	0	ERD
9	12 15pD	1 35p	L AA 3467	0	ERD
6	1 00pD	2 37p	E UA 4635	0	ERJ
	1 05pD	2 40p	L AA 3487	0	ERD
	1 30pD	3 02p	E AC 7740	0	CRJ
	1 35pD	2 55p	L AC 7456	0	E75
X6	2 27pD	4 08p	L DL 6349	0	ERJ
	2 38pD	4 15p	E UA 5886	0	ERJ
	2 50pD	4 30p	L AA 3529	0	ERD
X6	3 25pD	4 50p	L AC 7458	0	E75
	4 05pD	6 03p	J DL 4231	0	CRJ
X2	5 00pD	6 40p	E UA 4635	0	ERJ
X6	5 19pD	7 00p	L DL 6231	0	CRJ
X6	5 20pD	6 55p	E AC 7744	0	CRJ
	5 50pD	7 17p	L AC 7460	0	E75
	5 55pD	7 50p	J AA 3569	0	ERD
X6	6 20pD	8 00p	L AA 3074	0	ERD
	7 55pD	9 30p	L AC 7462	0	E75

Flag	Leave	Arrive	Flight	S	Eq
	5 13p	8 01p	J B6 636	0	320
	6 15p	9 07p	J B6 556	0	73H
	9 40p	12 23at †	J B6 936	0	320

To SANTO DOMINGO, DOMINICAN REPUBLIC

Flag	Leave	Arrive	Flight	S	Eq
	5 45a J	10 28a	B6 608	0	320
	7 35a J	12 24p	DL 493	0	73H
	7 40a E	12 31p	UA 1470	0	739
	9 35a J	2 24p	B6 509	0	320
	12N J	4 40p	B6 409	0	320
	2 55p J	7 55p	DL 487	0	73H
	3 50p J	8 46p	B6 9	0	320
	6 50p J	11 58p	DL 493	0	73H
	11 55pJ	4 44p †	B6 609	0	320

From SANTO DOMINGO, DOMINICAN REPUBLIC

Flag	Leave	Arrive	Flight	S	Eq
	6 04a	8 54a	J B6 310	0	320
	7 45a	10 47a	J DL 945	0	73H
	11 25a	2 18p	J B6 210	0	320
	1 33p	4 40p	E UA 1473	0	739
	3 05p	5 01p	J DL 494	0	73H
	3 32p	5 30p	J B6 510	0	320
	3 41p	6 49p	J DL 946	0	73H
	5 43p	8 49p	J B6 410	0	320
	9 07p	11 58p	J DL 488	0	73H
	9 44p	12 55at †	J B6 810	0	320

To SAO PAULO, BRAZIL

G = Guarulhos Int

Flag	Leave	Arrive	Flight	S	Eq
1467	7 45a J	8 20p	G JJ 8083	0	773
1467	8 45a J	9 20p	G JJ 8083	0	773
	1 15p E	5 45a †	G US 802	1	321
			Plane Change En Route		
	8 02p J	9 05a †	G DL 471	0	764
X13	8 30p J	9 15a †	G AA 919	0	777
	9 25p E	10 40at	G UA 31	0	764
	10 05pJ	10 40at	G JJ 8081	0	773
	10 20pJ	10 55at	G AA 951	0	77W
	10 50pJ	10 25at †	G JJ 8081	0	773

From SAO PAULO, BRAZIL

G = Guarulhos Int

Flag	Leave	Arrive	Flight	S	Eq
X15	12 45aG	7 35a	J AA 958	0	777
	8 00aG	8 05p	E US 803	0	762
			Plane Change En Route		
	9 00aG	8 05p	E US 803	1	762
			Plane Change En Route		
1467	11 10aG	6 45p	J JJ 8082	0	773
	9 20pG	5 27a †	J DL 472	0	764
	10 00pG	5 55a †	E UA 30	0	764
	10 05pG	6 00a †	J AA 950	0	77W
	10 20pG	5 27a †	J DL 472	0	764
	10 55pG	5 45a †	J JJ 8080	0	773
	11 00pG	6 00a †	E UA 30	0	764
	11 03pG	6 05a †	J AA 950	0	77W
X24	11 44pG	7 45a †	J AA 958	0	777

To SEOUL, KOREA

Flag	Leave	Arrive	Flight	S	Eq
	12 50aJ	5 05a †	KE 096	0	77W
	1N J	1 25p †	KE 081	0	388
	1 00pJ	5 30p †	OZ 221	0	77W

From SEOUL, KOREA

Flag	Leave	Arrive	Flight	S	Eq
	10 0aJ	3 40p †	OZ 222	0	77W
	10 05a	10 00a †	KE 081	0	388
	7 30p	7 20p	J KE 095	0	77W

To SHANGHAI, CHINA

Flag	Leave	Arrive	Flight	S	Eq
	9 00a L	5 25p †	DL 181	1	M88
			Plane Change En Route		
	10 05aE	2 05p †	UA 86	0	777
	3 25p J	7 25p †	MU 598	0	346

From SHANGHAI, CHINA

Flag	Leave	Arrive	Flight	S	Eq
	11 45a	5 25p	J MU 587	0	346
	4 30p	8 05p	E UA 97	0	777
	5 35p	9 25p	E DL 180	1	77L
			Plane Change En Route		

To SHANNON, REP. OF IRELAND

Flag	Leave	Arrive	Flight	S	Eq
X2	7 30p E	8 55a †	UA 25	0	752

From SHANNON, REP. OF IRELAND

Flag	Leave	Arrive	Flight	S	Eq
X3	9 00a	11 25a	E UA 24	0	752

To SINGAPORE, SINGAPORE

Flag	Leave	Arrive	Flight	S	Eq
	8 10p J	6 50a †	SQ 26	1	388

From SINGAPORE, SINGAPORE

Flag	Leave	Arrive	Flight	S	Eq
	11 55p	11 05at †	SQ 25	1	388

To STOCKHOLM, SWEDEN

Flag	Leave	Arrive	Flight	S	Eq
X23	5 15p E	7 30a †	UA 68	0	752
X36	5 55p E	7 40a †	SK 904	0	333
135	9 30p J	11 15at †	DY 7906	0	788
			Operated by DU		

From STOCKHOLM, SWEDEN

Flag	Leave	Arrive	Flight	S	Eq
X15	10 40a	1 35p	E SK 903	0	333
135	5 35p	8 00p	J DY 7005	0	788
			Operated by DU		

To STUTTGART, GERMANY

Flag	Leave	Arrive	Flight	S	Eq
3967	5 50p E	8 00a †	UA 163	0	752

From STUTTGART, GERMANY

Flag	Leave	Arrive	Flight	S	Eq
1467	10 05a	1 25p	E UA 153	0	752

To SYDNEY, AUSTRALIA

Flag	Leave	Arrive	Flight	S	Eq
	3 30p J	6 20a †	DL 417	1	76W
			Plane Change En Route		
	6 45p J	9 40a †	QF 108	1	744

From SYDNEY, AUSTRALIA

Flag	Leave	Arrive	Flight	S	Eq
	11 55a	5 00p	J QF 107	1	744
	12 20p	4 59p	J DL 18	1	77L
			Plane Change En Route		

To TAIPEI, TAIWAN

Flag	Leave	Arrive	Flight	S	Eq
X15	12 20aJ	5 30a †	BR 31	0	77W
145	1 50pJ	9 50p †	CI 019	1	744

From TAIPEI, TAIWAN

Flag	Leave	Arrive	Flight	S	Eq
146	8 00a	11 50a	J CI 020	1	744
X57	7 30p	9 10p	J BR 32	0	77W

To TASHKENT, UZBEKISTAN

Flag	Leave	Arrive	Flight	S	Eq
7	2 30p J	9 35p †	HY 102	1	707

From TASHKENT, UZBEKISTAN

Flag	Leave	Arrive	Flight	S	Eq
7	5 10p	12N	J HY 101	1	767

To TEGUCIGALPA, HONDURAS

Consult Your Travel Representative

From TEGUCIGALPA, HONDURAS

Flag	Leave	Arrive	Flight	S	Eq
67	12 47p	11 16p	L UA 1541	1	73G
			Plane Change En Route		

To TEL AVIV-YAFO, ISRAEL

Flag	Leave	Arrive	Flight	S	Eq
X56	1 15p E	6 50a †	LY 028	0	772
	3 50p E	9 20a †	UA 84	0	777
2347	8 00p J	11 45a†	LY 002	0	772
4	7 45p J	1 10p †	DL 468	0	744
4	8 30p J	2 00p †	LY 008	0	744
	9 15p J	2 40p †	DL 468	0	744
	10 45pE	4 20p †	UA 90	0	777
X45	11 50pJ	5 20p †	LY 008	0	744
5	11 55pE	5 25p †	LY 035	0	772

From TEL AVIV-YAFO, ISRAEL

Flag	Leave	Arrive	Flight	S	Eq
X4	12 35p	6 05a	E LY 027	0	772
	12 40a	5 45a	J DL 469	0	744
X6	1 00p	6 00a	J LY 007	0	772
X56	3 40p	3 10p	J LY 007	0	772
	11 20a	4 35p	E UA 85	0	777
	11 10p	4 30a †	E UA 31	0	777

To TOBAGO, TRINIDAD AND TOBAGO

Flag	Leave	Arrive	Flight	S	Eq
7	1 55pJ	7 50p	BW 424	0	738

From TOBAGO, TRINIDAD AND TOBAGO

Flag	Leave	Arrive	Flight	S	Eq
7	7 55a	12N	J BW 423	0	738

To TOKYO, JAPAN

N = Narita

Flag	Leave	Arrive	Flight	S	Eq
	10 35aE	2 45p †	N UA 79	0	777
	11 15aJ	3 25p †	N JL 005	0	77W
	12 15aJ	4 55p †	N JL 005	0	77W
	12 30aJ	4 30p †	N DL 172	0	744
	4 55pJ	8 05p †	N NH 1008	0	77W

From TOKYO, JAPAN

N = Narita

Flag	Leave	Arrive	Flight	S	Eq
	11 00aN	9 30a	J NH 10	0	77W
	1 10aN	10 05a	J JL 006	0	77W
	2 35pN	1 15p	J DL 172	0	744
	4 45pN	3 15p	J NH 1010	0	77W
	5 45pN	4 35p	E UA 78	0	777

To TORONTO, CANADA

T = Pearson

Flag	Leave	Arrive	Flight	S	Eq
	8 00a E	7 29a	L PD 116	0	DHH
	8 00a E	7 38a	E AC 7469	0	E75
	8 15a L	7 52a	E WS 1201	0	73S
X7	8 25a L	8 18a	J AC 701	0	E90
X6	8 50a E	8 23a	L PD 118	0	DHH
X67	7 05a J	9 03a	E AC 8861	0	CRJ
X7	7 12a E	8 44a	E UA 5860	0	ERJ
	7 30a L	9 14a	E AC 703	0	E90
X7	7 40a L	8 22a	L WS 1203	0	73W
X67	7 50a E	8 22a	J AC 7011	0	E75
	8 40a E	10 18a	L AC 7471	0	E75
X7	8 53a E	10 28a	E AC 702	0	E90
X7	8 55a E	10 28a	E UA 5861	0	ERJ
	9 00a J	10 49a	E AC 8901	0	CRJ
X7	9 00a E	10 44a	E WS 1205	0	73W
X7	9 15a E	10 44a	E AC 8004	0	CRJ
	9 40a E	11 28a	L PD 4043	0	CRJ
X6	9 50a E	11 28a	E UA 5866	0	ERJ
	9 55a E	11 28a	E AC 715	0	E90
	10 00a J	11 53a	J PD 133	0	DHH
	10 00a J	11 53a	J AC 8003	0	CRJ
	10 00a J	11 53a	J WS 1207	0	73S

2.1.1

TOP 50 DOMESTIC AIRPORT COMPARISONS

U.S. Passenger Traffic, Ranked by Passenger

2014

RANK	AIRPORT	NO. OF PASSENGERS	% CHANGE 2013-14
1	Hartsfield-Jackson Atlanta International Airport	96,178,899	1.85
2	Los Angeles International Airport	70,663,265	6.00
3	O'Hare International Airport	69,999,010	4.55
4	Dallas/Ft Worth International Airport	63,554,402	5.10
5	Denver International Airport	53,472,514	1.74
6	John F. Kennedy International Airport	53,254,533	5.56
7	San Francisco International Airport	47,114,631	4.83
8	Charlotte Douglas International Airport	44,279,504	1.89
9	McCarran International Airport	42,869,517	2.42
10	Sky Harbor International Airport	42,125,212	4.48
11	George Bush Intercontinental Airport	41,239,700	3.62
12	Miami International Airport	40,941,879	0.93
13	Seattle-Tacoma International Airport	37,497,941	7.67
14	Orlando International Airport	35,714,091	2.72
15	Newark Liberty International Airport	35,610,759	1.70
16	Minneapolis/St Paul International Airport	35,147,083	3.70
17	Detroit Metropolitan Wayne County Airport	32,513,555	0.38
18	Logan International Airport	31,636,751	4.63
19	Philadelphia International Airport	30,740,180	0.77
20	LaGuardia Airport	26,954,588	1.03
21	Ft Lauderdale-Hollywood International Airport	24,648,306	4.62
22	Baltimore/Washington International Thurgood Marshall Airport	22,312,676	-0.79
23	Washington Dulles International Airport	21,420,385	-1.72
24	Salt Lake City International Airport	21,141,610	4.73
25	Midway International Airport	21,069,564	3.47
26	Ronald Reagan Washington National Airport	20,784,384	1.92
27	San Diego International Airport	18,758,751	5.92
28	Tampa International Airport	17,552,707	3.74
29	Portland International Airport	15,916,512	5.90
30	Lambert-St Louis International Airport	12,384,015	-1.48
31	W. P. Hobby Airport	11,945,825	7.53
32	Nashville International Airport	11,041,543	6.67
33	Austin-Bergstrom International Airport	10,718,854	7.00
34	Oakland International Airport	10,336,788	6.10
35	Kansas City International Airport	10,166,881	2.98
36	Louis Armstrong New Orleans International Airport	9,942,767	6.40
37	Raleigh-Durham International Airport	9,463,598	2.89
38	Love Field	9,413,636	11.13
39	John Wayne Airport	9,386,033	1.66
40	Norman Y. Mineta San Jose International Airport	9,385,212	6.85
41	Sacramento International Airport	8,972,756	3.31
42	San Antonio International Airport	8,369,628	1.42
43	Pittsburgh International Airport	7,998,970	1.46
44	Southwest Florida International Airport	7,970,493	4.36
45	Cleveland Hopkins International Airport	7,609,404	-16.11
46	Indianapolis International Airport	7,362,731	1.90
47	General Mitchell International Airport	6,554,152	0.43
48	Port Columbus International Airport	6,355,974	2.11
49	Cincinnati/Northern Kentucky International Airport	5,908,711	3.34
50	Palm Beach International Airport	5,886,334	3.42

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2014.

TOP 50 WORLDWIDE AIRPORT COMPARISONS

Worldwide Passenger Traffic, Ranked by Passenger

2014

RANK	AIRPORT	NO. OF PASSENGERS	% CHANGE 2013-14
1	Hartsfield-Jackson Atlanta International Airport	96,178,899	1.85
2	Beijing Capital International Airport	86,128,270	2.89
3	Heathrow Airport	73,408,489	1.44
4	Tokyo International (Haneda) Airport	72,826,565	5.69
5	Los Angeles International Airport	70,663,265	6.00
6	Dubai International Airport	70,475,636	6.09
7	O'Hare International Airport	69,999,010	4.55
8	Aéroport de Paris-Charles de Gaulle	63,813,756	2.84
9	Dallas/Ft Worth International Airport	63,554,402	5.10
10	Hong Kong International Airport	63,121,786	5.93
11	Flughafen Frankfurt/Main	59,566,132	2.63
12	Soekarno-Hatta International Airport	57,221,169	-3.62
13	Atatürk International Airport	56,767,108	10.65
14	Amsterdam Airport	54,978,023	4.58
15	Guangzhou Bai Yun International Airport	54,780,346	4.44
16	Singapore Changi Airport	54,093,000	0.68
17	Denver International Airport	53,472,514	1.74
18	John F. Kennedy International Airport	53,254,533	5.56
19	Pudong International Airport	51,687,894	9.53
20	KL International Airport	48,930,409	3.02
21	San Francisco International Airport	47,114,631	4.83
22	Suvarnabhumi International Airport	46,423,352	-9.62
23	Incheon International Airport	45,662,322	9.56
24	Charlotte Douglas International Airport	44,279,504	1.89
25	McCarran International Airport	42,869,517	2.42
26	Sky Harbor International Airport	42,125,212	4.48
27	Aeropuerto de Barajas	41,822,863	5.30
28	George Bush Intercontinental Airport	41,239,700	3.62
29	Miami International Airport	40,941,879	0.93
30	Guarulhos International Airport	39,765,714	9.88
31	Indira Gandhi International Airport	39,752,819	8.39
32	Munich Airport	39,700,515	2.66
33	Sydney International Airport	38,863,380	1.59
34	Toronto Pearson International Airport	38,569,088	6.80
35	Aeroporto di Roma-Fiumicino	38,506,467	6.47
36	Gatwick Airport	38,105,747	7.49
37	Hongqiao International Airport	37,971,135	6.66
38	Chengdu Shuangliu International Airport	37,712,357	12.76
39	Aeropuerto de Barcelona	37,540,326	6.66
40	Seattle-Tacoma International Airport	37,497,941	7.67
41	Shenzhen Baoan International Airport	36,272,701	12.41
42	Taiwan Taoyuan International Airport	35,804,465	11.15
43	Orlando International Airport	35,714,091	2.72
44	Newark Liberty International Airport	35,610,759	1.70
45	Narita International Airport	35,535,206	0.62
46	Minneapolis/St Paul International Airport	35,147,083	3.70
47	Chhatrapati Shivaji International Airport	34,993,738	9.56
48	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	34,255,739	8.63
49	Ninoy Aquino International Airport	34,015,169	3.53
50	Domodedovo International Airport	33,108,047	7.32

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2014.

COMMERCIAL PASSENGER TRAFFIC

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	12,199,426	136,579	987,524	13,323,529
2002	13,527,370	13,751	1,061,757	14,602,878
2003	15,521,729	25,848	889,281	16,436,858
2004	18,715,056	27,031	1,346,335	20,088,422
2005	20,191,175	32,628	1,867,751	22,091,554
2006	20,852,450	14,754	2,136,295	23,003,499
2007	23,003,389	4,893	3,165,409	26,173,691
2008	21,942,288	3,423	3,258,357	25,204,068
2009	20,796,078	2,023	3,223,132	24,021,233
2010	20,566,499	3,189	2,834,589	23,404,277
2011	20,692,623	1,953	3,063,937	23,758,513
2012	21,714,371	2,279	2,500,433	24,217,083
2013	21,464,606	1,065	2,443,504	23,909,175
2014	22,256,473	86,587	2,663,220	25,006,280

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	15,628,297	279,810	81,131	15,989,238
2002	14,979,644	285,156	71,534	15,336,334
2003	14,951,177	281,725	66,731	15,299,633
2004	17,164,097	222,962	99,976	17,487,035
2005	18,417,371	233,023	150,017	18,800,411
2006	19,306,775	146,305	172,303	19,625,383
2007	21,168,276	202,293	173,556	21,544,125
2008	22,197,030	66,035	335,983	22,599,048
2009	21,516,446	18,920	321,343	21,856,709
2010	22,793,276	17,939	305,394	23,116,609
2011	23,480,594	14,944	390,546	23,886,084
2012	24,590,649	73,254	393,190	25,057,093
2013	26,122,488	17,282	401,413	26,541,183
2014	27,774,217	26,171	447,865	28,248,253

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	27,827,723	416,389	1,068,655	29,312,767
2002	28,507,014	298,907	1,133,291	29,939,212
2003	30,472,906	307,573	956,012	31,736,491
2004	35,879,153	249,993	1,446,311	37,575,457
2005	38,608,546	265,651	2,017,768	40,891,965
2006	40,159,225	161,059	2,308,598	42,628,882
2007	44,171,665	207,186	3,338,965	47,717,816
2008	44,139,318	69,458	3,594,340	47,803,116
2009	42,312,524	20,943	3,544,475	45,877,942
2010	43,359,775	21,128	3,139,983	46,520,886
2011	44,173,217	16,897	3,454,483	47,644,597
2012	46,305,020	75,533	2,893,623	49,274,176
2013	47,587,094	18,347	2,844,917	50,450,358
2014	50,030,690	112,758	3,111,085	53,254,533

COMMERCIAL PASSENGER TRAFFIC

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	21,236,656	41,566	2,204,855	23,483,077
2002	19,117,433	32,190	2,698,186	21,847,809
2003	18,376,295	105,153	3,300,433	21,781,881
2004	18,829,569	45,397	4,160,289	23,035,255
2005	19,076,593	12,672	4,624,203	23,713,468
2006	20,727,182	16,028	4,862,251	25,605,461
2007	20,831,391	36,714	4,746,005	25,614,110
2008	18,890,453	18,803	5,312,936	24,222,192
2009	17,023,793	29,749	5,489,133	22,542,675
2010	15,961,660	24,645	5,730,581	21,716,886
2011	16,855,000	36,220	5,298,449	22,189,669
2012	17,072,380	31,396	5,732,907	22,836,683
2013	17,655,605	27,102	6,034,130	23,716,837
2014	17,942,705	39,802	5,780,172	23,762,679

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	7,227,236	183,874	206,135	7,617,245
2002	6,966,505	134,861	271,600	7,372,966
2003	7,177,804	140,720	350,109	7,668,633
2004	8,310,390	87,720	460,007	8,858,117
2005	8,880,039	20,661	465,076	9,365,776
2006	9,423,024	8,173	598,050	10,029,247
2007	10,116,577	2,718	633,805	10,753,100
2008	10,470,509	36,835	631,200	11,138,544
2009	10,049,914	6,432	761,102	10,817,448
2010	10,677,742	11,123	788,439	11,477,304
2011	10,714,909	9,747	783,167	11,507,823
2012	10,341,246	8,231	797,867	11,147,344
2013	10,401,720	8,020	889,659	11,299,399
2014	10,953,811	8,100	886,169	11,848,080

