

*2007*

***AIRPORT  
TRAFFIC  
REPORT***

***Kennedy • Newark Liberty • LaGuardia • Stewart  
Teterboro • Downtown Manhattan Heliport***



**THE PORT AUTHORITY OF NY & NJ**

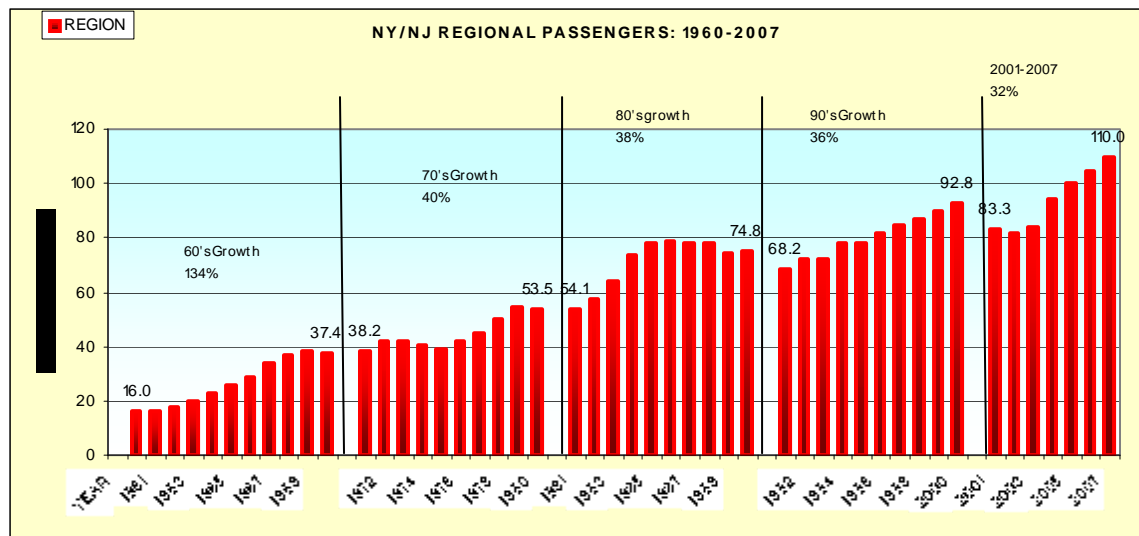


**AVIATION DEPARTMENT**

**FROM:** Susan Warner-Dooley  
**DATE:** September 18, 2008  
**SUBJECT:** 2007 ANNUAL TRAFFIC REPORT

Attached is the 2007 Annual Traffic report, which provides important statistics on air traffic at our regional aviation facilities compiled by the Industry Analysis and Forecasting Unit.

While the aviation industry remains a dynamic and cyclical industry, 2007 represented a year of growth on many fronts. The number of airports within the PANYNJ Airports System grew with the addition of Stewart International Airport. These airports have continued to serve the growing regional air service demand with record levels of aircraft operations and passengers for the system as a whole. JFK achieved record levels of aircraft operations and passenger traffic and added 17 additional destinations. Newark achieved record levels of international passengers and added 8 additional destinations. Daily departures and destinations also continued to grow at LGA. Stewart reached record levels in passengers.



The strength of 2007 notwithstanding, these record results could not portend the fact that the industry is now entering into one of its downward cycles like those which have punctuated the cycle of growth over the last 50 years. Continuous spikes in fuel prices have severely damaged airlines' profit prospects for 2008 and 2009. In response to the deteriorating cost

environment and to maintain a stronger leverage on ticket prices, carriers are dropping unprofitable routes; air carriers are now poised to significantly reduce seat capacity in the Winter 2008 season, although capacity reductions are less severe in our region than the rest of the U.S. due to the fundamental market strengths.

As demonstrated by these statistics, the Aviation Department remains committed to achieving regional prosperity through a unified system of airport facilities that:

- Have unsurpassed capacity and quality
- Are safe and secure
- Provide unsurpassed customer experience and
- Are environmentally sustainable and community friendly
- Through an available, capable workforce

A handwritten signature in black ink, reading "Susan Warner Dooley". The signature is fluid and cursive, with the first name "Susan" written in a smaller, more compact script, and "Warner Dooley" written in a larger, more expansive script.

Susan Warner Dooley, A.A.E  
Chief Strategy & Administrative Officer

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# JOHN F. KENNEDY INTERNATIONAL AIRPORT

## OPERATED BY

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

## LOCATION

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

## SIZE

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

## HISTORY

Construction began in April 1942 under a New York City contract on the site of Idlewild golf course. Commercial flights began July 1, 1948. The airport was rededicated on December 24, 1963 as John F. Kennedy International Airport in memory of the nation's thirty-fifth president.

JFK is the United States' leading international gateway. Almost 80 airlines operate out of JFK.

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

## INVESTMENT

About \$150 million was expended by the City of New York on original construction. The Port Authority has invested about \$5.9 billion in the airport.

## EMPLOYMENT AND ECONOMIC IMPACT

JFK contributes about \$30 billion in economic activity to the NY/NJ region, generating approximately 230,000 jobs and about \$9.8 billion in wages and salaries. About 35,000 people are employed at the airport.

## REDEVELOPMENT PROGRAM

The redevelopment program consists of several major projects undertaken by the Port Authority and its airline and airport partners. Completed projects include: Terminals 1, 4, the new American Airlines' Terminal 8, upgrades to Delta's Terminals 2 and 3, JetBlue's Terminal 6 and British Airways' Terminal 7; plus a quadrant roadway system, new parking garages, and a light rail network (AirTrain JFK), which opened in December 2003. A 1,940-space parking garage adjacent to American Airlines' new terminal opened in November 2006. In December 2005, construction began on a new JetBlue 26-gate terminal

behind the landmark TWA Flight Center. A 1,500-space parking garage is being built adjacent to the new terminal. These facilities are opening in the fall of 2008.

## CENTRAL TERMINAL AREA (CTA)

JFK has seven operating airline terminals, surrounded by a dual ring of peripheral taxiways. The original 655 acres in the CTA were enlarged to 880 acres by relocating taxiways to provide needed space for expanding the passenger terminals. There are over 125 aircraft gates serving the terminals. The CTA also includes a central heating and air-conditioning plant.

