

## Aviation Department

Regional March Traffic grew 2.3%, reacting to \$120 a barrel crude oil and the dampening effect that has on consumer spending. Passenger growth here continues to compare favorably to the March US flag airline national average decline of (2.1%) in revenue passenger miles. Freight, suffering from fuel add-ons and a less than robust economic environment, declined (6.3%).

## THE PORT AUTHORITY OF NY & NJ MARCH 2008 TRAFFIC REPORT

Current month, 12 months ending, year-to-date totals

Showing percentage change from prior year period

### SWF

Month		Year-to-date		12 Months Ending	
Current	%	Current	%	Current	%

#### PASSENGERS

Domestic Air Carrier	106,681	30.1	284,982	37.3	991,331	121.7
International Air Carrier	0	0.0	0	0.0	0	-100.0
<b>Total Revenue Passengers</b>	<b>106,681</b>	<b>30.1</b>	<b>284,982</b>	<b>37.3</b>	<b>991,331</b>	<b>121.6</b>

<b>Non Revenue Passengers</b>	<b>918</b>	<b>25.4</b>	<b>2,755</b>	<b>43.0</b>	<b>10,585</b>	<b>*****</b>
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<i>Note: Commuter - Regional Pax incl. in above</i>	<b>22,687</b>	<b>23.4</b>	<b>61,692</b>	<b>27.6</b>	<b>281,206</b>	<b>20.6</b>
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#### FLIGHTS

Domestic Air Carrier	1,635	24.0	4,666	28.2	17,086	58.8
International Air Carrier	0	0.0	0	0.0	0	*****
General Aviation	4,712	-24.8	17,649	11.4	72,905	2.1
<b>Total</b>	<b>6,347</b>	<b>-16.3</b>	<b>22,315</b>	<b>14.5</b>	<b>89,991</b>	<b>9.5</b>

<i>Note: freighter flights included in above</i>	<b>126</b>	<b>-8.7</b>	<b>392</b>	<b>0.5</b>	<b>1,524</b>	<b>-2.5</b>
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<i>Note: Commuter - Regional Flights incl. in above</i>	<b>657</b>	<b>15.3</b>	<b>1,889</b>	<b>16.5</b>	<b>8,023</b>	<b>14.1</b>
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#### FREIGHT (in short tons)

Domestic	1,407	-11.6	4,400	1.5	18,191	6.1
International	0	0.0	0	0.0	0	*****
<b>Total</b>	<b>1,407</b>	<b>-11.6</b>	<b>4,400</b>	<b>1.5</b>	<b>18,191</b>	<b>3.9</b>

#### MAIL (in short tons)

<b>Total</b>	<b>0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>-99.6</b>
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#### Ground Transportation

Paid Parked Cars	52,174	16.9	133,943	21.3	427,987	107.7
Taxis Dispatched	643	34.8	1,797	17.8	6,467	324.1

#### Air Transport Association Carriers (USA)

Passengers: Domestic Enplaned (000)	42,269	-2.1	113,774	-0.9	487,540	0.7
Passengers: International Enplaned (000)	6,499	7.3	17,545	6.9	71,121	4.7
Freight: revenue ton miles (000)	2,283,151	-1.1	6,470,630	3.4	26,854,085	1.9

Airline Ranking by Passengers					Ranking by Freight Volume				
Rank	Airline Name	Domestic	Intl	Total	Cum %	Rank	Airline Name	Tons	Cum%
1	JETBLUE AIRWAYS	357,399	0	357,399	36.1	1	FEDERAL EXPRESS	8,468	46.6
2	AIRTRAN AIRWAYS	315,555	0	315,555	67.9	2	UNITED PARCEL	5,304	75.7
3	DELTA: ASA	91,567	0	91,567	77.1	3	ABX AIR INC	4,414	100.0
4	USAIR EXP-PIEDMONT	58,083	0	58,083	83.0	4	USAIR EXP-PIEDMONT	4	100.0
5	NW AIRLINK:PINNACLE	54,467	0	54,467	88.5	5	USAIR EXP: AIR WISC	1	100.0
6	USAIR EXP: AIR WISCONS	40,004	0	40,004	92.5	6	AMERICAN EAGLE	0	100.0
7	SKYBUS	37,171	0	37,171	96.3	7	SKYBUS	0	100.0
8	AMERICAN EAGLE	37,085	0	37,085	100.0	8	NW AIRLINK:PINNACLE	0	100.0

Passengers & Freight by Market Group		
12 Month Ending Data	Passengers	Freight
DOMESTIC	991,331	18,191

**Passenger Demographic data: Coming ...History** - In 1930, Archie Stewart, an aviation buff and descendant of a prominent local dairy farmer, lachlan Stewart, donated 220 acres of land to the City of Newburgh to be used as an airport. Four years later, the City of Newburgh transferred the land to the U.S. Government for \$1. In 1939, the U.S. Military Academy at West Point built the first airfield at Stewart for cadet aviation training, it was later dedicated as the "Wings of West Point." In 1948, the airfield became Stewart Air Force Base. It was deactivated and acquired by the State of New York in 1970. later, the operating responsibility of the airport was transferred to the New York State Department of Transportation. In the 1980s, several business enterprises began operations at the airport after the State Department of Transportation and the Urban Development Corporation began planning for the development of airport land under Stewart Properties. In 1989, American Airlines announced the beginning of scheduled passenger service at the airport, followed by American Eagle and United Express.

OAG schedules: airlines serving SWF		
Domestic Passenger Service	Flights (daily)	Airlines
Scheduled	10.0	2
Commuter	10.6	3
<b>@Sub-Total</b>	20.6	5
<b>International Passenger Service</b>		
<b>@Sub-Total</b>	0.0	0
<b>Freighter Service</b>		
All Cargo: USA Flag	0.1	1
<b>@Sub-Total</b>	0.1	1
<b>@USA Airlines(Un-duplicated)</b>	20.8	6

OAG schedules: Nonstop Destinations		
Domestic nonstop cities served	Flights (daily)	Cities
Jet Service Provided	13.9	5
Service Exclusively by Regional Airlines	6.7	2
<b>@Sub-Total</b>	20.6	7
<b>International nonstop cities served</b>		
Jet service provided		
Service exclusively by regional airlines: Canada	0.0	0
<b>@Sub-Total</b>	0	0
<b>Total number of cities having nonstop services</b>	20.6	7