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	28,463,892	225,440	2,410,990	31,100,322
2002	26,083,938	167,051	2,969,786	29,220,775
2003	25,554,099	245,873	3,650,542	29,450,514
2004	27,139,959	133,117	4,620,296	31,893,372
2005	27,956,632	33,333	5,089,279	33,079,244
2006	30,150,206	24,201	5,460,301	35,634,708
2007	30,947,968	39,432	5,379,810	36,367,210
2008	29,360,962	55,638	5,944,136	35,360,736
2009	27,073,707	36,181	6,250,235	33,360,123
2010	26,639,402	35,768	6,519,020	33,194,190
2011	27,569,909	45,967	6,081,616	33,697,492
2012	27,413,626	39,627	6,530,774	33,984,027
2013	28,057,325	35,122	6,923,789	35,016,236
2014	28,896,516	47,902	6,666,341	35,610,759

COMMERCIAL PASSENGER TRAFFIC

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	19,115,590	9,260	2,203,906	21,328,756
2002	17,801,507	4,862	3,063,206	20,869,575
2003	17,987,478	9,314	3,438,454	21,435,246
2004	19,231,252	6,162	3,954,196	23,191,610
2005	19,977,024	4,770	4,436,437	24,418,231
2006	19,777,748	3,239	4,715,995	24,496,982
2007	18,853,913	5,354	4,940,098	23,799,365
2008	17,244,972	2,884	4,693,536	21,941,392
2009	16,102,463	6,120	5,034,430	21,143,013
2010	17,420,964	5,757	5,523,394	22,950,115
2011	17,175,291	5,212	5,906,253	23,086,756
2012	17,785,343	4,886	6,483,800	24,274,029
2013	17,895,141	4,965	7,053,466	24,953,572
2014	18,064,300	2,728	7,072,667	25,139,695

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	1,162,462	1,192	3,009	1,166,663
2002	1,070,218	615	46,271	1,117,104
2003	945,468	53	102,003	1,047,524
2004	1,017,152	0	244,441	1,261,593
2005	1,286,730	114	184,285	1,471,129
2006	1,053,851	0	259,770	1,313,621
2007	948,317	562	278,023	1,226,902
2008	832,185	1,249	298,230	1,131,664
2009	684,911	95	325,217	1,010,223
2010	713,046	1,081	318,840	1,032,967
2011	688,313	2,187	345,222	1,035,722
2012	985,953	0	447,802	1,433,755
2013	1,129,674	116	597,738	1,727,528
2014	947,305	244	867,344	1,814,893

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	20,278,052	10,452	2,206,915	22,495,419
2002	18,871,725	5,477	3,109,477	21,986,679
2003	18,932,946	9,367	3,540,457	22,482,770
2004	20,248,404	6,162	4,198,637	24,453,203
2005	21,263,754	4,884	4,620,722	25,889,360
2006	20,831,599	3,239	4,975,765	25,810,603
2007	19,802,230	5,916	5,218,121	25,026,267
2008	18,077,157	4,133	4,991,766	23,073,056
2009	16,787,374	6,215	5,359,647	22,153,236
2010	18,134,010	6,838	5,842,234	23,983,082
2011	17,863,604	7,399	6,251,475	24,122,478
2012	18,771,296	4,886	6,931,602	25,707,784
2013	19,024,815	5,081	7,651,204	26,681,100
2014	19,011,605	2,972	7,940,011	26,954,588

COMMERCIAL PASSENGER TRAFFIC

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	283,960	–	–	283,960
2002	227,834	–	–	227,834
2003	400,464	–	–	400,464
2004	510,563	–	–	510,563
2005	398,214	–	–	398,214
2006	66,261	2,055	241,461	309,777
2007	646,058	–	267,869	913,927
2008	536,627	–	252,680	789,307
2009	180,154	–	209,911	390,065
2010	185,531	–	209,371	394,902
2011	187,653	–	224,400	412,053
2012	157,588	–	207,260	364,848
2013	157,526	–	163,156	320,682
2014	157,681	–	151,676	309,357

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	125	–	–	125
2002	–	–	–	–
2003	375	–	–	375
2004	–	–	–	–
2005	6	–	–	6
2006	–	125	19	144
2007	–	–	–	–
2008	–	–	–	–
2009	–	–	–	–
2010	–	–	–	–
2011	–	1,601	–	1,601
2012	–	–	–	–
2013	–	–	–	–
2014	–	–	–	–

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	284,085	–	–	284,085
2002	227,834	–	–	227,834
2003	400,839	–	–	400,839
2004	510,563	–	–	510,563
2005	398,220	–	–	398,220
2006	66,261	2,180	241,480	309,921
2007	646,058	–	267,869	913,927
2008	536,627	–	252,680	789,307
2009	180,154	–	209,911	390,065
2010	185,531	–	209,371	394,902
2011	187,653	1,601	224,400	413,654
2012	157,588	–	207,260	364,848
2013	157,526	–	163,156	320,682
2014	157,681	–	151,676	309,357

COMMERCIAL PASSENGER TRAFFIC

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	602,135	226,216	–	828,351
2002	700,666	201,530	–	902,196
2003	819,678	182,792	–	1,002,470
2004	857,649	192,469	–	1,050,118
2005	778,926	201,425	–	980,351
2006	732,635	215,701	–	948,336
2007	981,282	195,332	–	1,176,614
2008	895,986	201,851	–	1,097,837
2009	961,181	161,635	–	1,122,816
2010	1,260,900	165,899	–	1,426,799
2011	1,237,653	157,013	–	1,394,666
2012	1,251,613	131,803	–	1,383,416
2013	998,998	130,624	–	1,129,622
2014	1,057,192	126,285	25,014	1,208,491

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	–	1,798	–	1,798
2002	–	–	–	–
2003	–	–	–	–
2004	–	54	–	54
2005	–	126	–	126
2006	–	–	–	0
2007	–	17	–	17
2008	–	–	–	–
2009	–	–	–	–
2010	–	–	–	–
2011	–	–	–	–
2012	–	2,462	–	2,462
2013	–	3,276	–	3,276
2014	–	3,176	–	3,176

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	602,135	228,014	–	830,149
2002	700,666	201,530	–	902,196
2003	819,678	182,792	–	1,002,470
2004	857,649	192,523	–	1,050,172
2005	778,926	201,551	–	980,477
2006	732,635	215,701	–	948,336
2007	981,282	195,349	–	1,176,631
2008	895,986	201,851	–	1,097,837
2009	961,181	161,635	–	1,122,816
2010	1,260,900	165,899	–	1,426,799
2011	1,237,653	157,013	–	1,394,666
2012	1,251,613	134,265	–	1,385,878
2013	998,998	133,900	–	1,132,898
2014	1,057,192	129,461	25,014	1,211,667

COMMERCIAL PASSENGER TRAFFIC

Annual Totals 2001 to 2014

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	53,437,767	413,621	5,396,285	59,247,673
2002	51,374,810	252,333	6,823,149	58,450,292
2003	53,105,644	323,107	7,628,168	61,056,919
2004	58,144,089	271,059	9,460,820	67,875,968
2005	60,421,932	251,495	10,928,391	71,601,818
2006	62,156,276	251,777	11,956,002	74,364,055
2007	64,316,033	242,293	13,119,381	77,677,707
2008	59,510,326	226,961	13,517,509	73,254,796
2009	55,063,669	199,527	13,956,606	69,219,802
2010	55,395,554	199,490	14,297,935	69,892,979
2011	56,148,220	200,398	14,493,039	70,841,657
2012	59,232,908	301,927	14,924,400	74,459,235
2013	59,170,874	294,380	15,694,256	75,159,510
2014	59,356,885	351,854	15,717,763	75,426,502

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	24,018,120	466,674	290,275	24,775,069
2002	23,016,367	420,632	389,405	23,826,404
2003	23,074,824	422,498	518,843	24,016,165
2004	26,491,639	310,736	804,424	27,606,799
2005	28,584,146	253,924	799,378	29,637,448
2006	29,783,650	154,603	1,030,142	30,968,395
2007	32,233,170	205,590	1,085,384	33,524,144
2008	33,499,724	104,119	1,265,413	34,869,256
2009	32,251,271	25,447	1,407,662	33,684,380
2010	34,184,064	30,143	1,412,673	35,626,880
2011	34,883,816	28,479	1,518,935	36,431,230
2012	35,917,848	86,409	1,638,859	37,643,116
2013	37,653,882	31,970	1,888,810	39,574,662
2014	39,675,333	37,691	2,201,378	41,914,402

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2001	77,455,887	880,295	5,686,560	84,022,742
2002	74,391,177	672,965	7,212,554	82,276,696
2003	76,180,468	745,605	8,147,011	85,073,084
2004	84,635,728	581,795	10,265,244	95,482,767
2005	89,006,078	505,419	11,727,769	101,239,266
2006	91,939,926	406,380	12,986,144	105,332,450
2007	96,549,203	447,883	14,204,765	111,201,851
2008	93,010,050	331,080	14,782,922	108,124,052
2009	87,314,940	224,974	15,364,268	102,904,182
2010	89,579,618	229,633	15,710,608	105,519,859
2011	91,032,036	228,877	16,011,974	107,272,887
2012	95,150,756	388,336	16,563,259	112,102,351
2013	96,824,756	326,350	17,583,066	114,734,172
2014	99,032,218	389,545	17,919,141	117,340,904

COMMERCIAL PASSENGER TRAFFIC

Monthly Totals 2014

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	1,580,710	0	152,470	1,733,180	-5.7%	67,959
Feb	1,458,423	0	141,774	1,600,197	-2.2%	62,331
Mar	1,844,351	360	206,098	2,050,809	-1.5%	87,931
Apr	1,825,511	0	268,349	2,093,860	8.7%	83,081
May	1,916,533	0	278,371	2,194,904	6.6%	84,277
Jun	1,937,673	224	271,812	2,209,709	4.9%	91,629
Jul	2,078,383	131	265,814	2,344,328	4.6%	89,930
Aug	2,126,525	407	283,975	2,410,907	6.3%	88,290
Sep	1,799,087	85,069	209,881	2,094,037	10.0%	81,234
Oct	1,945,123	318	204,178	2,149,619	7.9%	85,650
Nov	1,784,308	0	186,646	1,970,954	8.7%	72,188
Dec	1,959,846	78	193,852	2,153,776	5.5%	77,701
Total 2014	**22,256,473**	**86,587**	**2,663,220**	**25,006,280**	**4.6%**	**972,201**
% Change 2013 to 2014	**3.7%**	**8030.2%**	**9.0%**	**4.6%**		**3.5%**

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	1,969,815	3,430	23,683	1,999,728	5.8%	34,913
Feb	1,614,313	1,651	24,417	1,640,381	6.1%	35,016
Mar	2,051,265	2,389	30,027	2,083,681	-0.1%	45,809
Apr	2,339,739	2,634	33,671	2,376,044	16.5%	52,172
May	2,453,551	1,564	38,547	2,493,662	10.2%	50,697
Jun	2,582,599	3,191	43,072	2,628,862	5.6%	53,819
Jul	2,835,356	3,233	48,438	2,888,135	5.9%	54,624
Aug	3,013,869	2,936	54,354	3,066,280	8.7%	56,113
Sep	2,398,751	3,489	43,935	2,446,975	6.1%	47,583
Oct	2,304,908	0	43,966	2,348,874	5.9%	51,672
Nov	1,954,908	1,654	30,253	1,986,815	4.3%	49,112
Dec	2,255,143	0	33,502	2,288,816	1.6%	49,906
Total 2014	**27,774,217**	**26,171**	**447,865**	**28,248,253**	**6.4%**	**581,436**
% Change 2013 to 2014	**6.3%**	**78.7%**	**11.6%**	**6.4%**		**3.1%**

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	3,550,525	3,430	176,153	3,730,108	0.2%	102,872
Feb	3,072,736	1,651	166,191	3,240,578	1.8%	97,347
Mar	3,895,616	2,749	236,125	4,134,490	-0.8%	133,740
Apr	4,165,250	2,634	302,020	4,469,904	12.7%	135,253
May	4,370,084	1,564	316,918	4,688,566	8.4%	134,974
Jun	4,520,272	3,415	314,884	4,838,571	5.3%	145,448
Jul	4,913,739	3,364	314,252	5,231,355	5.3%	144,554
Aug	5,140,394	3,343	338,329	5,482,066	7.6%	144,403
Sep	4,197,838	88,558	253,816	4,540,212	7.9%	128,817
Oct	4,250,031	318	248,144	4,498,493	6.9%	137,322
Nov	3,739,216	1,654	216,899	3,957,769	6.5%	121,300
Dec	4,214,989	78	227,354	4,442,421	3.4%	127,607
Total 2014	**50,030,690**	**112,758**	**3,111,085**	**53,254,533**	**5.6%**	**1,553,637**
% Change 2013 to 2014	**5.1%**	**540.2%**	**9.4%**	**5.6%**		**3.3%**

COMMERCIAL PASSENGER TRAFFIC

Monthly Totals 2014

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	1,297,092	3,866	402,991	1,703,949	0.6%	69,482
Feb	1,164,220	3,546	345,607	1,516,373	-2.8%	59,450
Mar	1,557,161	745	525,494	2,083,400	3.5%	77,075
Apr	1,517,382	2,130	411,127	1,930,639	-3.1%	97,765
May	1,555,921	1,692	418,352	1,975,965	-4.6%	73,269
Jun	1,593,369	1,147	533,001	2,127,517	1.4%	82,940
Jul	1,640,911	3,416	551,985	2,199,312	0.3%	88,244
Aug	1,654,194	4,125	589,185	2,241,203	1.3%	85,412
Sep	1,408,038	4,641	489,256	1,901,935	1.6%	72,197
Oct	1,506,058	4,586	487,528	1,998,172	-1.4%	72,025
Nov	1,464,955	5,131	502,613	1,973,000	3.8%	71,518
Dec	1,583,404	4,777	523,033	2,111,214	1.5%	68,355
Total 2014	**17,942,705**	**39,802**	**5,780,172**	**23,762,679**	**0.2%**	**917,732**
% Change 2013 to 2014	**1.6%**	**70.1%**	**-4.2%**	**0.2%**		**-4.6%**

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	776,830	189	65,169	842,188	-1.9%	26,234
Feb	646,593	595	58,270	705,458	-1.4%	18,745
Mar	893,215	538	78,524	972,277	0.5%	24,726
Apr	938,472	1,186	63,758	1,003,416	4.5%	28,816
May	958,370	1,539	61,129	1,021,038	2.2%	52,250
Jun	1,017,637	1,021	77,798	1,096,456	3.6%	26,537
Jul	1,179,174	780	81,399	1,261,353	13.1%	27,341
Aug	1,077,710	493	92,265	1,170,468	5.0%	26,812
Sep	871,010	459	75,053	946,522	3.7%	21,047
Oct	867,127	408	81,274	948,809	3.5%	24,793
Nov	780,423	363	73,379	854,165	7.2%	22,780
Dec	947,250	529	78,151	1,025,930	14.9%	23,705
Total 2014	**10,953,811**	**8,100**	**886,169**	**11,848,080**	**4.8%**	**323,786**
% Change 2013 to 2014	**5.2%**	**32.8%**	**-0.4%**	**4.8%**		**9.1%**

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	2,073,922	4,055	468,160	2,546,137	-0.2%	95,716
Feb	1,810,813	4,141	403,877	2,221,831	-2.4%	78,195
Mar	2,450,376	1,283	604,018	3,055,677	2.5%	101,801
Apr	2,455,854	3,316	474,885	2,934,055	-0.7%	126,581
May	2,514,291	3,231	479,481	2,997,003	-2.4%	125,519
Jun	2,611,006	2,168	610,799	3,223,973	2.1%	109,477
Jul	2,820,085	4,196	633,384	3,460,665	4.6%	115,585
Aug	2,731,904	4,618	681,450	3,411,671	2.6%	112,224
Sep	2,279,048	5,100	564,309	2,848,457	2.3%	93,244
Oct	2,373,185	4,994	568,802	2,946,981	0.1%	96,818
Nov	2,245,378	5,494	575,992	2,827,165	4.8%	94,298
Dec	2,530,654	5,306	601,184	3,137,144	5.5%	92,060
Total 2014	**28,896,516**	**47,902**	**6,666,341**	**35,610,759**	**1.7%**	**1,241,518**
% Change 2013 to 2014	**2.9%**	**61.6%**	**-3.7%**	**1.7%**		**-1.4%**

COMMERCIAL PASSENGER TRAFFIC

Monthly Totals 2014

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	1,274,197	35	466,631	1,740,863	-4.3%	65,600
Feb	1,150,508	117	424,063	1,574,688	-5.7%	56,162
Mar	1,516,803	401	605,487	2,122,691	-2.3%	80,206
Apr	1,554,421	476	640,255	2,195,152	3.6%	78,295
May	1,633,143	559	652,130	2,285,832	3.2%	65,244
Jun	1,564,795	–	671,809	2,236,604	2.8%	114,902
Jul	1,635,638	513	639,344	2,275,495	2.8%	126,191
Aug	1,664,818	391	665,730	2,330,939	0.1%	86,735
Sep	1,390,415	184	591,033	1,981,632	1.4%	75,798
Oct	1,515,712	0	672,062	2,187,774	1.3%	79,037
Nov	1,496,828	52	507,260	2,004,140	2.1%	72,074
Dec	1,667,022	0	536,863	2,203,885	2.0%	76,831
Total 2014	**18,064,300**	**2,728**	**7,072,667**	**25,139,695**	**0.7%**	**977,075**
% Change 2013 to 2014	**0.9%**	**-45.1%**	**0.3%**	**0.7%**		**6.2%**

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	64,390	–	55,784	120,174	10.8%	1,885
Feb	57,579	–	53,175	110,754	7.9%	1,751
Mar	72,289	58	71,613	143,960	7.4%	2,212
Apr	88,022	–	62,827	150,849	17.0%	2,390
May	88,687	128	73,360	162,175	3.2%	2,418
Jun	79,571	58	86,409	166,038	7.7%	2,294
Jul	84,570	–	80,568	165,138	-0.2%	2,515
Aug	91,393	–	100,178	191,571	0.2%	2,959
Sep	86,067	–	77,423	163,490	8.2%	2,278
Oct	89,707	–	77,984	167,691	4.6%	2,232
Nov	70,167	–	61,499	131,666	1.7%	1,919
Dec	74,863	–	66,524	141,387	-2.3%	2,144
Total 2014	**947,305**	**244**	**867,344**	**1,814,893**	**5.1%**	**26,997**
% Change 2013 to 2014	**-16.2%**	**198.3%**	**45.1%**	**5.1%**		**-17.9%**

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	1,338,587	35	522,415	1,861,037	-3.4%	67,485
Feb	1,208,087	117	477,238	1,685,442	-4.9%	57,913
Mar	1,589,092	459	677,100	2,266,651	-1.7%	82,418
Apr	1,642,443	476	703,082	2,346,001	4.4%	80,685
May	1,721,830	687	725,490	2,448,007	3.2%	67,662
Jun	1,644,366	58	758,218	2,402,642	3.1%	117,196
Jul	1,720,208	513	719,912	2,440,633	2.6%	128,706
Aug	1,756,211	391	765,908	2,522,510	0.1%	89,694
Sep	1,476,482	184	668,456	2,145,122	1.9%	78,076
Oct	1,605,419	0	750,046	2,355,465	1.5%	81,269
Nov	1,566,995	52	568,759	2,135,806	2.1%	73,993
Dec	1,741,885	0	603,387	2,345,272	1.7%	78,975
Total 2014	**19,011,605**	**2,972**	**7,940,011**	**26,954,588**	**1.0%**	**1,004,072**
% Change 2013 to 2014	**-0.1%**	**-39.5%**	**3.8%**	**1.0%**		**5.3%**

COMMERCIAL PASSENGER TRAFFIC

Monthly Totals 2014

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	12,859	–	11,822	24,681	1.4%	206
Feb	12,111	–	9,257	21,368	-5.2%	192
Mar	13,888	–	12,023	25,911	-10.8%	256
Apr	13,138	–	13,478	26,616	3.6%	277
May	13,881	–	15,016	28,897	12.5%	331
Jun	12,898	–	13,285	26,183	4.6%	298
Jul	13,802	–	14,378	28,180	-10.6%	262
Aug	14,320	–	13,892	28,212	-12.6%	352
Sep	12,772	–	12,467	25,239	0.1%	232
Oct	13,729	–	12,974	26,703	1.6%	421
Nov	12,000	–	11,367	23,367	-10.2%	209
Dec	12,283	–	11,717	24,000	-11.2%	232
Total 2014	**157,681**	**–**	**151,676**	**309,357**	**-3.5%**	**3,268**
% Change 2013 to 2014	**0.1%**	**–**	**-7.0%**	**-3.5%**		**-8.5%**

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	–	–	–	–	–	–
Feb	–	–	–	–	–	–
Mar	–	–	–	–	–	–
Apr	–	–	–	–	–	–
May	–	–	–	–	–	–
Jun	–	–	–	–	–	–
Jul	–	–	–	–	–	–
Aug	–	–	–	–	–	–
Sep	–	–	–	–	–	–
Oct	–	–	–	–	–	–
Nov	–	–	–	–	–	–
Dec	–	–	–	–	–	–
Total 2014	**–**	**–**	**–**	**–**	**–**	**–**
% Change 2013 to 2014	**–**	**–**	**–**	**–**	**–**	**–**

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	12,859	0	11,822	24,681	1.4%	206
Feb	12,111	0	9,257	21,368	-5.2%	192
Mar	13,888	0	12,023	25,911	-10.8%	256
Apr	13,138	0	13,478	26,616	3.6%	277
May	13,881	0	15,016	28,897	12.5%	331
Jun	12,898	0	13,285	26,183	4.6%	298
Jul	13,802	0	14,378	28,180	-10.6%	262
Aug	14,320	0	13,892	28,212	-12.6%	352
Sep	12,772	0	12,467	25,239	0.1%	232
Oct	13,729	0	12,974	26,703	1.6%	421
Nov	12,000	0	11,367	23,367	-10.2%	209
Dec	12,283	0	11,717	24,000	-11.2%	232
Total 2014	**157,681**	**0**	**151,676**	**309,357**	**-3.5%**	**3,268**
% Change 2013 to 2014	**0.1%**	**#DIV/0!**	**-7.0%**	**-3.5%**		**-8.5%**