## Terminals

- A consortium of airlines – Air France, Japan Airlines, Korean Air and Lufthansa – built the 11-gate international **Terminal 1**, opened in May 1998 on the site of the old Eastern Airlines Terminal.
- Delta Air Lines operates **Terminals 2 and 3**. Delta invested about \$150 million to renovate the terminals which consists of redesigned first and business class lounges, new ticket counters, lighting and flooring and new baggage facilities. New food, beverage and retail outlets opened in 2007 and 2008.
- **Terminal 4** opened in May 2001. The 1.5 million square-foot common-use facility improves passenger service through the use of separate levels for departing and arriving passengers, consolidated ticketing and baggage operations, improved customer facilities, duty free and a wide array of retail shops and eateries.
- The original **Terminal 5**, formerly operated by TWA, is closed. JetBlue operates out of **Terminal 6** and made \$12 million in interim improvements. A new **Terminal 5** was built by the Port Authority and JetBlue. The joint \$875 million construction project also includes a parking garage (see above).
- **Terminal 7**, operated by British Airways, opened in 1970. A \$251 million redevelopment project included expansion and reconfiguration of the terminal, new ticketing and check-in areas, new retail outlets, lounges and a new departure and arrival roadway system. United Airlines also operates out of this terminal.
- American Airlines created one new facility (the new **Terminal 8**), which fully opened in 2007 and serves both domestic and international passengers on three concourses and includes expanded check-in areas, top name-brand shops and eateries, plus numerous services. A 1,940 parking-space garage adjacent to the new terminal opened in November 2006.

## AirTrain JFK

This light-rail service links the airport to New York City and beyond. Opened in December

2003, AirTrain connects to the Long Island Rail Road (LIRR) and the New York City subway and bus lines. On airport, AirTrain provides fast, free connections between terminals, rental car facilities, hotel shuttle areas and parking lots.

## AIR TRAFFIC CONTROL TOWER

The 321-foot Air Traffic Control Tower, which opened in 1994, includes state-of-the-art communications, radar and windshear alert systems.

## ROADWAY ACCESS

A new roadway configuration in the Central Terminal Area divides the roadway network into five terminal areas so motorists can make direct connections between terminals, parking lots and airport expressways.

## PARKING

The airport offers customers more than 17,000 parking spaces. E-ZPass Plus, which allows customers to use their E-ZPass to pay for parking, is available in all parking lots and garages, except for the overflow lot.

A Central Taxi Hold was opened in 1995.

## CARGO

JFK is one of the world's leading international air cargo centers. Two cargo facilities totaling 430,000 square feet of warehouse and office space opened in 2003 and offer the latest in cargo-facility design. The airport has more than one million square feet of office and warehouse space dedicated to broker, freight forwarder and container freight station operators who do business within the NY/NJ region.

## RUNWAYS/TAXIWAYS

The 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. All runways have high intensity runway edge lighting, centerline and taxiway exit lighting and are grooved to improve skid resistance and minimize hydroplaning. A 500' by 150' aircraft arrestor bed has been installed at the end of Runway 4R, the first such arrestor bed in the world.

Taxiways total 25 miles in length. Standard width is 75 feet with 25-foot heavy-duty shoulders and 25-foot erosion control pavement on each side. Other features include the taxiway centerline light system and a sign system, illuminated at night to provide directional information for taxiing aircraft.

The Port Authority invested \$200 million into JFK for taxiway and airside rehabilitation to prepare for the new A380 aircraft. \$150 billion is being dedicated to fund technical and customer-service initiatives identified by the Flight-Delay Task Force, convened by the Port Authority, to study airport delays.

# NEWARK LIBERTY INTERNATIONAL AIRPORT

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## OPERATED BY

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

## LOCATION

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

## SIZE

2,027 acres. 880 acres of this total were acquired by the Port Authority after it began operating the airport in 1948.

## HISTORY

Opened October 1, 1928, the metropolitan region's first major airport was built by the City of Newark on 68 acres of marshland and 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 its operation, the agency added an instrument runway, a terminal building, a control tower and an air cargo center. The Central Terminal Area was constructed and opened in 1973. Other construction during the early 1970s included the Port Authority Administration Building, the Central Heating and Refrigeration Plant, and taxiways and roadways. In 1989, a two-building maintenance complex opened.

The International Arrivals Facility opened in Terminal B in 1996, the Monorail (now AirTrain Newark) began operation in 1996 and a 325-foot control tower was commissioned in 2003 – the fourth in the airport's history.

**Approximately 50 scheduled airlines operate out of Newark Liberty.**

## INVESTMENT

The City of Newark spent over \$8.2 million on construction and development on the airport. The U.S. Government spent over \$15.1 million prior to 1948. The Port Authority has invested more than \$4.1 billion at the airport.

## EMPLOYMENT AND ECONOMIC IMPACT

About 24,000 people are employed at the airport. EWR contributes more than \$18.5 billion in economic activity to the NY/NJ metropolitan region including over \$6.7 billion in wages and salaries. About 157,000 jobs are derived from airport activity.

## REDEVELOPMENT PROGRAM

EWR's capital program combines some \$3.8 billion in Port Authority, federal and private funds and has delivered numerous improvements, including AirTrain Newark,

new restrooms, ticket counters, signage, parking garages and runway and taxiway improvements. A \$2 million study for modernizing Terminal A has been approved. Terminal B is benefiting from a \$280 million modernization program. A \$22.4 million 325-foot control tower was commissioned in May 2003.

## PORT AUTHORITY ADMINISTRATION BUILDING

In 2002, reconstruction of the landmark Newark Liberty International Airport's Administration Building #1 was completed. The 100,000 square-foot building incorporates a new emergency response facility with the airport's original 1935 central terminal building, a National Historic Landmark. The facility houses much of the Port Authority's airport staff.

## CENTRAL TERMINAL AREA

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

## PASSENGER TERMINALS

Construction of **Terminal A** began in October 1967, and it opened for operation in August 1973. With 27 gates, the terminal branches out into three circular satellite buildings, designed as A-1, A-2 and A-3. The satellites contain flight departure lounges and airline and passenger service facilities. The main terminal building measures approximately 800 by 165 feet. Redevelopment plans include a \$20 million study to modernize the terminal.

In **Terminal B**, Delta completed a \$5.5 million modernization of its gate area shared with Northwest, and Northwest upgraded its boarding and baggage areas. In 2002, a multi-million dollar project that included the replacement of escalators, new revolving doors, and three freight-sized elevators was completed. \$279 million has been authorized to modernize the terminal and related facilities to improve customer service and allow greater efficiency for the screening process and baggage handling. Enhancements include additional ticketing areas, passenger screening points, and the construction of a new domestic baggage claim area.

The \$117 million International Arrivals Facility located in Terminal B opened in January 1996. This facility has 15 international arrivals gates. When the \$318 million dollar modernization of Terminal B is completed, there will be a third floor, new ticket counters, a domestic baggage claim and in-line baggage screening areas.

At **Terminal C**, Continental's Global Gateway project includes the C3 concourse, which opened in December 2001. With an

additional 600,000 square feet of space, the facility was converted into a three-level terminal with two levels for departures. The concourse has 19 gates, a huge retail space and Customs facilities. Continental also completed its state-of-the-art International Arrivals Facility adding another 1,500 passenger-per-hour arrival capacity to the airport.

## AIRTRAIN

In the fall of 2001 AirTrain Newark began service to the Newark Liberty International Airport Train Station where passengers can connect to NJ Transit and Amtrak rail lines for links between the airport and New York City, Philadelphia, points across New Jersey and destinations beyond.

## ROADWAYS

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

## PARKING

The airport provides over 20,000 parking spaces – about 17,000 public parking spaces in the short-term, daily and economy/long-term lots. Two parking garage were completed within the last few years. One is located at AirTrain Station P4 with six levels of parking, providing 3,200 spaces. The other parking garage, across from Terminal C, contains 3,400 spaces on four levels. E-Z Pass Plus is accepted at all parking lots.

## CARGO

EWR is the overnight small package center for the NY/NJ region, offering a full range of short-, medium- and long-haul services to domestic and international destinations. The airport expanded its cargo capacity in 2004 with the opening of a 142,000 square-foot facility, which combined with United and Continental's cargo buildings, increases cargo space at the airport to 1.3 million square feet.

## RUNWAYS/TAXIWAYS

The airport has two parallel runways (4R-22L and 4L-22R) and a third runway (11-29), which is primarily used for commuter traffic. Runway 4R-22L is 9,980 feet long by 150 feet wide, and Runway 4L-22R is 11,000 feet long by 150 feet wide. Both runways have displaced thresholds to minimize noise effects. Visual aids include high intensity edge and centerline and high-speed exit taxiway centerline lighting. Over 12 miles of 75-foot wide taxiways link the three runways with the central terminal and cargo areas.

## LAGUARDIA AIRPORT

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### OPERATED BY

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

### LOCATION

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

### SIZE

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

### HISTORY

The airport site was first occupied by Gala Amusement Park, and in 1929 it was transformed into a 105-acre private flying field. It was first named Glenn H. Curtiss Airport and later North Beach Airport. Taken over by New York City, the airport was enlarged by the purchase of adjoining land and by filling in 357 acres of waterfront along the east side. On September 9, 1937 ground was broken for a new airport, and on October 15, 1939 it was dedicated as New York City Municipal Airport. The name was changed to New York Municipal Airport-LaGuardia Field on November 2, 1939. The airport was opened to commercial traffic on December 2 of that year. The airport was leased to the Port Authority in 1947.

**Approximately 25 scheduled airlines operate out of LaGuardia.**

### INVESTMENT

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

### EMPLOYMENT AND ECONOMIC IMPACT

About 8,000 people are employed at the airport. LaGuardia contributes nearly \$11 billion in economic activity to the NY/NJ metropolitan region, generating about 100,000 jobs and \$4 billion in annual wages and salaries.

### REDEVELOPMENT PROGRAM

The total combined Port Authority and airport partnership investment for the

airport's redevelopment program is estimated at \$1.2 billion. To meet future air travel demand the Port Authority had undertaken a \$15 million feasibility study to redevelop the Central Terminal Building and other facilities. The cornerstone of the study is a business/financial plan for infrastructure improvements to support growth in the coming decades.

### PASSENGER TERMINALS

#### Central Terminal Building (CTB)

Dedicated on April 17, 1964, this terminal 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, the six-block long terminal consists of a four-story central section, two three-story wings and four concourses that can accommodate up to 40 aircraft gate positions. The CTB completed a \$340 million expansion and modernization project in the 1990s. Its centerpiece is a \$47 million project that redeveloped the center section, including new elevators and escalators to accommodate persons with reduced mobility, plus modern restrooms. This redesigned center section has created a large concession space for shops and eateries. The CTB underwent a host of improvements in 2007 and 2008 while the Port Authority continues its feasibility study for further upgrades.

#### US Airways Terminal

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

#### Delta Air Lines Terminal

Constructed by Delta Air Lines at the east end of the airport, the terminal opened in June 1983. It has ten aircraft gate positions. Northwest Airlines also operates out of this terminal.

#### Marine Air Terminal (MAT)

Once called the Overseas Terminal, the MAT was the original airport terminal building, serving international flights on flying boats through the

1940s. In 1995 the Marine Air Terminal was designated a historic landmark. In 1980, the Port Authority rededicated the James Brooks mural, "Flight," first painted in 1942. On September 1, 1991, Delta began shuttle operations to Boston and Washington, D.C. General aviation also operates from the terminal through a fixed based operator. The terminal also houses a private weather service. A \$7 million restoration of this historic terminal was completed for the airport's sixty-fifth anniversary of commercial flight on December 2, 2004.

### PARKING

The airport provides a total of 10,400 parking spaces. This includes employee parking and 7,500 public spaces – including hourly, metered and parking garage spaces. Completed at the end of 1976 at a cost of \$30 million, the five-level parking garage accommodates approximately 3,000 cars. On October 4, 1998, Lot 3, with 930 spaces, was designated as a long-term lot. E-ZPass Plus is accepted at all parking lots.

### RUNWAYS

There are two main runways, 4-22 and 13-31. Each is 7,000 feet long by 150 feet wide. In a \$40 million project, completed in 1967 by the Port Authority, both runways were extended over water to their present length and width. The extensions were built on a 50-acre L-shaped pile-supported concrete structure. The runways have high intensity runway edge lighting, centerline and taxiway exit lighting. Runways are grooved for added traction during wet weather. In the summer of 2005 the airport began installing touch down zone lighting (TDA) as part of the Runway 13-31 rehabilitation program.



## STEWART INTERNATIONAL AIRPORT

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### OPERATED BY

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

### LOCATION

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

### SIZE

SWF covers 2,400 acres.

### HISTORY

In 1930, Archie Stewart, an aviation buff and descendant of a prominent local dairy farmer, Lachlan Stewart, donated 220 acres of land to the City of Newburgh to be used as an airport. In 1934, the City of Newburgh transferred the land to the U.S. Government for \$1. In 1939 the U.S. Military Academy at West Point built the first airfield at Stewart for cadet aviation training. In 1948 the airfield became Stewart Air Force Base. It was acquired by the State of New York in 1970. The operating responsibility of the airport was later transferred to the New York State Department of Transportation (DOT). In the 1980s, several business enterprises began operations at SWF after the DOT and the Urban Development Corporation began planning for the development of the airport under Stewart Properties. On March 31, 2000 SWF became the nation's first privatized commercial airport under a 99-year lease agreement with National Express.

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

### DEVELOPMENT

In 1991, SWF became the first facility to receive \$5 million in funding under the federal Aviation Administration's (FAA) Military Airport Program for capital improvement to airports that were formerly military facilities or

military/civil aircraft-use facilities. The FAA that same year awarded the airport a \$900,000 grant to fund a master plan update, conduct an environmental review and prepare a noise capability study. SWF also received \$13 million in federal funding for infrastructure rehabilitation. In 1992, the airport received another \$3 million from the FAA's Military Airport Program for terminal expansion. SWF initiated a passenger facility charge in 1995 to help fund capital projects. The airport opened a 50,000-square-foot air cargo building in 1990.