COMMERCIAL PASSENGER TRAFFIC

Monthly Totals 2014

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	84,922	7,499	-	92,421	5.8%	–
Feb	82,476	7,779	-	90,255	10.4%	–
Mar	97,790	11,880	-	109,670	20.5%	–
Apr	93,522	8,469	2,615	104,606	23.6%	4,982
May	95,243	11,919	2,936	110,098	4.0%	1,596
Jun	88,576	13,705	3,364	105,645	2.4%	1,622
Jul	101,181	12,543	3,616	117,340	5.4%	2,292
Aug	102,337	13,691	4,095	120,123	2.9%	1,904
Sep	67,689	11,788	3,269	82,746	-2.0%	2,664
Oct	70,783	10,870	2,949	84,602	0.2%	304
Nov	85,005	9,084	2,088	96,177	5.4%	0
Dec	87,668	7,058	82	94,808	8.1%	2,500
Total 2014	**1,057,192**	**126,285**	**25,014**	**1,208,491**	**7.0%**	**17,864**
% Change 2013 to 2014	**8.3%**	**-3.3%**	**na**	**7.0%**	**7.0%**	**0.9%**

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	–	–	–	–	–	–
Feb	–	148	–	148	-61.1%	–
Mar	–	328	–	328	73.5%	–
Apr	–	321	–	321	24.4%	–
May	–	183	–	183	-28.5%	–
Jun	–	594	–	594	44.2%	–
Jul	–	345	–	345	31.7%	–
Aug	–	391	–	391	-30.9%	–
Sep	–	390	–	390	104.2%	–
Oct	–	389	–	389	47.9%	–
Nov	–	-	–	-	-100.0%	–
Dec	–	87	–	87	-50.0%	–
Total 2014	**–**	**3,176**	**–**	**3,176**	**-3.1%**	**–**
% Change 2013 to 2014		**-3.1%**		**-3.1%**		**–**

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON–REVENUE PASSENGERS
Jan	84,922	7,499	–	92,421	5.5%	–
Feb	82,476	7,927	–	90,403	10.1%	–
Mar	97,790	12,208	–	109,998	20.6%	–
Apr	93,522	8,790	2,615	104,927	23.6%	4,982
May	95,243	12,102	2,936	110,281	3.9%	1,596
Jun	88,576	14,299	3,364	106,239	2.6%	1,622
Jul	101,181	12,888	3,616	117,685	5.5%	2,292
Aug	102,337	14,082	4,095	120,514	2.8%	1,904
Sep	67,689	12,178	3,269	83,136	-1.8%	2,664
Oct	70,783	11,259	2,949	84,991	0.4%	304
Nov	85,005	9,084	2,088	96,177	5.2%	-
Dec	87,668	7,145	82	94,895	8.0%	2,500
Total 2014	**1,057,192**	**129,461**	**25,014**	**1,211,667**	**7.0%**	**17,864**
% Change 2013 to 2014	**8.3%**	**-3.3%**		**7.0%**		

COMMERCIAL PASSENGER TRAFFIC

Monthly Totals 2014

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	4,249,780	11,400	1,033,914	5,295,094	-3.1%	204,562
Feb	3,867,738	14,442	920,701	4,802,881	-3.4%	178,646
Mar	5,029,993	13,386	1,349,102	6,392,481	0.1%	245,719
Apr	5,003,974	11,075	1,335,824	6,350,873	3.3%	259,744
May	5,214,721	14,170	1,366,805	6,595,696	1.8%	223,928
Jun	5,197,311	14,910	1,493,271	6,705,492	3.0%	290,488
Jul	5,469,915	13,468	1,475,137	6,958,520	2.5%	305,506
Aug	5,555,893	4,923	1,556,877	7,117,693	2.3%	260,789
Sep	4,678,001	101,682	1,305,906	6,085,589	4.2%	229,886
Oct	5,051,405	15,774	1,379,691	6,446,870	2.5%	238,017
Nov	4,843,096	35,317	1,209,974	6,088,387	4.6%	215,989
Dec	5,195,058	101,307	1,290,561	6,586,926	2.8%	223,119
Total 2014	**59,356,885**	**351,854**	**15,717,763**	**75,426,502**	**1.8%**	**2,876,393**
% Change 2013 to 2014	**2.2%**	**37.7%**	**0.0%**	**1.8%**		**1.5%**

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	2,811,035	6,419	144,636	2,962,090	3.7%	63,032
Feb	2,318,485	2,394	135,862	2,456,741	3.9%	55,512
Mar	3,016,769	3,313	180,164	3,200,246	0.4%	72,747
Apr	3,366,233	5,141	160,256	3,531,630	12.8%	83,378
May	3,500,608	2,694	173,036	3,676,338	7.5%	105,365
Jun	3,669,156	4,039	207,279	3,880,474	5.1%	82,650
Jul	4,096,551	5,401	210,405	4,312,357	7.7%	84,480
Aug	4,178,093	3,820	246,797	4,428,710	7.3%	85,885
Sep	3,355,828	2,304	196,411	3,554,543	5.5%	70,908
Oct	3,261,742	797	203,224	3,465,763	5.2%	78,697
Nov	2,805,498	840	165,131	2,971,469	5.0%	73,811
Dec	3,295,335	529	178,177	3,474,041	5.0%	75,755
Total 2014	**39,675,333**	**37,691**	**2,201,378**	**41,914,402**	**5.9%**	**932,220**
% Change 2013 to 2014	**5.3%**	**29.7%**	**16.5%**	**5.9%**		**4.3%**

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2013 TO 2014	NON-REVENUE PASSENGERS
Jan	7,060,815	17,819	1,178,550	8,257,184	-0.7%	267,594
Feb	6,186,223	16,836	1,056,563	7,259,622	-1.0%	234,158
Mar	8,046,762	16,699	1,529,266	9,592,727	0.2%	318,466
Apr	8,370,207	16,216	1,496,080	9,882,503	6.5%	343,122
May	8,715,329	16,864	1,539,841	10,272,034	3.8%	329,293
Jun	8,866,467	18,949	1,700,550	10,585,966	3.7%	373,138
Jul	9,566,466	18,869	1,685,542	11,270,877	4.4%	389,986
Aug	9,733,986	8,743	1,803,674	11,546,403	4.2%	346,674
Sep	8,033,829	103,986	1,502,317	9,640,132	4.7%	300,794
Oct	8,313,147	16,571	1,582,915	9,912,633	3.4%	316,714
Nov	7,648,594	36,157	1,375,105	9,059,856	4.7%	289,800
Dec	8,490,393	101,836	1,468,738	10,060,967	3.6%	298,874
Total 2014	**99,032,218**	**389,545**	**17,919,141**	**117,340,904**	**3.3%**	**3,808,613**
% Change 2013 to 2014	**2.1%**	**52.3%**	**1.8%**	**3.3%**		**2.2%**

PASSENGER TRAFFIC BY MARKET

Annual Totals 2001 to 2014

JFK

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2001	12,223,461	1,100,068	169,857	2,602,377	371,549	1,209,736	10,155,565	1,480,154	29,312,767
2002	13,609,127	993,751	133,172	2,608,719	434,347	1,126,384	9,430,305	1,603,407	29,939,212
2003	15,145,675	1,291,183	115,142	2,775,938	438,529	1,142,993	9,293,648	1,533,383	31,736,491
2004	18,537,406	1,551,016	156,538	3,044,875	480,985	1,352,007	10,622,734	1,829,896	37,575,457
2005	20,367,497	1,724,057	212,745	3,126,841	490,462	1,474,630	11,509,756	1,985,977	40,891,965
2006	21,354,376	1,649,123	321,403	3,160,943	581,651	1,567,191	12,016,416	1,977,779	42,628,882
2007	24,666,381	1,507,310	295,293	3,472,314	795,675	1,719,556	13,167,346	2,093,941	47,717,816
2008	23,823,575	1,380,493	453,484	3,650,590	890,555	1,696,021	13,761,056	2,147,342	47,803,116
2009	22,793,400	1,227,833	363,393	3,828,019	757,431	1,758,428	13,046,234	2,103,204	45,877,942
2010	22,105,914	1,298,363	354,898	4,105,998	775,510	2,000,877	13,534,550	2,344,776	46,520,886
2011	22,482,934	1,275,579	401,042	4,058,921	684,617	2,166,435	14,077,822	2,497,247	47,644,597
2012	22,707,686	1,509,397	394,421	4,310,955	804,676	2,461,422	14,401,172	2,684,447	49,274,176
2013	22,419,305	1,489,870	426,438	4,456,519	1,067,928	2,651,113	15,100,873	2,838,312	50,450,358
2014	23,490,792	1,515,488	524,116	4,902,380	1,100,725	2,928,726	15,876,898	2,915,408	53,254,533

EWR

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2001	22,791,446	691,631	944,161	700,676	389,292	585,733	4,663,542	333,841	31,100,322
2002	21,148,358	699,451	806,382	747,662	397,219	488,012	4,598,621	335,070	29,220,775
2003	21,043,705	738,176	827,594	846,422	398,655	480,792	4,830,348	284,822	29,450,514
2004	22,224,861	810,394	988,004	995,348	430,669	504,577	5,548,387	391,132	31,893,372
2005	22,944,821	768,647	885,954	997,402	451,567	527,249	5,968,564	535,040	33,079,244
2006	24,682,819	922,642	919,852	1,080,410	434,827	575,201	6,360,770	658,187	35,634,708
2007	24,870,701	743,409	925,443	1,106,580	476,115	572,452	7,009,009	663,501	36,367,210
2008	23,625,236	596,956	1,064,244	1,111,975	511,461	577,747	7,236,619	636,498	35,360,736
2009	22,041,074	501,601	1,225,403	1,098,468	479,071	622,518	6,681,810	710,178	33,360,123
2010	21,295,398	421,488	1,419,746	1,163,250	523,058	620,403	6,911,125	839,722	33,194,190
2011	21,894,691	294,978	1,496,798	1,126,381	460,342	626,350	7,023,745	774,207	33,697,492
2012	22,544,108	292,575	1,515,475	1,144,024	439,734	722,940	6,605,445	719,726	33,984,027
2013	23,428,485	288,352	1,599,087	1,070,751	459,567	761,154	6,705,443	703,397	35,016,236
2014	23,372,292	390,387	1,595,216	1,350,043	504,289	774,516	6,806,946	817,070	35,610,759

LGA

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2001	21,375,263	–	965,454	179,157	–	–	–	–	22,519,874
2002	20,869,575	–	940,971	176,133	–	–	–	–	21,986,679
2003	21,435,178	68	845,935	201,589	–	–	–	–	22,482,770
2004	23,191,610	–	1,059,906	201,687	–	–	–	–	24,453,203
2005	24,418,231	–	1,269,264	201,865	–	–	–	–	25,889,360
2006	24,496,982	–	1,186,312	127,309	–	–	–	–	25,810,603
2007	23,799,365	–	1,115,548	111,354	–	–	–	–	25,026,267
2008	21,941,392	–	1,058,076	73,588	–	–	–	–	23,073,056
2009	21,143,013	–	977,324	32,899	–	–	–	–	22,153,236
2010	22,950,115	–	1,000,291	32,676	–	–	–	–	23,983,082
2011	23,086,756	–	1,029,634	6,088	–	–	–	–	24,122,478
2012	24,274,029	–	1,366,902	66,853	–	–	–	–	25,707,784
2013	24,953,572	–	1,597,240	130,288	–	–	–	–	26,681,100
2014	25,139,695	–	1,761,717	53,176	–	–	–	–	26,954,588

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

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

PASSENGER TRAFFIC BY MARKET

Annual Totals 2001 to 2014

SWF

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2001	283,960	–	-	-	125	–	–	–	284,085
2002	227,834	–	-	-	-	–	–	–	227,834
2003	400,464	–	50	325	-	–	–	–	400,839
2004	510,563	–	-	-	-	–	–	–	510,563
2005	398,214	–	6	–	–	–	–	–	398,220
2006	309,777	–	19	–	–	–	125	–	309,921
2007	913,927	–	19	–	–	–	125	–	913,927
2008	789,307	–	–	–	–	–	–	–	789,307
2009	390,065	–	–	–	–	–	–	–	390,065
2010	394,902	–	–	–	–	–	–	–	394,902
2011	412,053	–	–	–	1,601	–	–	–	413,654
2012	364,848	–	–	–	1,601	–	–	–	364,848
2013	320,682	–	–	–	–	–	–	–	320,682
2014	309,357	–	–	–	–	–	–	–	309,357

ACY

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2001	828,351	–	–	1,798	–	–	–	–	830,149
2002	902,196	–	–	-	–	–	–	–	902,196
2003	1,002,470	–	–	-	–	–	–	–	1,002,470
2004	1,050,118	–	–	54	–	–	–	–	1,050,172
2005	980,351	–	–	126	–	–	–	–	980,477
2006	948,336	–	–	-	–	–	–	–	948,336
2007	1,176,614	–	–	17	–	–	–	–	1,176,631
2008	1,097,837	–	–	-	–	–	–	–	1,097,837
2009	1,122,816	–	–	-	–	–	–	–	1,122,816
2010	1,426,799	–	–	-	–	–	–	–	1,426,799
2011	1,394,666	–	–	-	–	–	–	–	1,394,666
2012	1,383,416	–	–	2,462	–	–	–	–	1,385,878
2013	1,129,622	–	–	3,276	–	–	–	–	1,132,898
2014	1,208,491	–	–	3,176	–	–	–	–	1,211,667

REGION

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC	TRANS PACIFIC§	TOTAL
2001	57,502,481	1,791,699	2,079,472	3,484,008	760,966	1,795,469	14,819,107	1,813,995	84,047,197
2002	56,757,090	1,693,202	1,880,525	3,532,514	831,566	1,614,396	14,028,926	1,938,477	82,276,696
2003	59,027,492	2,029,427	1,788,721	3,824,274	837,184	1,623,785	14,123,996	1,818,205	85,073,084
2004	65,514,558	2,361,410	2,204,448	4,241,964	911,654	1,856,584	16,171,121	2,221,028	95,482,767
2005	69,109,114	2,492,704	2,367,969	4,326,234	942,029	2,001,879	17,478,320	2,521,017	101,239,266
2006	71,792,290	2,571,765	2,427,586	4,368,662	1,016,478	2,142,392	18,377,311	2,635,966	105,332,450
2007	75,426,988	2,250,719	2,336,284	4,690,265	1,271,790	2,292,008	20,176,355	2,757,442	111,201,851
2008	71,277,347	1,977,449	2,575,804	4,836,153	1,402,016	2,273,768	20,997,675	2,783,840	108,124,052
2009	67,490,368	1,729,434	2,566,120	4,959,386	1,236,502	2,380,946	19,728,044	2,813,382	102,904,182
2010	68,173,128	1,719,851	2,774,935	5,301,924	1,298,568	2,621,280	20,445,675	3,184,498	105,519,859
2011	69,271,100	1,570,557	2,927,474	5,191,390	1,146,560	2,792,785	21,101,567	3,271,454	107,272,887
2012	71,274,087	1,801,972	3,276,798	5,524,294	1,244,410	3,184,362	21,006,617	3,404,173	110,716,713
2013	72,251,666	1,778,222	3,622,765	5,660,834	1,527,495	3,412,267	21,806,316	3,541,709	113,601,274
2014	73,520,627	1,905,875	3,881,049	6,308,775	1,605,014	3,703,242	22,683,844	3,732,478	117,340,904

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

2014 REVENUE PASSENGER TRAFFIC BY AIRLINE

Top 20 Carriers

JFK

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	8,318,048	4,658,880	12,976,928	24.4%
2	Jetblue Airlines	9,110,167	3,032,576	12,142,743	47.2%
3	American	3,937,016	2,712,592	6,649,608	59.7%
4	British Air	–	1,392,596	1,392,596	62.3%
5	United	1,281,383	–	1,281,383	64.7%
6	Us Airways	983,610	–	983,610	66.5%
7	Virgin America	981,557	–	981,557	68.4%
8	Air France	–	894,803	894,803	70.0%
9	Emirates Airlines	–	808,257	808,257	71.6%
10	Virgin Atlantic	–	703,485	703,485	72.9%
11	Cathay Pacific	–	661,535	661,535	74.1%
12	Caribbean	–	574,303	574,303	75.2%
13	Lufthansa	–	565,155	565,155	76.3%
14	Alitalia	–	560,042	560,042	77.3%
15	Turkish Air	–	510,168	510,168	78.3%
16	Klm	–	488,653	488,653	79.2%
17	Aeromexico	–	486,326	486,326	80.1%
18	Tam Brazilian Airlines	–	451,145	451,145	81.0%
19	Aer Lingus	–	440,319	440,319	81.8%
20	Korean	–	431,767	431,767	82.6%
	@Top 20	**24,611,781**	**19,372,602**	**43,984,383**	
	Total Airport	**25,006,280**	**28,248,253**	**53,254,533**	

EWR

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	16,403,679	7,816,117	24,219,796	68.0%
2	Delta	1,455,368	234,505	1,689,873	72.8%
3	Jetblue Airlines	1,437,556	57,763	1,495,319	76.8%
4	Us Airways	1,322,055	–	1,322,055	80.5%
5	Southwest	1,306,262	–	1,306,262	84.2%
6	American	1,119,310	–	1,119,310	87.3%
7	Lufthansa	–	543,318	543,318	88.9%
8	Sas	–	508,378	508,378	90.3%
9	Virgin America	474,921	–	474,921	91.6%
10	Air Canada	–	438,058	438,058	92.9%
11	Porter Airlines	–	382,833	382,833	93.9%
12	British Air	–	340,116	340,116	94.9%
13	Virgin Atlantic	–	286,103	286,103	95.7%
14	Alaska Airlines	220,735	–	220,735	96.3%
15	Air Portugal	–	189,816	189,816	96.9%
16	Jet Airways	–	173,523	173,523	97.3%
17	Air India	–	168,822	168,822	97.8%
18	Cathay Pacific	–	160,587	160,587	98.2%
19	El Al	–	145,891	145,891	98.6%
20	Swiss Int'L	–	143,119	143,119	99.0%
	@Top 20	**23,739,886**	**11,588,949**	**35,328,835**	
	Total Airport	**23,762,679**	**11,848,080**	**35,610,759**	

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

2014 REVENUE PASSENGER TRAFFIC BY AIRLINE

Top Carriers

LGA

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	10,380,621	202,651	10,583,272	39.3%
2	American	4,622,951	320,938	4,943,889	57.6%
3	Us Airways	2,507,589	–	2,507,589	66.9%
4	United	2,344,637	–	2,344,637	75.6%
5	Southwest	2,331,789	–	2,331,789	84.3%
6	Jetblue Airlines	1,448,707	–	1,448,707	89.6%
7	Spirit	1,275,485	–	1,275,485	94.4%
8	Air Canada	–	927,371	927,371	97.8%
9	Westjet	–	363,703	363,703	99.2%
10	Frontier	184,833	–	184,833	99.8%
11	Virgin America	43,031	–	43,031	99.99%
12	Miami Air Int'L	52	230	282	100. 00%
	@Top 12*	**25,139,695**	**1,814,893**	**26,954,588**	
	Total Airport	**25,139,695**	**1,814,893**	**26,954,588**	

SWF

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Jetblue Airlines	126,742	–	152,815	41.0%
2	Us Airways	75,987	–	84,534	65.5%
3	Delta	75,689	–	78,622	90.0%
4	Allegiant Air	30,939	–	30,939	100.0%
	@Top 4*	**309,357**	**–**	**309,357**	
	Total Airport	**309,357**	**–**	**309,357**	

ACY

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Spirit	1,057,192	-	1,057,192	87.3%
2	Charter Services	126,285	2,310	128,595	97.9%
3	United	25,014	-	25,014	99.9%
4	Charter Services		866	866	100.0%
	@Top 2*	**1,208,491**	**3,176**	**1,211,667**	
	Total Airport	**1,208,491**	**3,176**	**1,211,667**	

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

* There are only 12 airlines at LGA, 4 airlines at SWF and 2 airlines at ACY. Charter services at ACY are conucted by non scheduled carriers.