The Port Authority in 2007 committed several million dollars for short-term projects, including taxiway improvements, parking lot expansion and 200 additional new seats in the passenger terminal. A new access road to the airport opened in late 2007. The Port Authority's 200-2016 capital plan allocates \$600 million in capital improvement and expansion projects to bring SWF into the next decade.

### PASSENGER TERMINAL

Stewart's passenger terminal concourse opened in 1997, featuring seven jet-boarding bridges, ticket counters, spacious gate areas and an electronic Flight Information Display System. The terminal was redesigned in 1998 to include concession space, car rental agencies and other enhancements. Its latest upgrades include an expansive new lobby, 38 check-in stations, an additional checkpoint lane and a wider entranceway. The terminal accommodates seven passenger gates. SWF added three new Explosive Detection System (EDS) baggage screening systems to enhance airport security. The terminal provides a high-speed broadband wireless connectivity via Wi-Fi service located throughout the terminal. An ATM is located near the baggage claim area.

### CARGO

The airport handles a variety of cargo from oversize freight, to express packages to livestock and is home to the New York Animal Import Center.

DHL, Fed Ex and UPS operate daily on the airport. The U.S. Postal Service's mail facility for the mid-Hudson region and a USDA inspection facility are nearby.

### ROADWAY ACCESS/GROUND TRANSPORTATION

SWF is located at the intersections of I-84 and I-87. A new I-84 exit was completed in the fourth quarter of 2007.

The Newburgh-Beacon –Stewart Link served by Leprechaun Bus Line provides service over the Newburgh Beacon Bridge for connections between Metro North's train station in Beacon, the Park & Ride lots and the airport. Shortline Bus provides service between the airport and the Newburgh Terminal. The Metro North-Port Jervis line offers a direct link to Hoboken, NJ from the Salisbury Mills station. The Hudson Line provides a direct link to Grand Central Terminal from the Beacon station. Amtrak service is provided from Poughkeepsie, Croton-Harmon.

Some area hotels offer free shuttle service to and from the airport's terminal. Taxi and limousine service is provided by Visconti Ground Transport Service. Car rental agencies are located in the passenger terminal.

### PARKING

The airport offers short-term, daily and economy-long-term parking, all within a short distance from the passenger terminal.

### AIR TRAFFIC CONTROL TOWER

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

### RUNWAYS

SWF has two pairs of runways: one is 11,818 feet (3,602m) long and the other is 6,006 feet (1,831m) long. Both runways are 150 feet (46m) wide.

## DOWNTOWN MANHATTAN HELIPORT

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### OPERATED BY

The Port Authority of New York and New Jersey on a site leased from the City of New York since December 8, 1960.

### LOCATION

Just above the Battery on Pier 6, East River, between the north side of Pier 5 and the south side of Pier 8. The heliport is convenient to the major air traffic-generating center of the downtown Manhattan/Wall Street area. Direct highway access is available via the FDR Drive on the east side of Manhattan and the West Side Highway on the west side. The entrance to the heliport is just south of where the FDR Drive begins, directly opposite the Vietnam Veteran Plaza. The facility is only seven minutes by copter to Newark International and LaGuardia airports, eight minutes to JFK and 15 minutes to the Morristown (N.J.) Airport.

### SIZE

Total square footage = 84,000: Pier = 550 ft. x 85 ft.; Barge – 90 ft. x 300 ft.; Parking = 12 helicopters, 18 cars.

### HISTORY

Built and operated by The Port Authority on a site leased from the City of New York. Opened December 8, 1960, it was the second commercial heliport in Manhattan and was the first in the U.S. to be certified for scheduled passenger helicopter service by the FAA. The Downtown Heliport was reconstructed in 1987 and is one of four FAA-designated national demonstration projects for the latest developments in equipment to enhance helicopter operations.

### FACILITIES

The heliport has parking for helicopters up to 50,000 pounds. It is the first public heliport with a semi-automatic fire protection foam system, and the first to use a barge for aircraft parking. The facility's terminal building is one of the most advanced in the industry, offering administrative office space, superior package and breakdown areas for courier operations, and a passenger-waiting lounge with the comforts of a modern airport terminal. It also houses the Port Authority's heliport operations center and a pilot lounge. The terminal features year-round heating, air-conditioning, soundproofing, ventilation and lighting for maximum comfort and convenience.

The Port Authority has invested over \$14.2 million in the facility.

## TETERBORO AIRPORT

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### OPERATED BY

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

### LOCATION

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

### SIZE

Total = 827 acres: 90 acres for aircraft hangers, maintenance and office facilities; 408 acres for aeronautical use and 329 undeveloped acres.

### HISTORY

TEB is the oldest operating airport in the NY/NJ Port district. In 1917, Walter C. Teter acquired the property. During World War 1, North American Aviation operated a manufacturing plant on the site. After the war, the airport served as a base of operations for Dutch aircraft designer Anthony Fokker. The first flight from the present airport site was made in 1919. During World War

1, the Army Air Force operated the airport. The Port Authority purchased it on April 1, 1949 from Fred L. Wehran, a private owner. The airport was leased to Pan Am World Airways and then to Johnson Controls for 30 years. On December 1, 2000, the Port Authority assumed full responsibility for its operation, together with American Port Services, Inc. that manages the daily operations and maintenance of the facility.

### INVESTMENT

Since 1970, the Port Authority has invested almost \$200 million to upgrade the airport's facilities and open new areas of service to the aviation community.

### EMPLOYMENT AND ECONOMIC IMPACT

TEB continues to contribute to the economic activity of the Bergen Country community by generating more than 4,400 jobs and \$220 million in wages.

### AVIATION ROLE

TEB is designated a "reliever" airport, according to the National Plan of Integrated Airport Systems that serves general aviation requirements for the greater New York area. The facility has two runway configurations. Runway 1-19 (North/South) is 7,000 feet long. Runway 6-24 (NE/SW orientation) is 6,012 feet long. The airport is a 24-hour public-use facility, offering both visual non-precision and "all weather" precision landing capabilities.

It is important to note that, as a general aviation reliever airport, TEB does not accommodate scheduled carrier operations. The airport also imposes weight restrictions, prohibiting the use of aircraft with operating weights in excess of 100,000 pounds. The fleet mix at TEB is comprised of a broad range of general aviation aircraft.