2014 REVENUE PASSENGER TRAFFIC BY AIRLINE

Top Carriers

REGION

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	20,054,713	7,816,117	27,870,830	23.8%
2	Delta	20,229,726	5,096,036	25,325,762	45.3%
3	Jetblue Airlines	12,123,172	3,090,399	15,213,511	58.3%
4	American	9,679,277	3,033,530	12,712,807	69.1%
5	Us Airways	4,889,241	–	4,889,241	73.3%
6	Southwest	3,638,051	–	3,638,051	76.4%
7	Spirit	2,332,677	–	2,332,677	78.4%
8	British Air	–	1,732,712	1,732,712	79.9%
9	Virgin America	1,499,509	–	1,499,509	81.2%
10	Air Canada	–	1,464,016	1,464,016	82.4%
11	Lufthansa	–	1,108,473	1,108,473	83.3%
12	Virgin Atlantic	–	989,588	989,588	84.2%
13	Air France	–	894,803	894,803	84.9%
14	Cathay Pacific	–	822,122	822,122	85.7%
15	Emirates Airlines	–	808,257	808,257	86.3%
16	Caribbean	–	574,303	574,303	86.8%
17	El Al	–	570,207	570,207	87.3%
18	Alitalia	–	560,042	560,042	87.8%
19	Swiss Int'L	–	519,295	519,295	88.2%
20	Turkish Air	–	510,257	510,257	88.7%
	@Top 20	**74,446,366**	**29,590,157**	**104,036,463**	
	Total Airport	**75,426,502**	**41,914,402**	**117,340,904**	

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

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PASSENGER TRAFFIC BY TERMINAL

Annual Totals 2014

JFK

TERMINAL BUILDING	DOMESTIC INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Terminal 1	–	–	3,111,499	3,083,134	6,194,633
Terminal 2	2,093,271	1,745,385	70,192	73,695	3,982,543
Terminal 4	2,692,384	2,997,087	6,623,048	5,226,144	17,538,663
Terminal 5	4,640,269	4,635,875	500,877	1,695,222	11,472,243
Terminal 7	639,692	641,691	1,698,217	1,675,853	4,655,453
Terminal 8	2,482,122	2,438,504	2,255,439	2,234,933	9,410,998
Terminal Location Varies	–	–	–	–	–
Total	**12,547,738**	**12,458,542**	**14,259,272**	**13,988,981**	**53,254,533**

EWR

TERMINAL BUILDING	DOMESTIC INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Terminal A	4,295,233	4,267,923	393,654	444,137	9,400,947
Terminal B	764,078	756,119	3,104,812	1,777,643	6,402,652
Terminal C	6,801,050	6,878,276	2,483,480	3,644,354	19,807,160
Total	**11,860,361**	**11,902,318**	**5,981,946**	**5,866,134**	**35,610,759**

LGA

TERMINAL BUILDING	DOMESTIC INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Central Terminal Building - B	6,108,929	6,142,556	623,512	625,027	13,500,024
Delta Terminal - D	2,415,523	2,429,730	36,778	33,269	4,915,300
Marine Air Terminal - A	444,736	455,895	–	–	900,631
US Airways Terminal *- C	3,572,695	3,569,631	244,673	251,634	7,638,633
Total	**12,541,883**	**12,597,812**	**904,963**	**909,930**	**26,954,588**

ACY

TERMINAL BUILDING	DOMESTIC INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Airline Terminal	602,691	605,800	1,526	1,650	1,211,667
Total	**602,691**	**605,800**	**1,526**	**1,650**	**1,211,667**

SWF

TERMINAL BUILDING	DOMESTIC INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Airline Terminal	154,728	154,629	–	–	309,357
Total	**154,728**	**154,629**	**–**	**–**	**309,357**

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

* **JFK**: Terminal 3 closed as of May 2013

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

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

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Unweighted Base Size	**3,234**	**1,673**	**1,646**	**204**	**6,757**	**4,907**
Passenger Type						
Departing	77.2%	89.2%	60.8%	98.0%	74.9%	81.4%
Connecting	22.8%	10.8%	39.2%	2.0%	25.1%	18.6%
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%
Type of Flight						
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%
First Trip Through This Terminal	**35.5%**	**30.4%**	**37.7%**	**100.0%**	**35.3%**	**33.7%**
First Trip Through This Airport	**18.3%**	**21.2%**	**25.9%**	**31.5%**	**21.5%**	**19.3%**
Trip Origin – O&D Passengers						
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%
Work	1.4%	1.7%	0.8%	0.0%	1.3%	1.5%
School	5.7%	13.8%	15.8%	10.0%	10.6%	8.8%
Another Airport	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%
Trip Origin Location – O&D Passengers						
New York	**81.1%**	**76.8%**	**29.9%**	**85.4%**	**66.5%**	**79.4%**
NYC	**72.2%**	**68.0%**	**24.1%**	**6.5%**	**58.2%**	**70.6%**
Manhattan	**42.2%**	**44.5%**	**19.2%**	**1.6%**	**36.7%**	**43.1%**
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%
New Jersey	5.9%	4.1%	53.7%	0.5%	17.8%	5.2%
Essex	0.8%	1.1%	7.6%	0.0%	2.6%	0.9%
Somerset	0.1%	0.0%	7.1%	0.0%	2.1%	0.1%
Middlesex	0.7%	1.0%	7.1%	0.0%	2.4%	0.8%
Bergen	1.6%	0.5%	6.5%	0.0%	2.4%	1.2%
Hudson	0.6%	1.0%	6.3%	0.0%	2.2%	0.7%
Morris	0.1%	0.1%	5.5%	0.0%	1.6%	0.1%
Monmouth	0.2%	0.0%	5.0%	0.0%	1.5%	0.1%
Union	0.7%	0.4%	4.4%	0.0%	1.6%	0.6%
Mercer	0.9%	0.0%	2.1%	0.0%	0.9%	0.5%
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 2014 Terminal By Terminal Customer Satisfaction Study.

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

Source: PANYNJ Spring 2014 Terminal By Terminal Customer Satisfaction Study.

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Trip Purpose - All Passengers						
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%
Leisure Only (Net)	**78.5%**	**60.7%**	**73.8%**	**64.2%**	**72.7%**	**72.2%**
Any Business (Net)	**21.5%**	**39.3%**	**26.2%**	**35.8%**	**27.3%**	**27.8%**
Check-in Location - O&D Passengers						
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%
Avg. Dwell Time: Local O&D (in mins.)	119	91	127	104	113	108
Avg. Dwell Time for Connectors (in mins.)	178	84	185	22	172	159
Accompanied By Wellwisher	8.3%	7.8%	10.8%	18.1%	9.0%	8.1%
Food-Beverage Purchase						
Bought Food/Beverage	56.7%	50.4%	67.8%	77.0%	58.8%	54.5%
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%
Food-Beverage Purchase Motivation/Spend						
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	823.9%	$14.60	$14.40
Unweighted Base Size	3,234	1,673	1,646	204	6,757	4,907
Retail Item Purchase						
Bought Retail Item	18.1%	15.5%	19.5%	60.8%	18.1%	17.2%
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%
Retail Purchase Motivation/Spend						
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

Source: PANYNJ Spring 2014 Terminal By Terminal Customer Satisfaction Study.

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Avg. Number of Bags Checked	1.1	0.6	0.8	0.5	0.9	1.8
Avg. Number of Carry-on Bags	1.5	1.4	1.6	1.2	1.5	2.7
Avg. Travel Party Size	2.2	1.7	2.2	1.7	2.1	4.1%
Kids under 18 in party	10%	7%	8%	9%	8%	8%
Twittered/Tweeted at Gate	5.7%	6.6%	2.4%	4.7%	4.9%	6.0%
Visited Restroom	70.7%	54.7%	73.1%	72.3%	67.7%	65.1%
Requested Special Assistance	3.1%	2.5%	3.3%	2.9%	3.0%	2.9%
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%
Avg. Number Past 12 Mos. Round Trips through LGA	1.3	3.4	0.8	3.4	2.1	2.5
Avg. Number Past 12 Mos. Round Trips through JFK	2.1	2.0	0.7	2.4	1.8	2.1
Avg. Number Past 12 Mos. Round Trips through EWR	0.9	1.1	2.3	2.3	1.8	1.0
Avg. Number Past 12 Mos. Round Trips through SWF	0.1	0.2	0.5	2.7	0.3	0.1
Primary Residence						
United States	**68.7%**	**90.5%**	**77.6%**	**99.5%**	**77.3%**	**77.1%**
New York	**35.0%**	**34.7%**	**10.2%**	**46.8%**	**28.6%**	**34.9%**
NYC	**27.7%**	**27.5%**	**6.0%**	**4.3%**	**21.9%**	**27.7%**
Manhattan	**12.2%**	**13.7%**	**3.4%**	**1.1%**	**10.3%**	**12.8%**
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%
Outside US	31.3%	9.5%	22.4%	0.5%	22.7%	22.9%
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%

Source: PANYNJ Spring 2014 Terminal By Terminal Customer Satisfaction Study.

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Gender						
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%
Age						
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
Annual Household Income						
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 2014 Terminal By Terminal Customer Satisfaction Study.

CARGO TRANSPORT

Top Fifty Airport Comparisons

Revenue Freight in Short Tons

Regional Freight in Short Tons

Revenue Freight by Airlines

Revenue Mail in Short Tons

Freq	Leave	Arrive	Flight	S	Eq
29a	L 10 29a		MAA 3478	0	CR7
55a	L 1 00p		MUS 3373	1	E75
05a	L 11 15a		MDL 181	0	320
15a	E 11 11a		MDL 5222	0	CR7
40a	L 11 39a		MNK 475	0	320
28aE	12 25p		MUA 4297	0	ERJ
50aL	12 50p		MAA 3689	0	CR7
00aE	12 46p		MDL 3475	0	CR9
00aL	1 09p		MDL 2452	0	319
33p	2 23p		MDL 3839	0	CRJ
40pE	2 38p		MDL 3291	0	CR9
48pL	2 58p		MDL 1131	0	320
52pE	2 50p		MUA 3852	0	ERJ
25p	L 5 22p		MUS 3462	1	E75
29p	L 3 29p		MAA 3340	0	ERD
40p	L 4 38p		MDL 1231	0	319
03p	E 5 01p		MUA 3916	0	E70
00p	J 6 28p		MDL 3347	0	CR9
25p	L 6 31p		MDL 2231	0	320
42p	E 6 37p		MDL 1365	0	320
50p	L 6 53p		MNK 711	0	320
15p	7 04p		MDL 3750	0	CRJ
20p	L 7 20p		MAA 3556	0	CR7
42p	E 7 40p		MUA 4382	0	ERJ
15p	L 8 19p		MDL 2331	0	320
22p	E 8 20p		MUA 4382	0	ERJ
25p	J 8 42p		MDL 2002	0	M88

Freq	Leave	Arrive	Flight	S	Eq
29a	L 10 29a		MAA 3478	0	CR7
55a	L 1 00p		MUS 3373	1	E75
05a	L 11 15a		MDL 181	0	320
15a	E 11 11a		MDL 5222	0	CR7
40a	L 11 39a		MNK 475	0	320
28aE	12 25p		MUA 4297	0	ERJ
50aL	12 50p		MAA 3689	0	CR7
00aE	12 46p		MDL 3475	0	CR9
00aL	1 09p		MDL 2452	0	319
33p	2 23p		MDL 3839	0	CRJ
40pE	2 38p		MDL 3291	0	CR9
48pL	2 58p		MDL 1131	0	320
52pE	2 50p		MUA 3852	0	ERJ
25p	L 5 22p		MUS 3462	1	E75
29p	L 3 29p		MAA 3340	0	ERD
40p	L 4 38p		MDL 1231	0	319
03p	E 5 01p		MUA 3916	0	E70
00p	J 6 28p		MDL 3347	0	CR9
25p	L 6 31p		MDL 2231	0	320
42p	E 6 37p		MDL 1365	0	320
50p	L 6 53p		MNK 711	0	320
15p	7 04p		MDL 3750	0	CRJ
20p	L 7 20p		MAA 3556	0	CR7
42p	E 7 40p		MUA 4382	0	ERJ
15p	L 8 19p		MDL 2331	0	320
22p	E 8 20p		MUA 4382	0	ERJ
25p	J 8 42p		MDL 2002	0	M88

Freq	Leave	Arrive	Flight	S	Eq
7	5 00a	10 48a	E UA 1489	0	739
X6	8 00a	10 50a	L DL 7302	0	E75
X67	8 20a	1 45p	E US 1936	1	321
	11 00a	1 51p	E UA 1065	0	739
6	11 00a	1 53p	L DL 7302	0	E75
	11 55a	2 43p	E B6 1512	0	320
X67	12 05p	4 51p	E US 1972	1	321
	12 08p	2 49p	J B6 930	0	320
1457	12 14p	3 05p	L DL 3403	0	CR9
6	2 15p	5 06p	L DL 7306	0	E75
X6	3 15p	6 08p	L DL 7306	0	E75
X6	6 15p	8 58p	J B6 1730	0	320
X6	6 47p	9 45p	E UA 594	0	319
	7 18p	9 59p	L B6 1640	0	320

To GRAND RAPIDS,MI

Freq	Leave	Arrive	Flight	S	Eq
X67	7 10a	E 9 11a		UA 4155	0 ERJ
X6	1 59p	L 4 14p		DL 6158	0 ERJ
	3 25p	E 5 26p		UA 4576	0 ERJ
X6	8 05p	L 10 23p		DL 6204	0 CR7

From GRAND RAPIDS,MI

Freq	Leave	Arrive	Flight	S	Eq
X67	6 00a	8 06a	L DL 6197	0	CR7
7	9 33a	11 30a	L DL 6197	0	CR7
	11 18a	1 06p	E UA 4155	0	ERJ
X6	5 00p	7 03p	L DL 6130	0	ERJ
X6	6 21p	8 17p	E UA 4538	0	ERJ
X6	6 21p	8 17p	E UA 4538	0	ERJ

To GRENADA, WINDWARD ISLANDS

Freq	Leave	Arrive	Flight	S	Eq
6	12 36aJ	6 30a	DL 462	0	752
36	1 55p J	7 25p	BW 421	0	738

From GRENADA, WINDWARD ISLANDS

Freq	Leave	Arrive	Flight	S	Eq
36	8 00a	11 55a	J BW 420	0	738
6	7 05p	11 15p	J DL 526	0	752
6	7 36p	11 37p	J DL 526	0	738

To GUADALAJARA,MEXICO

Freq	Leave	Arrive	Flight	S	Eq
236	7 29a	E 2 27p	UA 332	1	763
		Plane Change En Route			

From GUADALAJARA, MEXICO

Consult Your Travel Representative

To GUATEMALA CITY, GUATEMALA

Freq	Leave	Arrive	Flight	S	Eq
	6 00a	L 12 40p	DL 904	1	738
		Plane Change En Route			
	7 25a	L 2 26p	UA 1509	1	738
6	8 30a	J 12 56p	DL 463	0	757
67	9 00a	E 1 22p	UA 1428	0	738
6	11 00aE	3 22p	UA 1430	0	738

From GUATEMALA CITY, GUATEMALA

Freq	Leave	Arrive	Flight	S	Eq
3	1 07p	11 06p	E UA 1503	1	738
		Plane Change En Route			
X6	1 50p	9 58p	L DL 906	1	757
		Plane Change En Route			
6	2 00p	7 33p	J DL 362	0	757
67	2 25p	8 12p	E UA 1429	0	738
6	4 12p	9 59p	E UA 1431	0	738

To GUAYAQUIL,ECUADOR

Freq	Leave	Arrive	Flight	S	Eq
	9 30p	J 4 25a †	XL 539	0	763
X2	10 55pJ	5 25a †	EQ 551	0	330

From GUAYAQUIL,ECUADOR

Freq	Leave	Arrive	Flight	S	Eq
	1 55p	8 35p	J XL 538	0	763
X2	2 15p	9 00p	J EQ 550	0	330

To HALIFAX,CANADA

Freq	Leave	Arrive	Flight	S	Eq
	9 29a	E 12 33p	UA 4644	0	ERJ
6	11 35aL	2 42p	DL 5030	0	CR7
	1 14p	E 4 05p	UA 4597	0	ERJ
6	6 10p	L 9 19p	DL 5387	0	CR7
X6	8 00p	L 11 12p	DL 5310	0	CR7
X6	8 19p	E 11 11p	UA 5824	0	ERJ
X6	8 45p	L 11 44p	DL 5387	0	CR7

From HALIFAX,CANADA

Freq	Leave	Arrive	Flight	S	Eq
6	3 37a	8 02a	E UA 4689	0	ERJ
6	7 00a	8 44a	L DL 5312	0	CR7
X6	8 19a	10 08a	L DL 5437	0	CR7
	8 50a	10 10a	L DL 5388	0	CR7
	1 09p	2 35p	E UA 4644	0	ERJ
	4 40p	6 05p	E UA 4597	0	ERJ

To HAMBURG,GERMANY

Freq	Leave	Arrive	Flight	S	Eq
3567	5 30p	E 7 30a †	UA 74	0	752

From HAMBURG,GERMANY

Freq	Leave	Arrive	Flight	S	Eq
1467	9 00a	12 05p	E UA 75	0	752

To HELSINKI,FINLAND

Freq	Leave	Arrive	Flight	S	Eq
	5 45pJ	8 50a †	AY 006	0	333

From HELSINKI,FINLAND

Freq	Leave	Arrive	Flight	S	Eq
	2 10p	3 55p	J AY 005	0	333

To HO CHI MINH CITY, VIET NAM

Freq	Leave	Arrive	Flight	S	Eq
136	3 35p	E 11 55p†	UA 117	1	777
		Plane Change En Route			
2457	3 35p	E 1 30a †	UA 117	1	777
		Plane Change En Route			

From HO CHI MINH CITY, VIET NAM

Freq	Leave	Arrive	Flight	S	Eq
	5 55a	1 45p	E UA 116	1	738
		Plane Change En Route			

To HONG KONG,HONG KONG (SAR) CHINA

Freq	Leave	Arrive	Flight	S	Eq
	12 50aJ	5 40a †	CX 845	0	77W
	9 00aJ	2 15p †	CX 841	0	77W
	1 55pJ	7 00p †	CX 831	0	77W
	3 35p	E 8 35p †	UA 117	0	777
	9 15pJ	7 00a †	CX 869	1	77W

From HONG KONG,HONG KONG (SAR) CHINA

Freq	Leave	Arrive	Flight	S	Eq
	1 00a	6 00a	J CX 888	1	77W
	9 35a	12 10p	J CX 830	0	77W
	11 25a	1 45p	E UA 116	0	777
	4 20p	7 15p	J CX 840	0	77W
	7 45p	10 25p	J CX 846	0	77W

To ISTANBUL,TURKEY

Freq	Leave	Arrive	Flight	S	Eq
	12 55pJ	5 45a †	TK 4	0	330
	11 15pJ	3 55p †	TK 12	0	77W

From ISTANBUL,TURKEY

Freq	Leave	Arrive	Flight	S	Eq
	7 25a	11 25a	J TK 3	0	330
	1 25p	5 20p	J TK 1	0	77W

To JEDDAH,SAUDI ARABIA

Freq	Leave	Arrive	Flight	S	Eq
1346	8 30p	J 4 15p †	SV 0020	0	777

From JEDDAH,SAUDI ARABIA

Freq	Leave	Arrive	Flight	S	Eq
1346	6 15a	11 30a	J SV 0021	0	777

To JOHANNESBURG, SOUTH AFRICA

Freq	Leave	Arrive	Flight	S	Eq
	10 40aJ	8 25a †	SA 204	0	343

From JOHANNESBURG, SOUTH AFRICA

Freq	Leave	Arrive	Flight	S	Eq
	8 15p	7 45a †	J SA 203	1	343

To KARACHI,PAKISTAN

Consult Your Travel Representative

From KARACHI,PAKISTAN

Freq	Leave	Arrive	Flight	S	Eq
2	3 20a	2 30p	J PK 721	2	777

To KINGSTON,JAMAICA

Freq	Leave	Arrive	Flight	S	Eq
	2 00aJ	5 50a	BW 16	0	738
14	12 55pJ	4 45p	BW 14	0	738
	1 50p J	7 20p	BW 6	1	738
	2 59p J	7 03p	B6 59	0	320

From KINGSTON,JAMAICA

Freq	Leave	Arrive	Flight	S	Eq
14	6 30a	12N	J BW 7	1	738
57	7 20a	11 05a	J BW 15	0	738
	7 59p	11 50p	J B6 60	0	320
	8 10p	11 55p	J BW 17	0	738

To KUWAIT,KUWAIT

Freq	Leave	Arrive	Flight	S	Eq
357	9 00pJ	4 35p †	KU 118	0	777
246	9 00pJ	7 35p †	KU 102	1	777

From KUWAIT,KUWAIT

Freq	Leave	Arrive	Flight	S	Eq
246	9 50a	6 30p	J KU 101	1	777
357	10 00a	3 35p	J KU 117	0	777

To LAGOS,NIGERIA

Freq	Leave	Arrive	Flight	S	Eq
246	12 30pJ	4 30a †	W3 108	0	345
			Operated by 5K		

From LAGOS,NIGERIA

Freq	Leave	Arrive	Flight	S	Eq
135	11 50p	4 50a †	J W3 107	0	345
			Operated by 5K		

To LAHORE,PAKISTAN

Freq	Leave	Arrive	Flight	S	Eq
26	8 05pJ	7 50p †	PK 722	0	777

From LAHORE,PAKISTAN

Freq	Leave	Arrive	Flight	S	Eq
26	6 50a	2 30p	J PK 721	1	777

To LA ROMANA, DOMINICAN REPUBLIC

Freq	Leave	Arrive	Flight	S	Eq
136	12 16pJ	5 04p	B6 1799	0	320

From LA ROMANA, DOMINICAN REPUBLIC

Freq	Leave	Arrive	Flight	S	Eq
136	6 00p	9 00p	J B6 1800	0	320

To LEON/GUANAJUATO, MEXICO

Consult Your Travel Representative

From LEON/GUANAJUATO, MEXICO

Freq	Leave	Arrive	Flight	S	Eq
X67	7 19a	8 06p	J UA 341	1	319
		Plane Change En Route			

To LIBERIA,COSTA RICA

Freq	Leave	Arrive	Flight	S	Eq
6	7 30a	J 11 25a	DL 483	0	738
3567	8 37a	E 1 15p	UA 1442	0	738
	9 40a	J 1 58p	B6 1691	0	320

From LIBERIA,COSTA RICA

Freq	Leave	Arrive	Flight	S	Eq
12	7 50a	7 25p	E UA 1511	1	738
		Plane Change En Route			
3567	2 11p	8 18p	E UA 1446	0	738
	2 55p	9 00p	J B6 1692	0	320
6	4 35p	10 21p	J DL 541	0	738

To LIMA,PERU

Freq	Leave	Arrive	Flight	S	Eq
	2 00p	E 10 10p	UA 1095	0	752
	10 45pJ	6 50a †	LA 2531	0	763

From LIMA,PERU

Freq	Leave	Arrive	Flight	S	Eq
	12 20a	8 10a	J LA 2530	0	763
	11 35p	7 30a †	E UA 1005	0	752

To LISBON,PORTUGAL

Freq	Leave	Arrive	Flight	S	Eq
X14	5 55p	E 6 00a †	TP 104	0	332
4567	8 10p	E 8 10a †	UA 64	0	752

From LISBON,PORTUGAL

Freq	Leave	Arrive	Flight	S	Eq
1567	10 15a	1 35p	E UA 65	0	752
X14	12 35p	3 50p	E TP 103	0	332

To LONDON, UNITED KINGDOM

C = London City
H = Heathrow

Freq	Leave	Arrive	Flight	S	Eq
	7 30a	J 7 40p	H VS 026	0	346
	7 50a	E 8 00p	H VS 018	0	333
	8 30a	J 8 15p	H BA 178	0	744
	9 10a	E 9 25p	H UA 922	0	763
X6	9 50a	J 9 45p	H AA 142	0	777
	5 50p	E 6 20a †	H UA 110	0	752
	6 00p	J 6 20a †	H VS 004	0	333
	6 10p	J 6 20a †	H AA 100	0	77W
	6 21p	J 6 35a †	H DL 401	0	764
	6 50p	E 6 45a †	H BA 184	0	777
X6	6 55p	J 7 15a †	C BA 002	0	318
	7 15p	E 7 25a †	H UA 29	0	777
	7 20p	J 7 25a †	H BA 176	0	777
	7 25p	J 7 35a †	H AA 106	0	77W
X4	7 30p	J 7 35a †	H VS 046	0	744
	7 30p	J 7 40a †	H DL 402	0	76W
	8 15p	J 8 15a †	H BA 116	0	777
	8 30p	J 8 35a †	H AA 104	0	777
	8 55p	J 8 45a †	H BA 172	0	744
4	8 55p	J 9 00a †	H VS 046	0	744
	8 55p	E 9 25a †	H UA 17	0	752
246	9 00p	J 9 00a †	H KU 102	0	777
	9 10p	E 9 05a †	H VS 002	0	744
	9 15p	J 9 25a †	H DL 403	0	764
	9 20p	E 9 00a †	H BA 168	0	788
	9 30p	J 9 25a †	H BA 114	0	777
X56	9 55p	J 10 05a†	C BA 004	0	318
	10 00pE	10 15a†	H UA 940	0	763
X3	10 25pE	10 00a†	H BA 186	0	788
	10 35pJ	10 50a†	H VS 010	0	333
X6	10 55pJ	11 00a†	H BA 182	0	777

From LONDON, UNITED KINGDOM

C = London City
H = Heathrow

Freq	Leave	Arrive	Flight	S	Eq
	8 25a	H 11 05a	J BA 117	0	744
	8 40a	H 12 05p	E UA 45	0	752
	9 30a	H 12 30p	J VS 003	0	333
	9 40a	H 12 54p	J DL 1	0	76W
1234	9 50a	C 2 20p	J BA 001	1	318
	9 55a	H 12 40p	J BA 175	0	744
	10 25aH	1 35p	E UA 28	0	777
	10 45aH	1 40p	J AA 101	0	77W
	11 00aH	2 00p	E BA 185	0	777
	11 30aH	2 25p	J BA 113	0	777
	12 35pH	4 05p	E UA 16	0	752
	12 50pH	4 04p	J DL 2	0	764
5	12 50pC	5 15p	J BA 001	1	318
	1 00p H	3 55p	J VS 045	0	744
	1 05p H	4 00p	J BA 177	0	777
	2 20p H	5 20p	J BA 173	0	777
	2 50p H	5 55p	J AA 105	0	777
	3 15p H	6 00p	E BA 189	0	788
246	3 30p H	6 30p	J KU 101	0	777
	3 50p H	7 10p	E UA 941	0	763
	4 00p H	7 05p	E VS 001	0	744
X6	4 00p C	8 30p	J BA 003	1	318
	4 15p H	7 20p	J BA 115	0	777
	5 05p H	8 15p	J AA 107	0	77W
X3	5 25p H	8 10p	E BA 187	0	788
	5 40p H	8 45p	J VS 009	0	333
	5 50p H	8 59p	J DL 3	0	764
	6 00p H	9 00p	J BA 179	0	777

To LONDON, UNITED KINGDOM (CONT'D)

Freq	Leave	Arrive	Flight	S	Eq
	6 00p	H 9 30p	E UA 115	0	752
X6	7 15p	H 10 20p	J AA 141	0	777
	7 25p	H 10 25p	J VS 025	0	346
	7 25p	H 10 30p	E VS 017	0	333
X6	8 00p	H 10 50p	J BA 183	0	744
	8 10p	H 11 15p	E VS 017	0	333

To MADRID,SPAIN

Freq	Leave	Arrive	Flight	S	Eq
	5 00p	J 6 20a †	IB 6250	0	333
	7 05p	J 8 30a †	AA 94	0	757
X26	7 40p	J 9 15a †	DL 414	0	76W
4567	8 10p	E 9 45a †	UA 62	0	752
157	8 15p	J 9 35a †	IB 6252	0	333

From MADRID,SPAIN

Freq	Leave	Arrive	Flight	S	Eq
	10 35a	1 15p	J AA 95	0	757
1567	11 15a	2 10p	E UA 63	0	752
X37	11 25a	1 49p	J DL 415	0	76W
	12 15p	2 45p	J IB 6251	0	333
157	4 05p	6 35p	J IB 6253	0	333

To MANAGUA,NICARAGUA

Freq	Leave	Arrive	Flight	S	Eq
7	12 08pE	7 38p	UA 1421	1	73G
		Plane Change En Route			

From MANAGUA, NICARAGUA

Freq	Leave	Arrive	Flight	S	Eq
3	8 08a	5 53p	L UA 1423	1	738
		Plane Change En Route			
6	8 08a	6 03p	E UA 1423	1	738
		Plane Change En Route			
5	8 08a	7 25p	E UA 1423	1	738
		Plane Change En Route			

To MANCHESTER, UNITED KINGDOM

Freq	Leave	Arrive	Flight	S	Eq
	7 20p	J 7 25a †	AA 210	0	757
	7 25p	E 7 30a †	UA 81	0	752

From MANCHESTER, UNITED KINGDOM

Freq	Leave	Arrive	Flight	S	Eq
	9 00a	12 10p	E UA 80	0	752
	10 30a	1 35p	J AA 211	0	757
26	12 20p	2 30p	J PK 721	0	777

To MANILA,PHILIPPINES

Freq	Leave	Arrive	Flight	S	Eq
	12 30pJ	10 50p†	DL 473	1	744
		Plane Change En Route			

From MANILA,PHILIPPINES

Freq	Leave	Arrive	Flight	S	Eq
	7 45a	1 14p	J DL 172	1	744

To MEDELLIN,COLOMBIA

Freq	Leave	Arrive	Flight	S	Eq
167	7 55a	J 1 35p	AV 043	0	319

From MEDELLIN,COLOMBIA

Freq	Leave	Arrive	Flight	S	Eq
567	11 45p	5 10a †	J AV 042	0	319

To MEXICO CITY,MEXICO

Freq	Leave	Arrive	Flight	S	Eq
X3	12 15aJ	5 05a	AM 401	0	738
X67	7 25a	J 11 35a	4O 2993	0	320
	8 14a	E 12 50p	UA 1063	0	738
	8 50a	J 1 32p	DL 481	0	757
	9 00a	J 1 57p	AM 405	0	738
67	10 00aJ	2 10p	4O 2993	0	320
X6	11 29aJ	11 21p	UA 274	1	757
		Plane Change En Route			
15	12 54pL	9 34p	UA 429	1	320
		Plane Change En Route			
345	2 39p L	11 24p	UA 437	1	752
		Plane Change En Route			
	3 00p J	7 30p	AM 409	0	787
	5 10p E	9 50p	UA 1065	0	738
	5 15p J	10 12p	AM 403	0	738

From MEXICO CITY,MEXICO

Freq	Leave	Arrive	Flight	S	Eq
X2	1 42a	7 20a	J AM 400	0	738
3	6 00a	4 04p	E UA 723	1	319
		Plane Change En Route			
1245	6 35a	4 10p	L UA 723	1	319
		Plane Change En Route			
	7 35a	1 00p	J AM 408	0	787
	9 00a	2 44p	E UA 1064	0	738
1247	9 05a	5 59p	L UA 494	1	319
		Plane Change En Route			
	9 37a	3 15p	J AM 402	0	738
7	10 55a	8 04p	L UA 230	1	319
		Plane Change En Route			
	1 45p	7 30p	E UA 1066	0	738
	2 32p	8 11p	J DL 948	0	757
	4 40p	10 30p	J 4O 2992	0	320
	5 07p	10 45p	J AM 404	0	738

To MILAN,ITALY

Freq	Leave	Arrive	Flight	S	Eq
	5 10p	J 7 20a †	DL 418	0	764
	6 00p	J 8 05a †	AA 198	0	763
X2	6 35p	E 8 40a †	UA 19	0	764
X3	8 25p	J 10 30a†	AZ 0605	0	330
	10 20pJ	12 05p†	EK 206	0	77W

From MILAN,ITALY

Freq	Leave	Arrive	Flight	S	Eq
	10 00a	1 20p	J DL 419	0	764
	10 00a	1 20p	J AA 199	0	763
X3	10 10a	1 25p	E UA 18	0	764

From MILAN,ITALY (CONT'D)

Freq	Leave	Arrive	Flight	S	Eq
X3	1 00p	4 15p	J AZ 0604	0	330
	3 40p	7 00p	J EK 205	0	77W

To MONCTON,CANADA

Consult Your Travel Representative

From MONCTON,CANADA

Freq	Leave	Arrive	Flight	S	Eq
	6 09a	7 30a	E UA 5847	0	ERJ

To MONROVIA,LIBERIA

Freq	Leave	Arrive	Flight	S	Eq
246	8 57p	J 3 20p †	DL 478	1	76W

From MONROVIA,LIBERIA

Freq	Leave	Arrive	Flight	S	Eq
357	6 25p	4 54a †	J DL 479	1	76W

To MONTEGO BAY,JAMAICA

Freq	Leave	Arrive	Flight	S	Eq
	5 40a	J 9 25a	BW 10	0	738
12	6 15a	J 12 55p	US 840	1	321
	7 05a	J 11 14a	B6 479	0	320
	9 00a	J 1 15p	DL 464	0	738
67	10 45aE	2 46p	UA 1449	0	738
	11 16aJ	3 12p	B6 779	0	320
14	1 50p J	5 35p	BW 6	0	738
8	2 59p E	8 58p	US 794	1	319

From MONTEGO BAY, JAMAICA

Freq	Leave	Arrive	Flight	S	Eq
14	8 20a	12N	J BW 7	0	738
	12 10p	3 56p	J B6 480	0	320
	2 15p	5 57p	J DL 718	0	738
67	3 50p	7 49p	E UA 1450	0	738
	4 10p	7 58p	J B6 780	0	320
	7 50p	11 30p	J BW 11	0	738

To MONTREAL,CANADA

D = Dorval

Freq	Leave	Arrive	Flight	S	Eq
	6 30a	L 7 54a	D AC 7451	0	E75
X67	7 55a	L 9 20a	D AA 3523	0	ERD
	8 10a	E 9 35a	D UA 5844	0	ERJ
X67	8 50a	L 10 24a	D AC 7453	0	E75
X67	9 10a	L 10 56a	D DL 6137	0	ERJ
	10 00aJ	11 25a	D AA 3509	0	ERD
6	10 10aL	11 40a	D AA 3497	0	ERD
	10 50aE	12 10p	D AC 7737	0	CRJ
	10 59aL	12 29p	D AA 3497	0	ERD
	11 00aL	12 27p	D AC 7455	0	E75
	12N L	1 33p	D DL 6108	0	ERJ
	12 38pE	2 00p	D UA 5886	0	ERJ
	12 50pL	2 15p	D AA 3529	0	ERD
	1 20p L	2 47p	D AC 7457	0	E75
	2 35p E	4 21p	D UA 4635	0	ERJ
X6	3 15p L	5 01p	D DL 6230	0	CR7
	3 35p E	4 55p	D AC 7739	0	CRJ
	3 35p L	5 06p	D AC 7459	0	E75
	3 35p J	5 20p	D AA 3569	0	ERD
X6	4 05p L	5 40p	D AA 3074	0	ERD
	5 15p J	6 57p	D DL 2939	0	CRJ
X6	5 30p L	6 57p	D AC 7461	0	E75
X6	6 29p L	8 09p	D DL 5261	0	CR7
X6	7 10p L	8 47p	D DL 6194	0	CR7
X6	7 25p E	8 45p	D AC 7745	0	CRJ
	7 30p L	9 00p	D AA 3559	0	ERD
	7 50p J	9 46p	D DL 2952	0	CRJ
	7 55p L	9 20p	D AC 7463	0	E75
	9 30pJ	10 55p	D AA 3485	0	ERD

From MONTREAL,CANADA

D = Dorval

Freq	Leave	Arrive	Flight	S	Eq
	6 00a	D 8 00a	J DL 3697	0	CRJ
X67	6 10a	D 7 55a	L AA 3515	0	ERD
X67	6 30a	D 8 04a	L AC 7450	0	E75
X7	7 05a	D 8 45a	L DL 6245	0	CR7
	7 10a	D 9 00a	J AA 3440	0	ERD
6	8 35a	D 10 10a	L AA 3523	0	ERD
	8 45a	D 10 17a	E AC 7738	0	CRJ
	8 50a	D 10 17a	L AC 7452	0	E75
	10 05aD	11 40a	L AA 3523	0	ERD
	10 19aD	11 54a	E UA 5886	0	ERJ
	11 00aD	12 27p	L AC 7454	0	E75
X6	11 25aD	1 04p	L DL 6162	0	ERJ
	12 05pD	1 35p	J AA 3509	0	ERD
6	12 15pD	1 50p	L AA 3497	0	ERD
6	1 00p D	2 37p	E UA 4635	0	ERJ
	1 05p D	2 40p	L AA 3497	0	ERD
	1 30p D	3 02p	E AC 7740	0	CRJ
	1 35p D	2

3.1.1

TOP 50 DOMESTIC AIRPORT COMPARISONS

Revenue Freight plus Mail (in Short Tons), Ranked by Freight

2014

RANK	AIRPORT	CARGO (SHORT TONS)	% CHANGE 2013-14
1	Memphis International Airport	4,694,227	2.92
2	Ted Stevens Anchorage International Airport	2,747,791	2.96
3	Louisville International Airport	2,527,854	3.48
4	Miami International Airport	2,203,277	2.76
5	Los Angeles International Airport	2,002,094	3.69
6	O'Hare International Airport	1,518,614	12.12
7	John F. Kennedy International Airport	1,437,292	0.63
8	Indianapolis International Airport	1,101,374	0.73
9	Cincinnati/Northern Kentucky International Airport	719,441	10.50
10	Newark Liberty International Airport	705,402	-2.04
11	Dallas/Ft Worth International Airport	699,964	7.33
12	Hartsfield-Jackson Atlanta International Airport	662,786	-2.45
13	Oakland International Airport	590,168	6.25
14	George Bush Intercontinental Airport	508,708	8.13
15	LA/Ontario International Airport	474,346	3.00
16	San Francisco International Airport	441,601	10.12
17	Philadelphia International Airport	432,664	3.27
18	Seattle-Tacoma International Airport	352,032	9.10
19	Sky Harbor International Airport	312,431	2.12
20	Logan International Airport	303,044	8.91
21	Washington Dulles International Airport	295,127	6.00
22	Denver International Airport	259,674	4.11
23	Portland International Airport	229,044	4.20
24	Detroit Metropolitan Wayne County Airport	222,702	-6.70
25	Minneapolis/St Paul International Airport	218,890	0.60
26	Orlando International Airport	190,555	1.28
27	Salt Lake City International Airport	178,421	-2.66
28	San Diego International Airport	172,125	6.40
29	Fort Worth Alliance Airport	121,617	0.92
30	Charlotte Douglas International Airport	116,674	-0.11
31	San Antonio International Airport	116,625	0.63
32	Baltimore/Washington International Thurgood Marshall Airport	115,911	-3.51
33	Chicago Rockford International Airport	112,339	4.58
34	McCarran International Airport	108,752	5.40
35	Huntsville International Airport	95,628	1.08
36	Kansas City International Airport	93,699	-14.45
37	Tampa International Airport	93,669	0.12
38	Ft Lauderdale-Hollywood International Airport	85,944	2.17
39	Raleigh-Durham International Airport	83,996	-0.69
40	Pittsburgh International Airport	83,399	-3.25
41	Piedmont Triad International Airport	81,884	-15.26
42	Manchester-Boston Regional Airport	79,685	-4.74
43	Cleveland Hopkins International Airport	79,044	-1.22
44	Rickenbacker International Airport	79,030	2.87
45	Austin-Bergstrom International Airport	77,704	-1.96
46	General Mitchell International Airport	73,663	-3.58
47	Jacksonville International Airport	71,308	-2.40
48	Sacramento International Airport	70,081	-6.36
49	Des Moines International Airport	69,405	-1.20
50	Columbia Metropolitan Airport	68,342	-0.83

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2014.

TOP 50 WORLDWIDE AIRPORT COMPARISONS

Revenue Freight plus Mail (in Short Tons), Ranked by Freight

2014

RANK	AIRPORT	CARGO (SHORT TONS)	% CHANGE 2013-14
1	Hong Kong International Airport	4,867,788	5.99
2	Memphis International Airport	4,694,227	2.92
3	Pudong International Airport	3,507,173	8.64
4	Incheon International Airport	2,819,361	3.79
5	Ted Stevens Anchorage International Airport	2,747,791	2.96
6	Dubai International Airport	2,609,804	-3.11
7	Louisville International Airport	2,527,854	3.48
8	Narita International Airport	2,351,827	5.63
9	Flughafen Frankfurt/Main	2,350,101	1.79
10	Taiwan Taoyuan International Airport	2,302,427	6.18
11	Aéroport de Paris-Charles de Gaulle	2,299,958	0.84
12	Miami International Airport	2,203,277	2.76
13	Singapore Changi Airport	2,072,455	0.36
14	Beijing Capital International Airport	2,037,348	0.25
15	Los Angeles International Airport	2,002,094	3.69
16	Amsterdam Airport	1,841,605	6.69
17	Heathrow Airport	1,751,192	4.86
18	Guangzhou Bai Yun International Airport	1,602,809	11.02
19	O'Hare International Airport	1,518,614	12.12
20	John F. Kennedy International Airport	1,437,292	0.63
21	Suvarnabhumi International Airport	1,360,446	-0.17
22	Tokyo International (Haneda) Airport	1,210,537	15.06
23	Indianapolis International Airport	1,101,374	0.73
24	Doha International Airport	1,098,528	12.83
25	Shenzhen Baoan International Airport	1,062,486	5.52
26	Flughafen Leipzig/Halle	999,236	3.24
27	Abu Dhabi International Airport	888,538	13.13
28	KL International Airport	868,446	10.46
29	Dubai World Central Al Maktoum International Airport	835,961	262.49
30	Kansai International Airport	822,212	9.32
31	Köln-Bonn Airport	815,093	3.11
32	Atatürk International Airport	808,506	12.81
33	Luxembourg-Findel International Airport	780,907	5.14
34	Chhatrapati Shivaji International Airport	773,287	7.15
35	Indira Gandhi International Airport	760,282	15.77
36	Cincinnati/Northern Kentucky International Airport	719,441	10.50
37	Newark Liberty International Airport	705,402	-2.04
38	Aeropuerto Internacional El Dorado	701,794	2.33
39	Dallas/Ft Worth International Airport	699,964	7.33
40	Soekarno-Hatta International Airport	694,647	-0.64
41	Hartsfield-Jackson Atlanta International Airport	662,786	-2.45
42	Liège Airport	651,659	5.35
43	Guarulhos International Airport	611,302	4.32
44	Chengdu Shuangliu International Airport	603,752	9.15
45	Oakland International Airport	590,168	6.25
46	Ninoy Aquino International Airport	565,856	12.31
47	Milano Malpensa	517,710	9.14
48	George Bush Intercontinental Airport	508,708	8.13
49	Hongqiao International Airport	476,393	-0.68
50	LA/Ontario International Airport	474,346	3.00

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2014.

REVENUE FREIGHT IN SHORT TONS

Annual Totals 2001 to 2014

Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2001	705,963	388,164	15,765	35,606	1,145,498
2002	728,039	426,711	11,321	20,974	1,187,045
2003	738,065	460,798	11,989	14,606	1,225,459
2004	739,005	446,339	13,817	23,091	1,222,252
2005	718,495	402,286	15,689	26,131	1,162,600
2006	717,003	360,713	13,752	17,404	1,108,872
2007	698,768	356,116	9,375	18,125	1,082,384
2008	625,848	311,921	8,717	17,617	964,103
2009	542,058	240,487	6,497	10,703	799,745
2010	569,702	253,935	7,332	12,934	843,903
2011	536,172	251,606	7,254	16,345	811,377
2012	494,900	254,228	6,819	18,895	774,842
2013	418,796	258,062	6,592	16,943	700,393
2014	413,711	241,959	7,084	15,203	677,956

International

YEAR	EWR	JFK	LGA	SWF	REGION
2001	212,741	1,133,334	709	–	1,346,784
2002	181,733	1,260,135	388	–	1,442,256
2003	237,530	1,279,245	344	–	1,517,118
2004	256,251	1,347,109	279	–	1,603,639
2005	239,108	1,318,641	317	–	1,558,066
2006	251,525	1,345,674	246	578	1,598,023
2007	254,788	1,301,242	220	308	1,556,557
2008	243,601	1,162,899	177	104	1,406,782
2009	219,862	921,428	215	52	1,141,557
2010	291,268	1,139,861	184	–	1,431,313
2011	276,169	1,131,343	136	13	1,407,661
2012	247,998	1,064,998	190	203	1,313,389
2013	244,359	1,062,973	128	547	1,308,008
2014	253,130	1,101,724	56	24	1,354,934

Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
2001	918,705	1,521,498	16,474	35,606	2,492,282
2002	909,772	1,686,846	11,709	20,974	2,629,300
2003	975,595	1,740,043	12,333	14,606	2,742,577
2004	995,256	1,793,448	14,096	23,091	2,825,891
2005	957,603	1,720,926	16,006	26,131	2,720,667
2006	968,528	1,706,387	13,998	17,982	2,706,895
2007	953,556	1,657,358	9,595	18,433	2,638,941
2008	869,450	1,474,820	8,894	17,721	2,370,885
2009	761,921	1,161,914	6,712	10,755	1,941,302
2010	860,970	1,393,796	7,516	12,934	2,275,216
2011	812,341	1,382,949	7,390	16,358	2,219,038
2012	742,897	1,319,227	7,009	19,098	2,088,231
2013	663,155	1,321,036	6,721	17,490	2,008,401
2014	666,841	1,343,683	7,141	15,228	2,032,890

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

REVENUE FREIGHT IN SHORT TONS

Monthly Totals 2014

Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2013 TO 2014
Jan	32,816	19,600	566	1,278	54,260	-12.0%
Feb	29,168	16,916	539	1,021	47,644	-12.1%
Mar	32,438	20,637	642	1,197	54,914	-9.8%
Apr	33,360	20,643	666	1,254	55,923	-1.6%
May	32,507	20,915	568	1,314	55,304	-9.4%
Jun	30,127	19,995	529	1,164	51,815	-8.6%
Jul	33,658	20,745	490	1,278	56,171	7.6%
Aug	33,525	19,360	484	1,268	54,636	-2.6%
Sep	34,682	18,759	607	1,207	55,254	4.3%
Oct	38,615	21,301	688	1,370	61,975	0.7%
Nov	35,157	20,575	617	1,210	57,560	-0.6%
Dec	47,657	22,514	688	1,642	72,501	6.1%
Total 2014	**413,711**	**241,959**	**7,084**	**15,203**	**677,956**	**-3.2%**
% Change 2013 to 2014	**-1.2%**	**-6.2%**	**7.5%**	**-10.3%**	**-3.2%**	

International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2013 TO 2014
Jan	18,179	81,329	7	–	99,516	-0.9%
Feb	19,656	77,250	11	–	96,916	0.1%
Mar	23,309	98,670	5	–	121,984	5.7%
Apr	20,827	89,438	5	–	110,270	4.5%
May	21,287	94,352	3	–	115,641	5.3%
Jun	20,983	93,249	4	–	114,237	3.8%
Jul	22,405	92,125	3	24	114,557	5.5%
Aug	19,806	90,194	4	–	110,003	1.9%
Sep	20,347	91,529	5	–	111,881	6.1%
Oct	22,181	99,205	1	–	121,387	2.1%
Nov	21,591	98,175	4	–	119,770	2.3%
Dec	22,559	96,208	4	–	118,771	5.3%
Total 2014	**253,130**	**1,101,724**	**56**	**24**	**1,354,934**	**3.5%**
% Change 2013 to 2014	**3.3%**	**3.6%**	**-56.5%**	**-95.5%**	**3.5%**	

Domestic and International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2013 TO 2014
Jan	50,995	100,929	573	1,278	153,775	-5.1%
Feb	48,824	94,165	550	1,021	144,561	-4.2%
Mar	55,748	119,307	647	1,197	176,898	0.3%
Apr	54,187	110,082	671	1,254	166,193	2.4%
May	53,794	115,266	571	1,314	170,945	0.0%
Jun	51,109	113,245	533	1,164	166,052	-0.4%
Jul	56,063	112,870	492	1,302	170,728	6.2%
Aug	53,331	109,554	487	1,268	164,640	0.4%
Sep	55,029	110,288	612	1,207	167,135	5.5%
Oct	60,796	120,506	690	1,370	183,362	1.6%
Nov	56,748	118,749	621	1,210	177,329	1.4%
Dec	70,216	118,722	692	1,642	191,272	5.6%
Total 2014	**666,841**	**1,343,683**	**7,140**	**15,228**	**2,032,890**	**1.2%**
% Change 2013 to 2014	**0.5%**	**1.7%**	**6.2%**	**-12.9%**	**1.2%**	

Note: Due to conversion into short tons from pounds - sums are rounded.