A I R C R A F T  
M O V E M E N T S

### 1.1.1 JFK

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1994 to 2007

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1994	95,310	1,529	12,329	108,817	4,208	16,258	238,451
	1995	96,012	1,172	11,741	95,685	3,663	16,448	224,721
	1996	95,627	865	12,436	107,536	2,598	16,752	235,814
	1997	93,879	880	11,830	108,432	2,523	17,006	234,550
	1998	91,000	1,877	11,215	101,051	2,416	15,488	223,047
	1999	95,281	838	10,891	97,028	2,820	15,484	222,342
	2000	106,102	676	10,513	87,718	2,480	13,324	220,813
	2001	109,388	2,293	9,958	48,104	2,339	8,710	180,792
	2002	113,473	93	9,899	45,027	1,910	10,364	180,766
	2003	120,022	220	8,831	34,096	2,697	8,290	174,156
	2004	141,019	204	8,933	43,963	1,775	8,734	204,628
	2005	150,261	350	8,044	59,909	1,811	9,886	230,261
	2006	166,971	193	7,498	64,904	1,213	9,656	250,435
	2007	193,090	215	7,582	91,016	1,398	9,654	302,955

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1994	91,096	2,462	10,639	-	954	-	105,151
	1995	94,082	2,941	13,647	3,314	1,419	-	115,403
	1996	97,891	1,631	13,464	4,945	1,469	-	119,400
	1997	99,884	1,376	13,067	3,012	1,282	-	118,621
	1998	100,272	1,839	13,595	3,691	1,121	-	120,518
	1999	100,171	2,561	12,974	3,879	1,461	-	121,046
	2000	103,183	2,615	13,824	4,179	697	-	124,498
	2001	92,992	1,869	13,426	4,112	835	-	113,234
	2002	87,499	1,776	13,999	2,859	758	-	106,891
	2003	85,880	1,483	15,163	2,700	936	-	106,162
	2004	94,355	1,248	15,025	3,726	1,110	-	115,464
	2005	97,831	959	14,480	5,208	1,324	-	119,802
	2006	106,731	792	13,406	5,813	1,266	-	128,008
	2007	118,857	1,237	13,276	6,229	1,200	-	140,799

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1994	186,406	3,991	22,968	108,817	5,162	16,258	343,602
	1995	190,094	4,113	25,388	98,999	5,082	16,448	340,124
	1996	193,518	2,496	25,900	112,481	4,067	16,752	355,214
	1997	193,763	2,256	24,897	111,444	3,805	17,006	353,171
	1998	191,272	3,716	24,810	104,742	3,537	15,488	343,565
	1999	195,452	3,399	23,865	100,907	4,281	15,484	343,388
	2000	209,285	3,291	24,337	91,897	3,177	13,324	345,311
	2001	202,380	4,162	23,384	52,216	3,174	8,710	294,026
	2002	200,972	1,869	23,898	47,886	2,668	10,364	287,657
	2003	205,902	1,703	23,994	36,796	3,633	8,290	280,318
	2004	235,374	1,452	23,958	47,689	2,885	8,734	320,092
	2005	248,092	1,309	22,524	65,117	3,135	9,886	350,063
	2006	273,702	985	20,904	70,717	2,479	9,656	378,443
	2007	311,947	1,452	20,858	97,245	2,598	9,654	443,754

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

### 1.1.1 EWR

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1994 to 2007

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1994	252,346	4,916	26,905	98,771	1,311	21,244	405,493
1995	229,682	5,837	31,249	99,155	1,431	20,768	388,122
1996	245,157	6,900	30,929	108,646	1,727	19,534	412,893
1997	250,755	4,325	30,604	110,314	1,763	19,360	417,121
1998	246,747	4,307	31,181	96,758	1,447	19,962	400,402
1999	254,074	2,835	29,936	88,859	1,348	19,768	396,820
2000	257,589	1,150	27,894	77,978	1,202	19,750	385,563
2001	240,835	857	26,553	89,968	1,415	14,778	374,406
2002	204,996	729	24,057	96,839	970	15,260	342,851
2003	189,214	1,255	24,469	110,717	668	14,064	340,387
2004	188,233	515	25,058	135,415	436	15,095	364,752
2005	180,668	316	24,663	138,979	362	14,992	359,980
2006	186,040	173	25,341	136,353	364	14,376	362,647
2007	181,710	194	23,800	126,779	204	14,786	347,473

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1994	28,282	2,247	546	-	118	-	31,193
1995	29,289	2,457	571	-	107	-	32,424
1996	35,320	2,080	576	-	206	-	38,182
1997	42,875	1,624	1,143	-	126	-	45,768
1998	53,141	865	1,255	-	170	-	55,431
1999	58,060	1,196	1,727	-	171	-	61,154
2000	57,536	1,680	1,970	3,353	187	-	64,726
2001	55,091	1,635	1,728	6,355	60	-	64,869
2002	51,299	1,078	2,133	7,979	477	-	62,966
2003	51,724	1,217	2,255	10,769	527	-	66,492
2004	57,192	668	2,069	11,989	776	-	72,694
2005	60,348	170	2,136	13,278	332	-	76,264
2006	62,082	131	2,900	17,277	221	-	82,611
2007	66,806	33	3,307	18,265	46	-	88,457

#### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1994	280,628	7,163	27,451	98,771	1,429	21,244	436,686
1995	258,971	8,294	31,820	99,155	1,538	20,768	420,546
1996	280,477	8,980	31,505	108,646	1,933	19,534	451,075
1997	293,630	5,949	31,747	110,314	1,889	19,360	462,889
1998	299,888	5,172	32,436	96,758	1,617	19,962	455,833
1999	312,134	4,031	31,663	88,859	1,519	19,768	457,974
2000	315,125	2,830	29,864	81,331	1,389	19,750	450,289
2001	295,926	2,492	28,281	96,323	1,475	14,778	439,275
2002	256,295	1,807	26,190	104,818	1,447	15,260	405,817
2003	240,938	2,472	26,724	121,486	1,195	14,064	406,879
2004	245,425	1,183	27,127	147,404	1,212	15,095	437,446
2005	241,016	486	26,799	152,257	694	14,992	436,244
2006	248,122	304	28,241	153,630	585	14,376	445,258
2007	248,516	227	27,107	145,044	250	14,786	435,930

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

### 1.1.1 LGA

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1994 to 2007

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1994	230,368	235	230	65,976	1,166	21,450	319,425
	1995	224,637	356	335	75,555	922	22,058	323,863
	1996	215,142	429	394	80,851	943	23,002	320,761
	1997	220,200	280	402	87,242	1,037	22,540	331,701
	1998	222,703	85	378	88,222	1,143	20,376	332,907
	1999	231,004	108	58	86,163	1,113	20,526	338,972
	2000	238,004	239	-	103,658	1,387	18,992	362,280
	2001	219,226	201	-	117,403	804	11,100	348,734
	2002	187,812	91	-	141,362	521	13,530	343,316
	2003	184,113	142	-	156,718	728	14,206	355,907
	2004	192,263	141	-	169,657	831	14,777	377,669
	2005	192,232	103	-	172,962	582	15,706	381,585
	2006	189,222	59	-	173,975	333	14,390	377,979
	2007	181,482	90	-	174,447	314	13,990	370,323