REVENUE FREIGHT IN SHORT TONS

US Customs Data: Annual Totals 2005-2014 by International Market

Imports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2005	499,237	334,217	33,075	13,412	13,054	2,479	4,358	899,831
2006	490,579	341,996	31,894	19,305	13,461	2,945	4,038	904,118
2007	471,001	365,110	31,115	15,877	12,683	2,910	5,531	904,227
2008	413,895	315,790	26,230	15,399	10,707	3,308	4,390	789,711
2009	343,111	253,772	21,638	12,031	7,292	3,238	2,177	643,311
2010	423,374	335,666	23,723	15,160	7,313	2,637	2,578	810,530
2011	351,124	355,786	23,967	13,828	6,710	2,118	2,650	756,354
2012	347,203	299,400	25,170	12,889	7,210	1,985	957	694,996
2013	352,454	301,252	24,866	12,064	6,156	1,998	1,148	700,088
2014	364,793	325,315	26,927	12,487	5,596	2,294	1,109	737,412

Exports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2005	246,945	252,635	14,275	13,806	8,691	13,397	629	550,378
2006	275,589	282,113	15,211	15,784	8,987	13,799	929	612,412
2007	298,427	315,968	21,625	19,084	9,303	15,135	1,232	680,774
2008	294,798	308,973	19,583	19,899	8,275	15,670	1,428	668,893
2009	238,378	260,409	13,578	16,578	6,234	12,925	1,230	549,539
2010	317,527	301,656	19,691	18,847	5,504	14,157	1,382	679,047
2011	316,575	309,497	19,214	17,532	6,158	15,416	1,351	686,141
2012	274,603	265,931	18,584	17,189	5,333	15,687	1,303	598,612
2013	258,323	260,216	20,131	15,864	6,084	13,730	1,511	576,188
2014	243,243	261,925	19,917	15,170	5,205	10,199	1,153	557,104

Total

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2005	746,181	586,853	47,351	27,217	21,745	15,876	4,986	1,450,209
2006	766,168	624,109	47,105	34,989	22,448	16,744	4,967	1,516,530
2007	769,428	681,078	52,740	34,961	21,986	18,045	6,763	1,585,001
2008	708,692	624,763	45,813	35,298	18,982	18,978	5,817	1,458,684
2009	581,488	514,182	35,216	28,609	13,526	16,163	3,407	1,192,850
2010	740,901	637,321	43,414	34,007	12,817	16,794	3,960	1,489,576
2011	667,698	665,283	43,181	31,360	12,868	17,534	4,001	1,442,495
2012	621,806	564,791	43,753	30,078	12,543	17,673	2,260	1,293,608
2013	610,777	561,468	44,997	27,928	12,240	15,728	2,659	1,276,275
2014	608,036	587,241	46,844	27,657	10,802	12,493	2,262	1,295,754

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

REVENUE FREIGHT IN SHORT TONS

Top 10 U.S. Trading Districts by Air 2014

RANK	CUSTOM DISTRICTS	TOTAL IMPORTS SHORT TONS	TOTAL IMPORTS $ IN 000'S	% OF TOTAL TONS	% OF TOTAL DOLLARS
1	Chicago, IL	759,615	$91,214,554	16.9%	16.8%
2	New York, NY	738,650	111,825,838	16.4%	20.6%
3	Miami, FL	669,661	24,213,549	14.9%	4.5%
4	Los Angeles, CA	556,675	47,081,053	12.4%	8.7%
5	Savannah, GA	221,829	20,406,502	4.9%	3.8%
6	New Orleans, LA	213,993	42,411,215	4.8%	7.8%
7	Cleveland, OH	196,136	36,315,412	4.4%	6.7%
8	Anchorage, AK	179,614	37,219,096	4.0%	6.9%
9	Dallas/Fort Worth, TX	172,626	34,233,082	3.8%	6.3%
10	San Francisco, CA	164,218	26,038,144	3.7%	4.8%
	All Others	**623,697**	**$72,367,496**	**13.9%**	**13.3%**
	Total	**4,496,714**	**$543,325,942**	**100.0%**	**100.0%**

RANK	CUSTOM DISTRICTS	TOTAL EXPORTS SHORT TONS	TOTAL EXPORTS $ IN 000'S	% OF TOTAL TONS	% OF TOTAL DOLLARS
1	New York, NY	557,104	$99,272,050	15.3%	22.4%
2	Chicago, IL	496,231	42,933,277	13.6%	9.7%
3	Los Angeles, CA	446,940	46,122,972	12.3%	10.4%
4	Miami, FL	412,535	38,441,749	11.3%	8.7%
5	Cleveland, OH	254,240	31,732,702	7.0%	7.2%
6	New Orleans, LA	201,463	33,612,047	5.5%	7.6%
7	Dallas/Forth Worth, TX	165,489	20,424,617	4.5%	4.6%
8	San Francisco, CA	164,076	28,349,465	4.5%	6.4%
9	Houston/Galveston, TX	158,618	9,987,721	4.4%	2.3%
10	Savannah, GA	153,619	13,496,472	4.2%	3.1%
	All Others	**632,514**	**$78,463,636**	**17.4%**	**17.7%**
	Total	**3,642,828**	**$442,836,709**	**100.0%**	**100.0%**

RANK	CUSTOM DISTRICTS	TOTAL IMPORTS AND EXPORTS SHORT TONS	TOTAL IMPORTS AND EXPORTS $ IN 000'S	% OF TOTAL TONS	% OF TOTAL DOLLARS
1	New York, NY	1,295,754	$211,097,889	15.9%	21.4%
2	Chicago, IL	1,255,847	134,147,831	15.4%	13.6%
3	Miami, FL	1,082,196	62,655,298	13.3%	6.4%
4	Los Angeles, CA	1,003,615	93,204,025	12.3%	9.5%
5	Cleveland, OH	450,375	68,048,114	5.5%	6.9%
6	New Orleans, LA	415,456	76,023,263	5.1%	7.7%
7	Savannah, GA	375,447	33,902,974	4.6%	3.4%
8	Dallas/Fort Worth, TX	338,115	54,657,699	4.2%	5.5%
9	San Francisco, CA	328,294	54,387,609	4.0%	5.5%
10	Anchorage, AK	273,920	49,340,849	3.4%	5.0%
	All Others	**1,320,522**	**$148,697,100**	**16.2%**	**15.1%**
	Total	**8,139,541**	**$986,162,651**	**100.0%**	**100.0%**

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

REVENUE FREIGHT IN SHORT TONS

Top 10 Air Trade Commodities in the NY/NJ Region 2014

RANK	COMMODITY	TOTAL IMPORTS SHORT TONS	TOTAL IMPORTS $ IN 000'S	% OF TOTAL TONS	% OF TOTAL DOLLARS
1	Machinery	138,170	$15,752,489	18.7%	14.1%
2	Electrical Machinery	73,675	10,536,970	10.0%	9.4%
3	Fish And Seafood	61,898	444,679	8.4%	0.4%
4	Woven Apparel	59,315	3,028,715	8.0%	2.7%
5	Knit Apparel	51,622	1,797,326	7.0%	1.6%
6	Optical, Medical Instruments	38,021	7,567,058	5.2%	6.8%
7	Plastic	24,007	673,315	3.3%	0.6%
8	Footwear	22,480	1,387,661	3.0%	1.2%
9	Pharmaceutical Products	18,245	9,574,413	2.5%	8.6%
10	Vegetables	17,608	46,021	2.4%	0.0%
	All Others	**233,610**	**$61,017,190**	**31.6%**	**54.6%**
	Total	**738,650**	**$111,825,838**	**100.0%**	**100.0%**

RANK	COMMODITY	TOTAL EXPORTS SHORT TONS	TOTAL EXPORTS $ IN 000'S	% OF TOTAL TONS	% OF TOTAL DOLLARS
1	Machinery	85,914	$9,211,542	15.4%	9.3%
2	Electrical Machinery	46,887	8,973,887	8.4%	9.0%
3	Optical, Medical Instruments	36,812	7,430,276	6.6%	7.5%
4	Plastic	34,259	859,821	6.2%	0.9%
5	Books And Newspapers	25,033	615,000	4.5%	0.6%
6	Perfumery, Cosmetic Products	23,976	699,271	4.3%	0.7%
7	Fish And Seafood	22,357	243,162	4.0%	0.3%
8	Iron And Steel Products	21,537	396,293	3.9%	0.4%
9	Vehicles, Not Railway	18,714	527,902	3.4%	0.5%
10	Misc. Chemical Products	16,531	843,562	3.0%	0.9%
	All Others	**225,083**	**$69,471,335**	**40.4%**	**70.0%**
	Total	**557,104**	**$99,272,050**	**100.0%**	**100.0%**

RANK	COMMODITY	TOTAL IMPORTS AND EXPORTS SHORT TONS	TOTAL IMPORTS AND EXPORTS $ IN 000'S	% OF TOTAL TONS	% OF TOTAL DOLLARS
1	Machinery	224,084	$24,964,031	17.3%	11.8%
2	Electrical Machinery	120,562	19,510,857	9.3%	9.2%
3	Fish And Seafood	84,255	687,841	6.5%	0.3%
4	Optical, Medical Instruments	74,833	14,997,334	5.8%	7.1%
5	Woven Apparel	66,498	3,262,560	5.1%	1.5%
6	Plastic	58,267	1,533,136	4.5%	0.7%
7	Knit Apparel	55,941	1,940,019	4.3%	0.9%
8	Perfumery, Cosmetic Products	38,494	1,217,450	3.0%	0.6%
9	Vehicles, Not Railway	31,318	866,907	2.4%	0.4%
10	Pharmaceutical Products	31,132	14,362,810	2.4%	6.8%
	All Others	**510,371**	**$127,754,945**	**39.4%**	**60.6%**
	Total	**1,295,754**	**$211,097,889**	**100.0%**	**100.0%**

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

2014 REVENUE FREIGHT BY AIRLINE

Top Carriers

JFK

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Delta	108,174	8.1%
2	Fedex	101,061	15.6%
3	American	85,434	21.9%
4	Cathay Pacific	62,536	26.6%
5	British Air	53,912	30.6%
6	Korean	52,910	34.5%
7	China Airlines (Cal)	51,938	38.4%
8	Lufthansa	48,244	42.0%
9	Asiana	46,984	45.5%
10	United Parcel	45,264	48.9%
11	Cargolux Airlines	41,706	52.0%
12	Tnt	38,060	54.8%
13	All Nippon	32,292	57.2%
14	Virgin Atlantic	31,313	59.5%
15	Air China International	28,893	61.7%
	Total Airport All Airlines	**1,343,683**	

EWR

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Fedex	308,637	46.3%
2	United Parcel	129,058	65.7%
3	United	105,768	81.6%
4	Sas	22,547	85.0%
5	Abx Air Inc.	15,210	87.2%
6	Lufthansa	14,697	89.5%
7	British Air	14,631	91.6%
8	Virgin Atlantic	13,037	93.6%
9	Jet Airways	7,812	94.8%
10	Swiss Int'L	6,974	95.7%
11	Delta	6,271	96.7%
12	El Al	5,304	97.5%
13	Cathay Pacific	3,353	98.0%
14	Air Portugal	3,342	98.5%
15	Southwest	2,713	98.9%
	Total Airport All Airlines	**666,841**	

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

2014 REVENUE FREIGHT BY AIRLINE

Top Carriers

LGA

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Delta	2,809	39.3%
2	Southwest	1,759	64.0%
3	American	1,652	87.1%
4	United	432	93.2%
5	Us Airways	238	96.5%
6	Frontier	213	99.5%
7	Jetblue Airlines	36	100.0%
8	Air Canada	–	100%
	Total Airport All Airlines	**7,001**	

SWF

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Fedex	9,488	62.3%
2	United Parcel	5,703	99.8%
3	Kalitta Flying Services	24	99.9%
4	Jetblue Airlines	6	100.0%
5	Us Airways	5	100.0%
6	Delta	3	100.0%
	Total Airport All Airlines	**17,490**	

REGION

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Fedex	419,185	20.6%
2	United Parcel	180,024	29.5%
3	Delta	117,257	35.3%
4	United	108,312	40.6%
5	American	87,768	44.9%
6	British Air	68,542	48.3%
7	Cathay Pacific	65,890	51.5%
8	Lufthansa	62,941	54.6%
9	Korean	52,910	57.2%
10	China Airlines (CAL)	51,938	59.8%
11	Asiana	46,984	62.1%
12	Virgin Atlantic	44,351	64.3%
13	Cargolux Airlines	41,706	66.3%
14	Abx Air Inc.	39,308	68.3%
15	TNT	38,060	70.1%
	Total Airport All Airlines	**2,032,247**	

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

REVENUE MAIL IN SHORT TONS

Annual Totals 2001 to 2014

Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2001	66,386	88,015	42,476	133	197,010
2002	31,258	44,004	22,350	–	97,612
2003	71,533	45,325	17,740	4	134,603
2004	81,434	39,387	14,269	2	135,092
2005	66,590	31,057	8,997	6	106,650
2006	37,719	38,060	4,568	9	80,355
2007	35,565	39,456	396	1	75,418
2008	33,738	41,159	1,483	1	76,381
2009	26,741	26,932	605	–	54,279
2010	21,569	21,970	28	–	43,568
2011	25,858	19,349	23	–	45,229
2012	32,160	20,164	384	–	52,709
2013	25,086	19,621	743	1	45,452
2014	26,093	18,925	1,157	–	46,175

International

YEAR	EWR	JFK	LGA	SWF	REGION
2001	6,481	38,920	1,295	–	46,695
2002	7,888	42,295	1,468	–	51,652
2003	13,058	39,432	1,291	–	53,781
2004	9,130	49,351	950	–	59,431
2005	23,579	48,862	1,300	–	73,740
2006	57,940	61,809	1,150	–	120,899
2007	73,497	75,767	1,691	–	150,956
2008	74,820	85,033	1,152	–	161,005
2009	70,699	78,790	744	–	150,234
2010	60,909	80,649	556	–	142,114
2011	58,745	80,102	620	–	139,467
2012	47,233	73,507	793	–	121,533
2013	29,590	83,171	637	–	113,398
2014	10,273	70,238	451	–	80,962

Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
2001	72,867	126,934	43,771	133	243,706
2002	39,147	86,299	23,818	–	149,264
2003	84,591	84,757	19,032	4	188,384
2004	90,564	88,738	15,219	2	194,524
2005	90,169	79,919	10,296	6	180,390
2006	95,658	99,869	5,718	9	201,254
2007	109,062	115,223	2,087	1	226,374
2008	108,558	126,193	2,635	1	237,386
2009	97,441	105,722	1,349	–	204,513
2010	82,479	102,619	585	–	185,682
2011	84,603	99,451	643	–	184,696
2012	79,393	93,671	1,177	–	174,241
2013	54,677	102,792	1,381	1	158,850
2014	36,366	89,162	1,608	–	127,136

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

REVENUE MAIL IN SHORT TONS

Monthly Totals 2014

Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2013 TO 2014
Jan	2,217	1,406	61	–	3,683	-0.6%
Feb	2,072	1,447	47	–	3,566	3.1%
Mar	2,256	1,625	133	–	4,015	-1.6%
Apr	2,199	1,336	131	–	3,666	-14.4%
May	2,161	1,605	123	–	3,889	-0.8%
Jun	1,861	1,378	114	–	3,354	1.0%
Jul	2,301	1,580	63	–	3,944	17.9%
Aug	2,157	1,578	121	–	3,855	2.3%
Sep	2,057	1,554	93	–	3,703	5.9%
Oct	2,367	1,877	111	–	4,355	6.3%
Nov	2,165	1,612	80	–	3,857	2.2%
Dec	2,280	1,927	80	–	4,287	1.9%
Total 2014	**26,093**	**18,925**	**1,157**	**–**	**46,175**	**1.6%**
% Change 2013 to 2014	**4.0%**	**-3.6%**	**55.6%**	**–**	**1.6%**	

International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2013 TO 2014
Jan	1,200	6,895	22	–	8,118	-9.3%
Feb	1,404	4,541	13	–	5,958	-30.7%
Mar	815	5,171	44	–	6,029	-40.7%
Apr	1,063	4,977	57	–	6,096	-38.3%
May	932	5,400	49	–	6,381	-27.4%
Jun	718	5,043	48	–	5,809	-27.8%
Jul	539	5,089	49	–	5,677	-28.6%
Aug	639	5,202	47	–	5,888	-30.9%
Sep	660	5,594	53	–	6,307	-22.2%
Oct	689	8,511	4	–	9,204	4.0%
Nov	680	6,418	38	–	7,136	-43.4%
Dec	935	7,399	26	–	8,359	-35.3%
Total 2014	**10,273**	**70,238**	**451**	**–**	**80,962**	**-28.6%**
% Change 2013 to 2014	**-65.3%**	**-15.6%**	**-29.2%**	**–**	**-28.6%**	

Domestic and International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2013 TO 2014
Jan	3,417	8,301	83	–	11,801	-6.8%
Feb	3,476	5,988	61	–	9,524	-21.0%
Mar	3,071	6,796	177	–	10,044	-29.5%
Apr	3,262	6,313	188	–	9,762	-31.1%
May	3,092	7,005	172	–	10,270	-19.2%
Jun	2,579	6,421	162	–	9,163	-19.4%
Jul	2,840	6,669	112	–	9,621	-14.8%
Aug	2,796	6,779	168	–	9,743	-20.7%
Sep	2,717	7,147	145	–	10,010	-13.7%
Oct	3,057	10,388	114	–	13,558	4.7%
Nov	2,845	8,030	118	–	10,993	-32.9%
Dec	3,215	9,325	106	–	12,646	-26.2%
Total 2014	**36,366**	**89,162**	**1,608**	**–**	**127,136**	**-20.0%**
% Change 2013 to 2014	**-33.5%**	**-13.3%**	**16.5%**	**–**	**-20.0%**	

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

GROUND TRANSPORTATION & AIRPORT ECONOMIC IMPACT

Passenger Accessing Airports by Bus & Rail

Paid Parked Cars

Taxi Dispatch Passengers & Ground Transportation Center Bookings

Airport Employment

The Economic Impact of the Aviation Industry

DENVER, CO (CONT'D)

11 15aL 1 34p UA 1010 0 738
11 55aL 2 25p WN 264 0 73W
12 10pE 2 25p WN 482 0 73W
1 25p L 3 49p F9 841 0 320
2 54p E 5 12p UA 1107 0 739
3 00p L 5 25p WN 1839 0 73W
3 09p L 5 31p UA 745 0 752
3 45p E 6 05p WN 3580 0 73W
4 00p L 8 44p UA 269 1 319
Plane Change En Route
4 19p E 6 39p UA 485 0 320
4 45p L 7 20p DL 884 0 319
5 15p L 7 37p UA 509 0 752
5 30p L 7 52p F9 837 0 320
5 34p E 7 52p UA 1064 0 73G
5 35p L 8 00p WN 209 0 73W
6 05p E 8 28p UA 1139 0 739
7 05p J 9 31p DL 2454 0 738
9 30p J 11 59p B6 97 0 320

m DENVER, CO

12 59a 6 34a J B6 98 0 320
7 00a 12 35p L F9 506 0 320
8 15a 4 18p L US 2068 1 321
8 17a 1 59p L UA 358 0 752
8 17a 2 00p E UA 395 0 319
9 10a 2 55p L WN 3128 0 73W
10 28a 4 10p L UA 310 0 752
10 30a 4 14p L DL 928 0 319
10 35a 4 20p L WN 2988 0 73W
10 53a 4 30p L F9 510 0 320
11 15a 5 02p E UA 1086 0 739
11 20a 5 05p J DL 1312 0 738
11 55a 5 25p E WN 318 0 73W
12 35p 6 22p E UA 1643 0 752
1 45p 9 09p L NK 630 1 320
2 03p 9 17p L UA 502 1 752
Plane Change En Route
2 40p 8 22p L UA 776 0 752
3 00p 8 30p L WN 2255 0 73W
3 38p 9 20p L DL 1794 0 319
3 45p 9 27p L UA 406 0 752
3 50p 9 25p L WN 2261 0 73W
3 57p 9 37p E UA 454 0 319
4 20p 9 55p E WN 2178 0 73W
5 00p 10 36p E UA 469 0 752
5 31p 11 11p E UA 469 0 320
5 50p 11 29p L UA 671 0 752

DES MOINES, IA

10 26a E 12 21p UA 4412 0 ERJ
7 00p L 9 17p DL 3445 0 CR9
7 15p L 10 30p WN 881 1 73W
8 07p E 10 02p UA 4543 0 ERJ

m DES MOINES, IA

6 10a 9 45a E UA 4151 0 ERJ
7 00a 11 45a E WN 1845 1 73W
7 45a 11 24a L DL 3443 0 CR9
12 58p 4 33p E UA 4412 0 ERJ

DETROIT, MI

Metropolitan

6 00a L 7 51a MDL 731 0 320
6 00a E 7 58a MDL 5068 0 CR9
6 03a 7 56a MDL 3755 0 CRJ
6 20a L 8 10a MAA 3351 0 CR7
7 30a L 9 29a MDL 831 0 319
7 49a E 9 46a MUA 4246 0 ERJ
8 00a J 10 05a MDL 3353 0 CR9
8 29a L 10 29a MAA 3478 0 CR7
8 55a L 1 00p MUS 3373 1 E75
9 05a L 11 15a MDL 181 0 320
9 15a E 11 11a MDL 5222 0 CR7
9 40a L 11 39a MNK 475 0 320
10 28aE 12 25p MUA 4297 0 ERJ
10 50aL 12 50p MAA 3689 0 CR7
11 00aE 12 46p MDL 3475 0 CR9
11 00aL 1 09p MDL 2452 0 319
12 33p 2 23p MDL 3839 0 CRJ
12 40pE 2 38p MDL 3291 0 CR9
12 48pL 2 50p MDL 1131 0 320
12 52pE 2 50p MUA 3852 0 ERJ
1 25p L 5 22p MUS 3462 1 E75
1 29p L 3 29p MAA 3340 0 ERD
2 40p L 4 38p MDL 1231 0 319
3 03p E 5 01p MUA 3916 0 E70
4 00p J 6 28p MDL 3347 0 CR9
4 25p L 6 31p MDL 2231 0 320
4 42p E 6 37p MDL 1365 0 320
4 50p L 6 53p MNK 711 0 320
5 15p 7 04p MDL 3750 0 CRJ
5 20p L 7 20p MAA 3556 0 CR7
5 42p E 7 40p MUA 4382 0 ERJ
6 15p L 8 19p MDL 2331 0 320
6 22p E 8 20p MUA 4382 0 ERJ
6 25p J 8 42p MDL 2002 0 M88

Leave Arrive Flight S Eq

m CARTAGENA, COLOMBIA

2 25p 7 23p J B6 1532 0 320

CASABLANCA, MOROCCO

5 45p J 6 25a † AT 201 0 763

m CASABLANCA, MOROCCO

12 25p 3 45p J AT 200 0 763

OPENHAGEN, DENMARK

5 30p E 7 10a † SK 910 0 333

m COPENHAGEN, DENMARK

12 20p 3 15p E SK 909 0 333

COZUMEL, MEXICO

5 25a E 11 07a UA 1545 1 738
Plane Change En Route
9 30a E 1 00p UA 1552 0 738

m COZUMEL, MEXICO

11 57a 8 29p E UA 1546 1 738
Plane Change En Route
1 51p 6 44p E UA 1551 0 738

DAKAR, SENEGAL

9 31p J 10 05a† DL 416 0 752

m DAKAR, SENEGAL

2 15a 6 25a J DL 217 0 752
3 50a 7 45a J SA 203 0 343

DELHI, INDIA

2 25p J 3 00p † AI 102 0 77W
8 40p E 9 20p † UA 82 0 777

m DELHI, INDIA

11 35a 6 35a J AI 101 0 77W
11 35p 4 45a † E UA 83 0 777

To DETROIT, MI (CONT'D)

X26 6 30p E 8 35p MDL 2057 0 320
X6 7 56p L 9 55p MDL 2131 0 319
X6 9 10p L 10 55p MAA 3603 0 CR7
X6 9 23p E 11 21p MUA 3443 0 E70

From DETROIT, MI

M = Metropolitan

X7 6 00a M 7 38a E UA 4279 0 ERJ
6 05a M 7 42a L NK 316 0 320
X67 6 10a M 7 50a L AA 3601 0 CR7
7 25a M 9 15a L DL 1848 0 320
X67 7 45a M 9 29a E DL 3463 0 CR9
8 40a M10 29a L DL 1748 0 319
8 45a M10 35a L AA 3351 0 CR7
10 12aM11 59a L DL 2048 0 320
X6 10 18aM11 59a E UA 4207 0 ERJ
10 20aM 12N E DL 3291 0 CR9
10 28aM12 05p DL 3839 0 CRJ
11 05aM12 50p L AA 3478 0 CR7
X6 12 10pM 1 57p L DL 1948 0 319
X6 12 55pM 2 40p E UA 4381 0 ERJ
1 34p M 3 25p J DL 1532 0 320
X6 1 40p M 3 25p L AA 3689 0 CR7
1 46p M 3 35p L DL 2148 0 320
1 55p M 3 43p E DL 1310 0 320
3 10p M 4 49p DL 3750 0 CRJ
X6 3 25p M 5 10p L DL 2248 0 320
3 29p M 5 15p E UA 3917 0 E70
3 35p M 5 35p J DL 3474 0 CR9
X2 3 55p M 5 42p E DL 1328 0 320
4 01p M 5 45p L NK 188 0 320
4 10p M 5 59p L AA 3340 0 ERD
5 25p M 7 11p L DL 1548 0 319
X6 5 30p M 7 12p E DL 5074 0 CR7
X6 5 36p M 7 20p E UA 3916 0 E70
7 42p M 9 40p J DL 3321 0 CR9
7 45p M 9 33p L DL 180 0 319
X6 7 55p M 9 45p L AA 3556 0 CR7
X46 8 10p M 9 55p E UA 4382 0 ERJ
8 18p M10 01p E DL 5098 0 CR9
4 8 50p M10 35p E UA 4382 0 ERJ
X6 9 35p M11 11p L DL 3921 0 CRJ
X6 9 45p M11 26p L DL 1448 0 320

To EL PASO, TX

6 7 50a E 1 15p WN 1135 2 73W
X6 3 55p L 9 55p WN 134 2 73W

From EL PASO, TX

6 11 30a 7 55p E WN 647 2 73W

To FAYETTEVILLE, AR

X67 7 25a L 9 45a AA 3547 0 ER3
X67 8 40a E 10 55a UA 4419 0 ERJ
X67 3 20p L 5 40p AA 3532 0 ER3
X56 5 55p L 8 15p AA 3713 0 ER3

From FAYETTEVILLE, AR

X67 6 00a 9 59a L AA 3510 0 ER3
X6 10 15a 2 20p L AA 3547 0 ER3
1234 6 10p 10 05p L AA 3532 0 ER3
X6 8 08p 11 58p E UA 4602 0 ERJ

To FLORENCE, SC

X6 8 00p L 11 36p US 3870 1 CRJ

From FLORENCE, SC

Consult Your Travel Representative

To FT. LAUDERDALE, FL

1256 6 00a J 8 55a B6 601 0 320
6 00a L 8 58a B6 371 0 320
6 50a L 9 48a NK 705 0 319
X6 7 00a L 10 01a DL 1879 0 319
X7 7 00a E 10 05a UA 482 0 320
7 50a J 10 49a B6 901 0 320
8 05a J 11 23a DL 1271 0 M88
6 8 15a L 11 18a DL 1879 0 319
9 00a E 12 08p B6 5 0 320
X6 9 30a E 12 35p UA 456 0 320
9 31a L 12 35p B6 271 0 320
6 10 00aL 1 18p DL 954 0 320
10 45aL 1 52p B6 971 0 320
X6 10 45aL 1 59p DL 954 0 319
10 50aL 1 57p NK 197 0 320
10 55aJ 1 53p B6 1 0 320
X1 12 32pJ 3 30p B6 1401 0 320
X23 12 44pE 3 39p B6 505 0 320
1 20p E 4 25p UA 436 0 320
1 40p L 4 53p DL 1779 0 M88
2 29p J 5 30p B6 301 0 320
2 45p L 5 50p B6 1171 0 320
2 50p E 5 55p UA 395 0 320
3 30p L 6 37p NK 171 0 321
3 35p 6 44p B6 535 0 E90
X6 3 50p E 6 55p UA 491 0 320
3 55p J 7 22p DL 2280 0 M88
6 4 35p E 7 40p UA 252 0 320
4 35p J 7 51p B6 1801 0 320
6 4 55p L 8 02p DL 1854 0 319
6 20p E 9 25p UA 726 0 320

Freq Leave Arrive Flight S Eq

To GENEVA, SWITZERLAND

X2 5 35p E 7 25a † UA 148 0 764
7 45p J 9 25a † LX 23 0 333

From GENEVA, SWITZERLAND

X3 9 10a 12 15p E UA 149 0 764
12 15p 3 00p J LX 22 0 333

To GEORGETOWN, GUYANA

257 12 05aJ 8 40a BW 425 1 738
1457 12 45aJ 7 20a BW 527 0 763
6 7 30a J 2 05p BW 529 0 763
4 40p J 1 35a † BW 525 1 738

From GEORGETOWN, GUYANA

6 05a 1 05p J BW 524 1 738
146 2 40p 9 35p J BW 424 1 738
3467 5 25p 10 25p J BW 526 0 763
5 11 20p 4 20a † J BW 528 0 763

To GLASGOW, UNITED KINGDOM

X2 7 45p E 7 30a † UA 161 0 752

From GLASGOW, UNITED KINGDOM

X3 9 00a 11 45a E UA 162 0 752

To GRAND CAYMAN, CAYMAN ISLANDS

3 8 23a E 4 40p UA 1494 1 739
Plane Change En Route
146 8 30a J 12 24p B6 765 0 320
X23 8 30a J 12 30p KX 793 0 733
1 8 45a L 4 40p UA 1494 1 73G
Plane Change En Route
3567 9 54a E 2 02p UA 1436 0 738

From GRAND CAYMAN,

To FT. LAUDERDALE, FL (CONT'D)

X6 6 25p L 9 33p DL 1854 0 319
X6 6 30p E 9 40p B6 305 0 320
7 42p L 10 50p B6 1271 0 320
7 45p L 10 50p NK 779 0 320
7 47p J 10 50p B6 201 0 320
8 25p J 11 42p DL 2065 0 738
X6 8 35p E 11 40p UA 288 0 320
9 37p L 12 27a† B6 1371 0 320

From FT. LAUDERDALE, FL

6 00a 8 37a J B6 1502 0 320
6 00a 8 42a L B6 272 0 320
7 09a 10 00a L NK 604 0 320
7 15a 10 00a L B6 972 0 320
7 15a 10 07a L DL 1498 0 319
7 21a 10 00a J DL 2185 0 738
7 25a 10 22a E UA 1419 0 738
7 55a 10 36a J B6 2 0 320
X67 8 30a 11 26a E UA 222 0 320
7 8 35a 5 09p L UA 672 1 752
Plane Change En Route
9 13a 12N E B6 306 0 320
9 33a 12 30p E UA 15 0 739
9 42a 12 21p J B6 502 0 320
X6 9 45a 3 25p L WN 1444 1 73W
9 48a 12 30p L B6 1572 0 320
10 54a 2 00p E UA 527 0 320
X6 11 00a 1 51p L DL 1698 0 319
11 30a 2 24p L NK 180 0 321
11 35a 2 21p J B6 802 0 320
11 45a 2 38p B6 536 0 E90
12 04p 2 59p J DL 2104 0 M88
6 12 20p 3 13p L DL 1698 0 319
6 12 23p 3 30p E UA 1065 0 739
12 44p 3 30p L B6 1272 0 320
X6 1 24p 4 30p E UA 208 0 320
2 19p 5 15p J DL 2274 0 M88
6 2 35p 5 27p L DL 2425 0 320
X23 2 40p 5 39p E B6 506 0 320
X6 3 10p 6 00p J B6 1202 0 320
X6 3 15p 6 12p L DL 2425 0 319
4 08p 7 00p L NK 174 0 320
5 10p 8 16p E UA 540 0 320
5 14p 8 04p J B6 402 0 320
6 01p 8 52p L B6 672 0 320
6 05p 9 05p L DL 1514 0 M88
X6 7 05p 9 52p E B6 6 0 320
X6 7 44p 10 41p E UA 541 0 320
1457 7 45p 10 29p J B6 302 0 320
8 12p 10 59p L NK 710 0 319
8 20p 11 02p L B6 1472 0 320

To FT. MYERS, FL

7 6 15a E 11 20a US 1989 1 320
6 59a E 10 07a UA 1183 0 739
8 00a E 11 10a B6 1511 0 320
X6 8 05a L 11 39a DL 3489 0 CR9
8 17a J 11 27a B6 929 0 320
6 9 35a L 1 19p DL 6005 0 E75
1457 11 10aL 2 43p DL 7305 0 E75
1 12p L 4 24p B6 1639 0 320
X6 2 55p E 6 07p UA 222 0 319
X6 3 17p J 6 34p B6 1729 0 320
X6 3 40p L 9 06p US 1714 1 319
6 4 05p E 7 18p UA 1299 0 739
6 4 05p L 7 42p DL 7310 0 E70
X6 7 45p L 11 12p DL 7310 0 E75

From FT. MYERS, FL

7 7 50a 10 48a E UA 1489 0 739
X6 8 00a 10 50a L DL 7302 0 E75
X67 8 20a 1 45p E US 1936 1 321
11 00a 1 51p E UA 1065 0 739
6 11 00a 1 53p L DL 7302 0 E75
11 55a 2 43p E B6 1512 0 320
X67 12 05p 4 51p E US 1972 1 321
12 08p 2 49p J B6 930 0 320
1457 12 14p 3 05p L DL 3403 0 CR9
6 2 15p 5 06p L DL 7306 0 E75
X6 3 15p 6 08p L DL 7306 0 E75
X6 6 15p 8 58p J B6 1730 0 320
X6 6 47p 9 45p E UA 594 0 319
7 18p 9 59p L B6 1640 0 320

To GRAND RAPIDS, MI

X67 7 10a E 9 11a UA 4155 0 ERJ
X6 1 59p L 4 14p DL 6158 0 ERJ
3 25p E 5 26p UA 4576 0 ERJ
X6 8 05p L 10 23p DL 6204 0 CR7

From GRAND RAPIDS, MI

X67 6 00a 8 06a L DL 6197 0 CR7
7 9 33a 11 30a L DL 6197 0 CR7
11 18a 1 06p E UA 4155 0 ERJ
X6 5 00p 7 03p L DL 6130 0 ERJ
X6 6 21p 8 17p E UA 4538 0 ERJ
X6 5 00p 7 03p L DL 6130 0 ERJ
X6 6 21p 8 17p E UA 4538 0 ERJ

Freq Leave Arrive Flight S Eq

To HAMBURG, GERMANY

3567 5 30p E 7 30a † UA 74 0 752

From HAMBURG, GERMANY

1467 9 00a 12 05p E UA 75 0 752

To HELSINKI, FINLAND

5 45p J 8 50a † AY 006 0 333

From HELSINKI, FINLAND

2 10p 3 55p J AY 005 0 333

To HO CHI MINH CITY, VIET NAM

136 3 35p E 11 55p† UA 117 1 777
Plane Change En Route
2457 3 35p E 1 30a † UA 117 1 777
Plane Change En Route

From HO CHI MINH CITY, VIET NAM

5 55a 1 45p E UA 116 1 738
Plane Change En Route

To HONG KONG, HONG KONG (SAR) CHINA

12 50aJ 5 40a † CX 845 0 77W
9 00a J 2 15p † CX 841 0 77W
1 55p J 7 00p † CX 831 0 77W
3 35p E 8 35p † UA 117 0 777
9 15p J 7 00a † CX 889 1 77W

From HONG KONG, HONG KONG (SAR) CHINA

1 00a 6 00a J CX 888 1 77W
9 35a 12 10p J CX 830 0 77W
11 25a 1 45p E UA 116 0 777
4 20p 7 15p J CX 840 0 77W
7 45p 10 25p J CX 846 0 77W

To GREENSBORO/ WIN-SALEM, NC

X67 7 37a E 9 15a UA 3821 0 ERJ
X6 8 05a L 10 00a DL 5242 0 CR7
6 9 45a L 11 48a DL 5373 0 CR7
X6 11 30aL 1 30p DL 5373 0 CR7
1 11p E 2 49p UA 3822 0 ERJ
X6 1 45p J 5 27p US 1802 1 319
X6 2 44p L 4 41p DL 4949 0 CR7
4 36p E 6 14p UA 3813 0 ERJ
7 5 59p L 10 14p US 3233 1 E75
X6 7 45p L 9 43p DL 5306 0 CR7
X6 8 12p E 9 50p UA 4106 0 ERJ

From GREENSBORO/ WIN-SALEM, NC

X67 5 56a 7 30a E UA 4212 0 ERJ
X67 6 10a 7 53a L DL 5248 0 CR7
67 8 47a 10 30a L DL 5248 0 CR7
9 45a 11 14a E UA 3821 0 ERJ
X6 10 35a 12 16p L DL 5147 0 CR7
X6 2 00p 3 44p L DL 5252 0 CR7
3 19p 5 00p E UA 3822 0 ERJ
X6 5 17p 7 14p L DL 4962 0 CR7
X6 6 44p 8 25p E UA 3813 0 ERJ

To GREENVILLE, SC

X6 6 40a E 8 38a UA 4166 0 ERJ
X6 9 30a L 11 54a DL 6090 0 ERJ
X6 3 05p E 5 03p UA 4572 0 ERJ
X6 7 00p L 9 19p DL 3854 0 CRJ

From GREENVILLE, SC

X6 6 36a 8 45a L DL 3855 0 CRJ
X6 10 04a 11 53a E UA 5814 0 ERJ
6 1 09p 3 00p E UA 4166 0 ERJ
X6 5 33p 7 29p E UA 4572 0 ERJ
X6 6 25p 8 35p L DL 6100 0 ERJ

To HARLINGEN, TX

Consult Your Travel Representative

From HARLINGEN, TX

X67 8 40a 2 55p E WN 292 1 73W

To HARRISBURG, PA

8 30a E 9 40a UA 4797 0 DH2
8 59p E 10 09p UA 4802 0 DH2

From HARRISBURG, PA

6 24a 7 30a E UA 4792 0 DH2
10 05a 11 08a E UA 4797 0 DH2

To HARTFORD/SPRINGFIELD, CT

7 35a E 8 32a UA 5144 0 E70
11 50aE 12 47p UA 5145 0 E70
X6 6 38p E 7 38p UA 4847 0 DH3
9 29p E 10 22p UA 5137 0 E70

From HARTFORD/ SPRINGFIELD, CT

5 54a 6 49a E UA 3910 0 E70
9 07a 10 02a E UA 5144 0 E70
1 22p 2 20p E UA 5145 0 E70
X6 8 08p 9 20p E UA 4847 0 DH3

To HONOLULU, HI

124 9 24a E 6 33p UA 73 1 738
Plane Change En Route
X24 10 00aJ 2 50p HA 51 0 332
1 29p E 6 13p UA 15 0 764

From HONOLULU, HI

X13 3 15p 6 55a † J HA 50 0 332
8 15p 11 55a † E UA 14 0 764

To HOUSTON, TX

I = Intercontinental

H = Hobby

5 17a E 7 57a I UA 252 0 752
X7 5 45a L 8 27a I UA 1714 0 73G
X6 6 20a L 11 05a H WN 423 1 73H
X7 6 25a E 9 35a H WN 16 0 73W
X67 6 30a L 9 19a I UA 1454 0 73G
6 6 30a L 9 25a H WN 494 0 73W
X67 6 45a L 9 50a I DL 5746 0 E70
7 20a L 10 00a I UA 261 0 752
7 25a E 10 08a I UA 212 0 763
X6 7 40a L 10 35a H WN 1808 0 73W
6 7 50a E 11 50a H WN 1135 1 73W
8 25a J 11 15a H B6 281 0 E90
X6 8 55a L 11 56a I UA 207 0 320
6 9 00a L 5 04p I UA 544 1 319
Plane Change En Route
X6 9 02a E 11 48a I UA 1711 0 738
X67 9 15a L 12 33p I DL 5988 0 E70
7 9 59a L 2 48p I US 2067 1 320
X7 10 15aJ 2 48p I US 2067 1 321
X6 10 29aE 1 18p I UA 488 0 320
10 30aL 1 26p I UA 1025 0 73G
X67 11 30aL 4 34p I US 2069 1 321
11 56aE 2 38p I UA 222 0 752
145 12N L 5 03p I UA 667 1 319
Plane Change En Route

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From LEON/GUANAJUATO, MEXICO

X67 7 19a 8 06p J UA 341 1 319
Plane Change En Route

To LIBERIA, COSTA RICA

6 7 30a J 11 25a DL 483 0 738
3567 8 37a E 1 15p UA 1442 0 738
9 40a J 1 58p B6 1691 0 320

From LIBERIA, COSTA RICA

12 7 50a 7 25p E UA 1511 1 738
Plane Change En Route
3567 2 11p 8 18p E UA 1446 0 738
2 55p 9 00p J B6 1692 0 320
6 4 35p 10 21p J DL 541 0 738

To LIMA, PERU

2 00p E 10 10p UA 1095 0 752
10 45pJ 6 50a † LA 2531 0 763

From LIMA, PERU

12 20a 8 10a J LA 2530 0 763
11 35p 7 30a † E UA 1005 0 752

To LISBON, PORTUGAL

X14 5 55p E 6 00a † TP 104 0 332
4567 8 10p E 8 10a † UA 64 0 752

From LISBON, PORTUGAL

1567 10 15a 1 35p E UA 65 0 752
X14 12 35p 3 50p E TP 103 0 332

To LONDON, UNITED KINGDOM

C = London City

H = Heathrow

7 30a J 7 40p H VS 026 0 346
7 50a E 8 00p H VS 018 0 333
8 30a J 8 15p H BA 178 0 744

To HOUSTON, TX (CONT'D)

X6 12 45pE 3 40p H WN 3616 0 73W
12 59pL 3 55p I UA 1280 0 73G
1 45p J 4 33p H B6 581 0 320
2 15p E 5 04p I UA 1232 0 738
X6 2 15p L 5 15p H WN 1945 0 73W
X7 2 52p L 5 59p I UA 1744 0 73G
3 21p E 6 07p I UA 404 0 752
6 3 30p E 6 40p H WN 3049 0 73W
X6 3 45p L 6 58p I DL 5761 0 E70
6 3 50p L 6 55p H WN 3155 0 73W
X6 3 55p L 8 25p H WN 134 1 73W
4 29p E 7 19p I UA 1695 0 752
5 00p J 7 55p I AA 211 0 738
X6 5 04p L 7 58p I UA 525 0 320
X6 5 15p E 8 05p H WN 2067 0 73W
5 20p E 8 10p I UA 404 0 320
6 5 25p L 10 10p H WN 1725 1 73W
5 30p E 10 02p I US 687 1 320
X6 5 45p L 8 53p I DL 5999 0 E70
X6 6 59p L 9 59p I UA 1128 0 73G
8 00p E 10 52p I UA 1545 0 73G
X6 9 06p E 11 54p I UA 475 0 320