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1994	18,301	5	-	-	8	-	18,314
	1995	21,617	2	-	-	8	-	21,627
	1996	22,891	6	-	1,978	11	-	24,886
	1997	20,068	3	-	3,312	15	-	23,398
	1998	19,874	2	-	3,344	8	-	23,228
	1999	21,366	1	-	2,652	5	-	24,024
	2000	19,675	7	-	2,588	5	-	22,275
	2001	18,942	13	-	174	8	-	19,137
	2002	17,080	7	-	2,023	13	-	19,123
	2003	15,527	1	-	3,520	6	-	19,054
	2004	15,034	-	-	7,065	7	-	22,106
	2005	17,467	2	-	6,117	4	-	23,590
	2006	13,782	-	-	8,174	15	-	21,971
	2007	12,615	12	-	8,586	11	-	21,224

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1994	248,669	240	230	65,976	1,174	21,450	337,739
	1995	246,254	358	335	75,555	930	22,058	345,490
	1996	238,033	435	394	82,829	954	23,002	345,647
	1997	240,268	283	402	90,554	1,052	22,540	355,099
	1998	242,577	87	378	91,566	1,151	20,376	356,135
	1999	252,370	109	58	88,815	1,118	20,526	362,996
	2000	257,679	246	-	106,246	1,392	18,992	384,555
	2001	238,168	214	-	117,577	812	11,100	367,871
	2002	204,892	98	-	143,385	534	13,530	362,439
	2003	199,640	143	-	160,238	734	14,206	374,961
	2004	207,297	141	-	176,722	838	14,777	399,775
	2005	209,699	105	-	179,079	586	15,706	405,175
	2006	203,004	59	-	182,149	348	14,390	399,950
	2007	194,097	102	-	183,033	325	13,990	391,547

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

### 1.1.1 SWF

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1994 to 2007

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1994	9,341	-	-	-	-	-	9,341
	1995	12,530	-	-	-	-	-	12,530
	1996	11,574	-	-	-	-	-	11,574
	1997	10,077	-	-	-	-	-	10,077
	1998	7,300	-	-	-	-	-	7,300
	1999	7,251	-	-	-	-	-	7,251
	2000	9,215	-	-	-	-	-	9,215
	2001	6,947	-	-	-	-	-	6,947
	2002	7,732	-	-	-	-	-	7,732
	2003	9,931	-	-	-	-	-	9,931
	2004	11,967	-	-	-	-	-	11,967
	2005	11,708	-	-	-	-	-	11,708
	2006	584	1	1,562	7,221	140	73,644	83,152
	2007	6,783	-	1,522	7,748	6	71,100	87,159

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1994	24	-	-	-	-	-	24
	1995	37	-	-	-	-	-	37
	1996	3	-	-	-	-	-	3
	1997	6	-	-	-	-	-	6
	1998	9	-	-	-	-	-	9
	1999	10	-	-	-	-	-	10
	2000	6	-	-	-	-	-	6
	2001	9	-	-	-	-	-	9
	2002	3	-	-	-	-	-	3
	2003	9	-	-	-	-	-	9
	2004	11	-	-	-	-	-	11
	2005	28	-	-	-	-	-	28
	2006	55	-	14	8	-	-	77
	2007	-	-	-	-	-	-	-

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1994	9,365	-	-	-	-	-	9,365
	1995	12,567	-	-	-	-	-	12,567
	1996	11,577	-	-	-	-	-	11,577
	1997	10,083	-	-	-	-	-	10,083
	1998	7,309	-	-	-	-	-	7,309
	1999	7,261	-	-	-	-	-	7,261
	2000	9,221	-	-	-	-	-	9,221
	2001	6,956	-	-	-	-	-	6,956
	2002	7,735	-	-	-	-	-	7,735
	2003	9,940	-	-	-	-	-	9,940
	2004	11,978	-	-	-	-	-	11,978
	2005	11,736	-	-	-	-	-	11,736
	2006	639	1	1,576	7,229	140	73,644	83,229
	2007	6,783	-	1,522	7,748	6	71,100	87,159

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

### 1.1.1 TETERBORO

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1994 to 2007

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1994	-	-	-	-	-	185,840	185,840
1995	-	-	-	-	-	183,922	183,922
1996	-	-	-	-	-	163,500	163,500
1997	-	-	-	-	-	170,514	170,514
1998	-	-	-	-	-	184,488	184,488
1999	-	-	-	-	-	185,710	185,710
2000	-	-	-	-	-	182,888	182,888
2001	-	-	-	-	-	175,980	175,980
2002	-	-	-	-	-	200,599	200,599
2003	-	-	-	-	-	193,807	193,807
2004	-	-	-	-	-	202,400	202,400
2005	-	-	-	-	-	196,129	196,129
2006	-	-	-	-	-	187,840	187,840
2007	-	-	-	-	-	182,101	182,101

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1994	-	-	-	-	-	-	-
1995	-	-	-	-	-	-	-
1996	-	-	-	-	-	-	-
1997	-	-	-	-	-	-	-
1998	-	-	-	-	-	-	-
1999	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	-
2001	-	-	-	-	-	-	-
2002	-	-	-	-	-	-	-
2003	-	-	-	-	-	-	-
2004	-	-	-	-	-	-	-
2005	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-
2007	-	-	-	-	-	-	-

#### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1994	-	-	-	-	-	185,840	185,840
1995	-	-	-	-	-	183,922	183,922
1996	-	-	-	-	-	163,500	163,500
1997	-	-	-	-	-	170,514	170,514
1998	-	-	-	-	-	184,488	184,488
1999	-	-	-	-	-	185,710	185,710
2000	-	-	-	-	-	182,888	182,888
2001	-	-	-	-	-	175,980	175,980
2002	-	-	-	-	-	200,599	200,599
2003	-	-	-	-	-	193,807	193,807
2004	-	-	-	-	-	202,400	202,400
2005	-	-	-	-	-	196,129	196,129
2006	-	-	-	-	-	187,840	187,840
2007	-	-	-	-	-	182,101	182,101

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



### 1.1.1 REGION

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1994 to 2007

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1994	587,365	6,680	39,464	273,564	6,685	244,792	1,158,550
1995	562,861	7,365	43,325	270,395	6,016	243,196	1,133,158
1996	567,500	8,194	43,759	297,033	5,268	222,788	1,144,542
1997	574,911	5,485	42,836	305,988	5,323	229,420	1,163,963
1998	567,750	6,269	42,774	286,031	5,006	240,314	1,148,144
1999	587,610	3,781	40,885	272,050	5,281	241,488	1,151,095
2000	610,910	2,065	38,407	269,354	5,069	234,954	1,160,759
2001	576,396	3,351	36,511	255,475	4,558	210,568	1,086,859
2002	514,013	913	33,956	283,228	3,401	239,753	1,075,264
2003	503,280	1,617	33,300	301,531	4,093	230,367	1,074,188
2004	533,482	860	33,991	349,035	3,042	241,006	1,161,416
2005	534,869	769	32,707	371,850	2,755	236,713	1,179,663
2006	542,817	426	34,401	382,453	2,050	299,906	1,262,053
2007	563,065	499	32,904	399,990	1,922	291,631	1,290,011