From HOUSTON, TX

I = Intercontinental

H = Hobby

X7 5 25a I 11 47a E US 1982 1 320
X67 6 00a I 3 09p L UA 284 1 320
Plane Change En Route
X6 6 15a H 12 10p L WN 289 1 73W
6 22a I 10 45a E UA 1472 0 73G
X67 6 40a I 11 15a L DL 7327 0 E70
7 00a I 1 04p E US 686 1 320
X7 7 13a I 11 52a E UA 1146 0 739
X7 7 23a I 11 59a L UA 1280 0 73G
6 8 00a I 12 31p L DL 7327 0 E70
X67 8 10a H 12 30p E WN 3937 0 73W
X67 8 30a I 2 53p L US 2066 1 320
7 8 30a I 2 59p E US 681 1 320
8 40a H 1 10p L WN 1 0 73W
8 43a I 1 25p E UA 1188 0 738
X67 9 20a I 1 51p L UA 1744 0 73G
10 10aI 2 44p L UA 322 0 319
10 25aI 2 55p J AA 210 0 738
X67 10 25aI 2 59p L DL 5780 0 E70
6 10 30aH 2 55p E WN 2871 0 73W
11 08aI 3 42p E UA 1558 0 738
X6 11 35aI 4 09p L UA 322 0 320
11 50aI 4 29p E UA 723 0 763
11 55aH 4 19p J B6 282 0 E90
X6 12 35pH 5 00p E WN 19 0 73W
X7 1 05p I 5 36p E UA 428 0 752
X6 1 20p H 5 50p L WN 1113 0 73W
1 38p I 6 11p L UA 700 0 320
7 1 43p I 6 16p E UA 235 0 752
X7 1 50p I 8 19p J US 1834 1 321
2 20p I 7 00p E UA 1427 0 738
X67 3 30p I 8 07p L DL 5985 0 E70
3 37p I 8 13p E UA 337 0 752
X6 3 40p I 8 20p L UA 1277 0 73G
X6 4 48p I 9 28p L UA 12 0 73G
5 15p H 9 41p J B6 582 0 320
6 5 25p H 9 45p E WN 1777 0 73W
6 5 25p H 9 55p L WN 1854 0 73W
X26 5 33p I 10 07p L UA 277 0 319
X67 5 40p I 11 44p L US 2082 1 E90
X6 6 25p I 10 57p L DL 5764 0 E70
X5 6 43p I 11 14p E UA 1541 0 738
6 6 58p I 11 29p L UA 354 0 320
X6 7 00p H 11 30p E WN 45 0 73W
X7 7 33p I 11 59p E UA 1019 0 739
7 8 00p I 12 29a † E UA 425 0 319
X6 9 04p I 1 29a † E UA 641 0 320

To INDIANAPOLIS, IN

X7 6 30a E 8 39a UA 4393 0 ERJ
X67 8 20a L 10 54a DL 7317 0 E70
X6 9 29a E 11 38a UA 4087 0 ERJ
10 00aL 12 34p DL 3573 0 CR9
X6 11 30aE 1 38p UA 4445 0 ERJ
X6 12 56pL 3 23p DL 7319 0 E70
1 46p E 3 55p UA 4395 0 ERJ
2 55p J 5 23p DL 3326 0 CR9
3 10p J 5 35p AA 3202 0 ER4
X6 3 48p E 5 57p UA 3825 0 ERJ
3 50p L 6 17p DL 6251 0 CR7
X6 6 40p L 9 08p DL 6005 0 E70
9 05p E 11 14p UA 3557 0 E70
X6 9 30p L 11 47p DL 5991 0 E75

From INDIANAPOLIS, IN

X67 5 55a 7 52a E UA 3556 0 E70
X67 6 25a 8 35a L DL 7311 0 E70
6 8 15a 10 23a L DL 7309 0 E70
6 8 27a 10 29a E UA 3556 0 E70
X6 9 30a 11 36a L DL 7309 0 E75
10 28a 12 30p E UA 3524 0 E70

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From LONDON, UNITED KINGDOM (CONT'D)

6 00p H 9 30p E UA 115 0 752
X6 7 15p H 10 20p J AA 141 0 777
7 25p H 10 25p J VS 025 0 346
7 25p H 10 30p E VS 017 0 333
X6 8 00p H 10 50p J BA 183 0 744
8 10p H 11 15p E VS 017 0 333

To MADRID, SPAIN

5 00p J 6 20a † IB 6250 0 333
7 05p J 8 30a † AA 94 0 757
X26 7 40p J 9 15a † DL 414 0 76W
4567 8 10p E 9 45a † UA 62 0 752
157 8 15p J 9 35a † IB 6252 0 333

From MADRID, SPAIN

10 35a 1 15p J AA 95 0 757
1567 11 15a 2 10p E UA 63 0 752
X37 11 25a 1 48p J DL 415 0 76W
12 15p 2 45p J IB 6251 0 333
157 4 05p 6 35p J IB 6253 0 333

To MANAGUA, NICARAGUA

7 12 08pE 7 38p UA 1421 1 73G
Plane Change En Route

From MANAGUA, NICARAGUA

3 8 08a 5 53p L UA 1423 1 738
Plane Change En Route
6 8 08a 6 03p E UA 1423 1 738
Plane Change En Route
5 8 08a 7 25p E UA 1423 1 738
Plane Change En Route

To MANCHESTER, UNITED KINGDOM

From INDIANAPOLIS, IN (CONT'D)

X6 11 59a 2 04p L DL 5994 0 E70
X6 12 08p 2 12p E UA 4087 0 ERJ
6 12 10p 2 15p J DL 3764 0 CRJ
X6 1 10p 3 14p L DL 3572 0 CR9
1 10p 3 25p J AA 3264 0 ER4
X6 1 55p 4 05p J DL 3426 0 CR9
2 08p 4 10p E UA 4113 0 ERJ
6 3 05p 5 09p L DL 7318 0 E70
X6 3 54p 6 00p L DL 7318 0 E70
4 25p 6 27p E UA 4395 0 ERJ
X6 6 27p 8 29p E UA 3825 0 ERJ
X6 6 55p 9 01p L DL 6250 0 CR7
23 8 02p 10 02p E UA 4186 0 ERJ

To ITHACA, NY

8 10a E 9 24a UA 4826 0 DH2
3 15p E 4 29p UA 4828 0 DH2
X6 8 29p E 9 52p UA 4815 0 DH2

From ITHACA, NY

6 40a 7 50a E UA 4829 0 DH2
6 9 15a 12 02p E US 4124 1 DH8
Plane Change En Route
9 50a 11 00a E UA 4826 0 DH2
X6 4 55p 6 08p E UA 4828 0 DH2

To JACKSONVILLE, FL

X67 6 00a L 10 06a US 1909 1 E90
X6 8 05a L 10 47a DL 3528 0 CR9
8 20a J 10 52a B6 677 0 320
X6 8 30a E 11 01a UA 4388 0 ERJ
6 9 45a L 12 35p DL 5738 0 E70
11 19aE 1 50p UA 4679 0 ERJ
1457 12 05pL 2 54p DL 3508 0 CR9
2 28p J 4 54p B6 477 0 E90
X6 3 07p E 5 38p UA 4377 0 ERJ
X6 3 30p L 6 14p DL 6247 0 CR7
6 4 05p L 6 49p DL 5787 0 E75
7 10p J 10 03p DL 6217 0 CR7
X6 8 40p L 11 22p DL 5700 0 E75
9 10p E 11 41p UA 5811 0 ERJ
1457 9 20p J 11 54p B6 1677 0 E90

From JACKSONVILLE, FL

X34 6 00a 8 08a J B6 1678 0 E90
X6 6 10a 8 26a E UA 5846 0 ERJ
X67 7 05a 9 30a L DL 5814 0 E75
67 8 40a 11 02a L DL 5814 0 E75
1457 11 25a 1 45p L DL 3316 0 CR9
11 34a 1 43p J B6 678 0 320
11 36a 1 55p E UA 4388 0 ERJ
1 37p 4 00p E UA 4675 0 ERJ
3 10p 5 30p L DL 3511 0 CR9
3 32p 5 50p J DL 3430 0 CR9
X6 3 55p 8 00p L WN 382 1 73W
5 30p 7 46p J B6 478 0 E90
X6 6 08p 8 29p E UA 4377 0 ERJ
X6 6 50p 9 11p L DL 6249 0 CR7

To KAHULUI, HI

5 9 00a E 5 10p UA 1727 1 73G
Plane Change En Route
6 10 04aE 7 07p UA 1651 1 739
Plane Change En Route

From KAHULUI, HI

Consult Your Travel Representative

To KANSAS CITY, MO

X6 8 05a E 10 22a UA 4364 0 ERJ
X67 8 12a L 10 34a DL 6279 0 CR7
6 9 30a L 12 01p DL 6279 0 CR7
X6 11 30aL 2 01p DL 5733 0 E75
7 12N E 5 54p UA 4188 1 ERJ
Plane Change En Route
12 03pE 2 12p UA 4567 0 ERJ
7 1 30p L 3 59p DL 5744 0 E75
3 15p E 5 24p UA 4181 0 ERJ
3 50p L 6 16p DL 3488 0 CR9
5 38p J 8 06p DL 3310 0 CR9
X6 7 30p L 10 04p DL 5711 0 E75
X6 8 06p E 10 13p UA 4321 0 ERJ

From KANSAS CITY, MO

X6 6 01a 9 46a E UA 4434 0 ERJ
X67 6 45a 10 47a L DL 5713 0 E75
6 7 10a 12 59p J US 1983 1 319
X67 7 30a 12 25p L WN 1721 1 73W
6 8 00a 2 55p E WN 2871 1 73W
6 9 30a 1 17p L DL 5713 0 E75
10 52a 2 40p E UA 4553 0 ERJ
X6 11 09a 2 59p L DL 6290 0 CR7
11 13a 3 04p J DL 3405 0 CR9
6 1 25p 5 12p L DL 6290 0 CR7
2 42p 6 30p E UA 4364 0 ERJ
X6 2 55p 6 50p L DL 5733 0 E75
7 4 30p 8 24p L DL 5744 0 E75
X6 5 35p 10 55p E WN 3039 1 73W
X6 6 24p 10 07p E UA 4181 0 ERJ

Freq Leave Arrive Flight S Eq

From MILAN, ITALY (CONT'D)

X3 1 00p 4 15p J AZ 0604 0 330
3 40p 7 00p J EK 205 0 77W

To MONCTON, CANADA

Consult Your Travel Representative

From MONCTON, CANADA

6 09a 7 30a E UA 5847 0 ERJ

To MONROVIA, LIBERIA

246 8 57p J 3 20p † DL 478 1 76W

From MONROVIA, LIBERIA

357 6 25p 4 54a † J DL 479 1 76W

To MONTEGO BAY, JAMAICA

5 40a J 9 25a BW 10 0 738
12 6 15a J 12 35p US 840 1 321
7 05a J 11 14a B6 479 0 320
9 00a J 1 15p DL 464 0 738
67 10 45aE 2 46p UA 1449 0 738
11 16aJ 3 12p B6 779 0 320
14 1 50p J 5 35p BW 6 0 738
6 2 59p E 8 58p US 794 1 319

From MONTEGO BAY, JAMAICA

14 8 20a 12N J BW 7 0 738
12 10p 3 56p J B6 480 0 320
2 15p 5 57p J DL 718 0 738
67 3 50p 7 49p E UA 1450 0 738
4 10p 7 58p J B6 780 0 320
7 50p 11 30p J BW 11 0 738

To MONTREAL, CANADA

D = Dorval

6 30a L 7 54a D AC 7451 0 E75
X67 7 55a L 9 20a D AA 3523 0 ERD
8 10a E 9 35a D UA 5844 0 ERJ

Freq Leave Arrive Flight S Eq

To MONT TREMBLANT, CANADA

4 10 10aE 11 45a PD 160 0 DH4

From MONT TREMBLANT, CANADA

17 8 45p 10 15p E PD 161 0 DH4

To MOSCOW, RUSSIA - EUROPE

S = Sheremetyevo

V = Vnukovo

2 10p J 8 20a † S SU 101 0 333
X26 2 25p J 8 10a † V UN 2222 0 763
4 18p J 10 50a † S DL 466 0 76W
7 05p J 1 25p † S SU 103 0 333

From MOSCOW, RUSSIA - EUROPE

S = Sheremetyevo

V = Vnukovo

10 50aS 12 20p J SU 100 0 333
X26 11 10aV 12 15p J UN 1111 0 763
12 40pS 2 13p J DL 467 0 76W
3 40p S 5 10p J SU 102 0 333

To MUMBAI, INDIA

2 25p J 6 55p † AI 102 1 77W
4 25p E 5 30p † AI 144 0 77W
1 6 30p E 11 40p † 9W 0227 1 333
Plane Change En Route
X1 6 30p E 11 40p † 9W 0227 1 333
8 10p E 9 40p † UA 48 0 777

From MUMBAI, INDIA

1 30a 7 15a E AI 191 0 77W
X2 2 05a 12 55p E 9W 0228 1 333
2 2 05a 12 55p E 9W 0228 1 332

PASSENGER ACCESSING AIRPORTS BY BUS & RAIL

Annual Totals 2001 to 2014

	EWR				
	OLYMPIA TRAIL	NEW JERSEY TRANSIT			
YEAR	OLYMPIA TRAIL (MOTOR COACH)	EXPRESS #300 BUS	NJT RAIL SERVICE AND AIR TRAIN	AIRLINK/302 BUS	TOTAL NEW JERSEY TRANSIT
2001	484,571	419,286	–	251,644	798,082
2002	308,998	306,300	–	–	1,315,121
2003	314,272	300,784	1,178,822	–	1,479,606
2004	387,828	293,250	1,368,067	–	1,661,317
2005	374,322	272,357	1,445,035	–	1,717,392
2006	229,507	386,227	1,453,409	–	1,839,636
2007	225,972	394,490	1,793,796	–	2,188,286
2008	271,527	396,581	1,933,100	–	2,329,681
2009	275,913	361,321	1,863,718	–	2,225,039
2010	279,716	352,753	1,870,237	–	2,222,990
2011	275,853	349,016	2,055,623	–	2,404,639
2012	263,479	321,992	2,136,446	–	2,452,746
2013	262,554	305,218	2,386,467	–	2,691,616
2014	279,187	335,178	2,176,316	–	2,512,660

	JFK		LGA	SWF	REGION
YEAR	NY AIRPORT SERVICE (MOTOR COACH)	AIRTRAIN JAMAICA STATION AND HOWARD BEACH	NEW YORK AIRPORT SERVICE (MOTOR COACH)	CONNECTING BUS (LEPRECHAUN)	GRAND TOTAL MOTOR COACH AND RAIL
2001		–	390,853	–	890,839
2002	482,691	–	377,459	–	860,150
2003	532,165	82,293	386,948	–	1,001,406
2004	571,048	2,477,862	421,746	–	3,470,656
2005	570,468	3,411,762	425,547	–	4,407,777
2006	514,561	3,950,014	407,838	–	4,872,413
2007	498,755	4,393,258	383,394	–	5,275,407
2008	488,459	4,733,128	332,048	–	5,553,635
2009	491,429	5,236,404	332,947	–	6,060,780
2010	492,597	5,287,909	400,762	1,371	6,182,639
2011	272,274	5,573,116	232,843	1,320	6,079,553
2012	356,741	5,706,207	271,382	1,548	6,335,878
2013	386,657	6,002,835	269,360	652	6,659,504
2014	419,892	6,371,783	233,199	713	7,025,587

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 and operated by Olympic Trails.
Airlink/302 bus: formerly linked Newark Penn Station with EWR but ceased operations with opening of AirTrain.

JFK

New York Airport Service: currently serves GCT and the PABT in Manhattan (formerly known as Carey bus).
AirTrain: currently serves various points in the City of New York and Long Island via LIRR and Subway.

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.

PAID PARKED CARS

Annual Totals 2001 to 2014

YEAR	EWR	JFK	LGA	SWF*	REGION
2001	5,396,562	4,493,573	2,619,336	n/a	12,509,471
2002	4,844,475	4,724,885	2,542,071	n/a	12,111,431
2003	4,398,127	4,958,635	2,314,150	n/a	11,670,912
2004	4,397,346	5,196,064	2,305,507	n/a	11,898,917
2005	4,306,993	4,762,364	2,250,659	n/a	11,320,016
2006	4,466,632	4,283,499	2,092,066	124,608	10,966,805
2007	4,246,706	4,753,459	1,874,350	404,505	11,279,020
2008	3,762,446	4,570,687	1,645,465	353,075	10,331,673
2009	3,272,762	4,429,201	1,467,839	157,363	9,327,165
2010	3,105,058	4,337,572	1,530,875	94,400	9,067,905
2011	3,063,016	4,273,262	1,481,809	94,574	8,912,661
2012	2,926,748	4,154,895	1,494,103	81,934	8,657,680
2013	2,862,943	4,202,721	1,452,692	73,664	8,592,020
2014	2,844,074	4,132,263	1,245,979	69,443	8,291,759

Note: 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.

***SWF:** Historical data prior to 2006 not available.

TAXI DISPATCH PASSENGERS

Annual Totals 2001 to 2014

Outbound Passengers

YEAR	EWR	JFK	LGA	SWF*	REGION
2001	–	–	–	–	–
2002	912,500	2,070,444	3,238,522	–	6,221,466
2003	980,000	2,209,365	3,456,575	–	6,645,940
2004	875,518	2,398,900	3,714,114	–	6,988,532
2005	940,440	2,602,497	3,801,868	–	7,344,805
2006	1,019,570	2,647,581	3,726,796	–	7,393,947
2007	1,066,032	2,880,015	3,828,857	6,195	7,781,099
2008	1,296,643	2,919,327	3,630,833	5,897	7,852,700
2009	1,188,024	2,798,833	3,247,619	4,125	7,238,601
2010	1,307,449	2,982,192	3,608,390	4,200	7,902,231
2011	1,370,930	3,194,816	3,586,124	5,810	8,157,680
2012	1,318,801	3,250,056	3,769,163	3,717	8,341,737
2013	1,261,864	3,206,289	3,811,038	2,353	8,281,544
2014	822,186	3,270,025	3,693,696	577	7,786,484

* Visconti Cab Company.

4.4.1

GROUND TRANSPORTATION CENTER BOOKINGS*

Annual Totals 2001 to 2014

Outbound Only

YEAR	EWR	JFK	LGA	SWF	REGION
2001	192,485	181,538	211,271	n/a	585,294
2002	165,276	261,423	195,446	n/a	622,145
2003	167,592	238,063	186,444	n/a	592,099
2004	164,206	251,793	184,034	n/a	600,033
2005	105,572	191,131	129,887	n/a	426,590
2006	110,022	166,026	151,795	n/a	427,843
2007	84,304	149,322	122,802	n/a	356,428
2008	94,335	156,553	102,510	n/a	353,398
2009	103,706	169,021	108,489	n/a	381,216
2010	104,697	171,736	115,681	n/a	392,114
2011	99,826	175,785	117,143	n/a	392,754
2012	111,175	204,480	123,988	n/a	439,643
2013	109,757	216,005	111,173	n/a	436,935
2014	112,688	212,021	104,046	n/a	428,755

*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.

AIRPORT EMPLOYMENT

Annual Totals 1994 to 2014

YEAR	EWR	JFK	LGA	SWF	ACY	REGION
1994	18,572	37,365	9,180	n/a	n/a	t65,117
1995	n/a	n/a	n/a	n/a	n/a	n/a
1996	n/a	n/a	n/a	n/a	n/a	n/a
1997	n/a	n/a	n/a	n/a	n/a	n/a
1998	n/a	n/a	n/a	n/a	n/a	n/a
1999	24,270	37,396	10,034	n/a	n/a	71,700
2000	n/a	n/a	n/a	n/a	n/a	n/a
2001	n/a	n/a	n/a	n/a	n/a	n/a
2002*	20,000	29,500	9,400	n/a	n/a	58,900
2003	n/a	n/a	n/a	n/a	n/a	n/a
2004	18,352	29,519	7,874	n/a	n/a	55,745
2005	n/a	30,988	9,110	n/a	n/a	40,098
2006	n/a	32,350	9,172	n/a	n/a	41,522
2007	20,900	34,576	8,796	n/a	n/a	64,272
2008	22,449	25,201	9,510	n/a	n/a	57,160
2009	20,304	30,851	9,411	1,194	n/a	61,760
2010	20,900	34,576	8,796	n/a	n/a	64,272
2011	20,716	36,352	10,284	1,139	n/a	68,491
2012	20,283	34,924	11,068	1,113	n/a	67,388
2013	19,700	36,620	11,353	1,145	n/a	68,818
2014	**20,505**	**37,396**	**11,952**	**1,239**	**974**	**72,066**

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

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

Other airport employees who do not require badges are not included here. Security Identification Display Area (SIDA) badges are held by those with access to ramps, runways, taxiways, baggage areas, terminals and airline offices. Sterile Badges are held by those who have access to the passenger terminals, between passenger screening checkpoints and the boarding gates only.

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

2014

IMPACT	EWR	JFK	LGA	REGION
Passenger Operating Impact				
Wages	$4,044	$7,429	$2,737	$14,210
Sales	$11,408	$20,652	$7,749	$39,810
Job-Years	71,343	130,173	47,972	249,487
Visitor Economic Impact				
Wages	$3,348	$4,434	$3,118	$10,900
Sales	$8,883	$11,794	$8,270	$28,948
Job-Years	77,539	103,188	71,928	252,655
Cargo Impact				
Wages	$1,153	$2,209	$18	$3,380
Sales	$3,186	$6,564	$39	$9,789
Job-Years	22,428	43,592	293	66,314
Capital Spending Impact				
Wages	$58	$74	$70	$202
Sales	$225	$285	$270	$780
Job-Years	978	1,242	1,174	3,393
Total Regional Economic Impact				
Wages	**$8,604**	**$14,146**	**$5,942**	**$28,692**
Sales	**$23,702**	**$39,295**	**$16,329**	**$79,326**
Jobs-Years	**172,288**	**278,194**	**121,367**	**571,849**

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