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1994	137,703	4,714	11,185	-	1,080	-	154,682
1995	145,025	5,400	14,218	3,314	1,534	-	169,491
1996	156,105	3,717	14,040	6,923	1,686	-	182,471
1997	162,833	3,003	14,210	6,324	1,423	-	187,793
1998	173,296	2,706	14,850	7,035	1,299	-	199,186
1999	179,607	3,758	14,701	6,531	1,637	-	206,234
2000	180,400	4,302	15,794	10,120	889	-	211,505
2001	167,034	3,517	15,154	10,641	903	-	197,249
2002	155,881	2,861	16,132	12,861	1,248	-	188,983
2003	153,140	2,701	17,418	16,989	1,469	-	191,717
2004	166,592	1,916	17,094	22,780	1,893	-	210,275
2005	175,674	1,131	16,616	24,603	1,660	-	219,684
2006	182,650	923	16,320	31,272	1,502	-	232,667
2007	198,278	1,282	16,583	33,080	1,257	-	250,480

#### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1994	725,068	11,394	50,649	273,564	7,765	244,792	1,313,232
1995	707,886	12,765	57,543	273,709	7,550	243,196	1,302,649
1996	723,605	11,911	57,799	303,956	6,954	222,788	1,327,013
1997	737,744	8,488	57,046	312,312	6,746	229,420	1,351,756
1998	741,046	8,975	57,624	293,066	6,305	240,314	1,347,330
1999	767,217	7,539	55,586	278,581	6,918	241,488	1,357,329
2000	791,310	6,367	54,201	279,474	5,958	234,954	1,372,264
2001	743,430	6,868	51,665	266,116	5,461	210,568	1,284,108
2002	669,894	3,774	50,088	296,089	4,649	239,753	1,264,247
2003	656,420	4,318	50,718	318,520	5,562	230,367	1,265,905
2004	700,074	2,776	51,085	371,815	4,935	241,006	1,371,691
2005	710,543	1,900	49,323	396,453	4,415	236,713	1,399,347
2006	725,467	1,349	50,721	413,725	3,552	299,906	1,494,720
2007	761,343	1,781	49,487	433,070	3,179	291,631	1,540,491

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

### 1.1.2 JFK

Monthly Totals 2007

## Commercial and Non-Commercial Aircraft Movements

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2006 to 2007
	Jan	15,604	10	599	7,968	127	604	24,912	36.3%
	Feb	13,342	23	550	6,394	115	614	21,038	29.5%
	Mar	16,244	10	656	7,899	106	898	25,813	34.4%
	Apr	16,158	16	603	7,664	118	690	25,249	31.6%
	May	16,352	13	635	8,155	104	906	26,165	38.8%
	Jun	15,832	18	636	7,611	122	1,138	25,357	30.7%
	Jul	16,639	13	614	7,863	104	924	26,157	21.9%
	Aug	17,079	15	664	8,058	108	790	26,714	20.8%
	Sep	16,229	32	598	7,650	140	848	25,497	13.4%
	Oct	16,595	25	642	7,679	139	854	25,934	6.3%
	Nov	16,287	19	644	7,393	102	752	25,197	4.7%
	Dec	16,729	21	741	6,682	113	636	24,922	0.6%
	<b>Total 2007</b>	<b>193,090</b>	<b>215</b>	<b>7,582</b>	<b>91,016</b>	<b>1,398</b>	<b>9,654</b>	<b>302,955</b>	<b>21.0%</b>
	<b>% Change 2006 to 2007</b>	<b>15.6%</b>	<b>11.4%</b>	<b>1.1%</b>	<b>40.2%</b>	<b>15.3%</b>	<b>0.0%</b>	<b>21.0%</b>	
International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2006 to 2007
	Jan	9,227	76	1,070	549	127	-	11,049	13.7%
	Feb	8,032	90	1,044	464	119	-	9,749	13.1%
	Mar	9,282	94	1,201	521	103	-	11,201	9.8%
	Apr	9,433	94	1,118	521	124	-	11,290	12.2%
	May	9,948	82	1,130	546	112	-	11,818	10.5%
	Jun	10,442	86	1,125	497	96	-	12,246	9.2%
	Jul	11,349	120	1,140	502	95	-	13,206	9.3%
	Aug	11,452	129	1,077	529	101	-	13,288	10.4%
	Sep	10,101	139	1,100	528	92	-	11,960	8.5%
	Oct	9,791	66	1,161	532	46	-	11,596	6.7%
	Nov	9,525	103	1,083	525	99	-	11,335	10.0%
	Dec	10,275	158	1,027	515	86	-	12,061	7.8%
	<b>Total 2007</b>	<b>118,857</b>	<b>1,237</b>	<b>13,276</b>	<b>6,229</b>	<b>1,200</b>	<b>-</b>	<b>140,799</b>	<b>10.0%</b>
	<b>% Change 2006 to 2007</b>	<b>11.4%</b>	<b>56.2%</b>	<b>-1.0%</b>	<b>7.2%</b>	<b>-5.2%</b>	<b>-</b>	<b>10.0%</b>	
Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2006 to 2007
	Jan	24,831	86	1,669	8,517	254	604	35,961	28.5%
	Feb	21,374	113	1,594	6,858	234	614	30,787	23.8%
	Mar	25,526	104	1,857	8,420	209	898	37,014	25.9%
	Apr	25,591	110	1,721	8,185	242	690	36,539	24.9%
	May	26,300	95	1,765	8,701	216	906	37,983	28.5%
	Jun	26,274	104	1,761	8,108	218	1,138	37,603	22.8%
	Jul	27,988	133	1,754	8,365	199	924	39,363	17.4%
	Aug	28,531	144	1,741	8,587	209	790	40,002	17.1%
	Sep	26,330	171	1,698	8,178	232	848	37,457	11.7%
	Oct	26,386	91	1,803	8,211	185	854	37,530	6.4%
	Nov	25,812	122	1,727	7,918	201	752	36,532	6.3%
	Dec	27,004	179	1,768	7,197	199	636	36,983	2.9%
	<b>Total 2007</b>	<b>311,947</b>	<b>1,452</b>	<b>20,858</b>	<b>97,245</b>	<b>2,598</b>	<b>9,654</b>	<b>443,754</b>	<b>17.3%</b>
	<b>% Change 2006 to 2007</b>	<b>14.0%</b>	<b>47.4%</b>	<b>-0.2%</b>	<b>37.5%</b>	<b>4.8%</b>	<b>0.0%</b>	<b>17.3%</b>	

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

### 1.1.2 EWR

Monthly Totals 2007

## Commercial and Non-Commercial Aircraft Movements

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2006 to 2007
						REVENUE	OTHER*		
	Jan	15,237	28	1,965	11,249	12	972	29,463	2.4%
	Feb	13,717	18	1,806	9,529	31	1,034	26,135	-0.4%
	Mar	15,673	7	2,112	10,646	7	1,256	29,701	-8.1%
	Apr	15,749	47	1,883	10,434	13	1,316	29,442	-3.3%
	May	15,773	28	2,129	11,154	13	1,372	30,469	-2.2%
	Jun	15,317	9	1,960	10,154	27	1,498	28,965	-4.1%
	Jul	15,556	6	1,895	10,393	11	1,324	29,185	-4.3%
	Aug	16,009	5	2,136	11,123	6	1,244	30,523	-4.9%
	Sep	14,087	7	1,757	10,565	17	1,322	27,755	-4.7%
	Oct	15,197	16	2,024	10,776	36	1,242	29,291	-5.1%
	Nov	14,991	15	1,895	10,415	11	1,154	28,481	-4.7%
	Dec	14,404	8	2,238	10,341	20	1,052	28,063	-9.8%
	<b>Total 2007</b>	<b>181,710</b>	<b>194</b>	<b>23,800</b>	<b>126,779</b>	<b>204</b>	<b>14,786</b>	<b>347,473</b>	<b>-4.2%</b>
	<b>% Change 2006 to 2007</b>	<b>-2.3%</b>	<b>12.1%</b>	<b>-6.1%</b>	<b>-7.0%</b>	<b>-44.0%</b>	<b>2.9%</b>	<b>-4.2%</b>	

International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2006 to 2007
						REVENUE	OTHER*		
	Jan	4,973	1	257	1,455	2	-	6,688	7.9%
	Feb	4,744	3	254	1,290	6	-	6,297	10.4%
	Mar	5,335	10	289	1,382	5	-	7,021	2.3%
	Apr	5,556	1	282	1,462	4	-	7,305	9.1%
	May	5,821	3	266	1,408	3	-	7,501	5.1%
	Jun	5,994	-	275	1,438	8	-	7,715	5.0%
	Jul	6,405	-	223	1,664	7	-	8,299	5.3%
	Aug	6,462	-	268	1,749	3	-	8,482	6.9%
	Sep	5,508	5	257	1,695	3	-	7,468	8.8%
	Oct	5,571	4	288	1,646	-	-	7,509	8.2%
	Nov	5,045	6	315	1,564	-	-	6,930	10.4%
	Dec	5,392	-	333	1,512	5	-	7,242	7.1%
	<b>Total 2007</b>	<b>66,806</b>	<b>33</b>	<b>3,307</b>	<b>18,265</b>	<b>46</b>	<b>-</b>	<b>88,457</b>	<b>7.1%</b>
	<b>% Change 2006 to 2007</b>	<b>7.6%</b>	<b>-74.8%</b>	<b>14.0%</b>	<b>5.7%</b>	<b>-79.2%</b>	<b>-</b>	<b>7.1%</b>	

Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2006 to 2007
						REVENUE	OTHER		
	Jan	20,210	29	2,222	12,704	14	972	36,151	3.4%
	Feb	18,461	21	2,060	10,819	37	1,034	32,432	1.5%
	Mar	21,008	17	2,401	12,028	12	1,256	36,722	-6.2%
	Apr	21,305	48	2,165	11,896	17	1,316	36,747	-1.1%
	May	21,594	31	2,395	12,562	16	1,372	37,970	-0.8%
	Jun	21,311	9	2,235	11,592	35	1,498	36,680	-2.3%
	Jul	21,961	6	2,118	12,057	18	1,324	37,484	-2.3%
	Aug	22,471	5	2,404	12,872	9	1,244	39,005	-2.6%
	Sep	19,595	12	2,014	12,260	20	1,322	35,223	-2.1%
	Oct	20,768	20	2,312	12,422	36	1,242	36,800	-2.6%
	Nov	20,036	21	2,210	11,979	11	1,154	35,411	-2.1%
	Dec	19,796	8	2,571	11,853	25	1,052	35,305	-6.8%
	<b>Total 2007</b>	<b>248,516</b>	<b>227</b>	<b>27,107</b>	<b>145,044</b>	<b>250</b>	<b>14,786</b>	<b>435,930</b>	<b>-2.1%</b>
	<b>% Change 2006 to 2007</b>	<b>0.2%</b>	<b>-25.3%</b>	<b>-4.0%</b>	<b>-5.6%</b>	<b>-57.3%</b>	<b>2.9%</b>	<b>-2.1%</b>	

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

## 1.1.2 LGA

## Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2007

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2006 to 2007
						REVENUE	OTHER*		
	Jan	15,772	2	-	14,804	27	1,164	31,769	1.6%
	Feb	13,934	4	-	12,974	11	1,062	27,985	-0.3%
	Mar	15,490	5	-	15,641	11	1,200	32,347	-1.6%
	Apr	15,532	15	-	14,427	31	1,252	31,257	-1.1%
	May	15,673	12	-	15,602	28	1,436	32,751	-0.5%
	Jun	14,625	8	-	13,812	43	1,208	29,696	-4.9%
	Jul	15,070	12	-	14,608	45	1,112	30,847	-0.5%
	Aug	15,717	8	-	15,288	21	1,016	32,050	-4.3%
	Sep	14,945	10	-	14,491	34	1,334	30,814	-1.1%
	Oct	15,626	6	-	15,028	27	1,218	31,905	-1.4%
	Nov	14,859	4	-	14,473	13	1,084	30,433	-1.4%
	Dec	14,239	4	-	13,299	23	904	28,469	-8.5%
	<b>Total 2007</b>	<b>181,482</b>	<b>90</b>	<b>-</b>	<b>174,447</b>	<b>314</b>	<b>13,990</b>	<b>370,323</b>	<b>-2.0%</b>
	<b>% Change 2006 to 2007</b>	<b>-4.1%</b>	<b>52.5%</b>	<b>-</b>	<b>0.3%</b>	<b>-5.7%</b>	<b>-2.8%</b>	<b>-2.0%</b>	

International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2006 to 2007
						REVENUE	OTHER*		
	Jan	983	-	-	716	1	-	1,700	-2.2%
	Feb	901	-	-	622	3	-	1,526	-6.8%
	Mar	962	4	-	717	2	-	1,685	-12.2%
	Apr	1,110	1	-	725	1	-	1,837	0.2%
	May	1,159	-	-	790	-	-	1,949	2.0%
	Jun	1,089	-	-	678	1	-	1,768	-6.5%
	Jul	1,143	1	-	729	-	-	1,873	2.2%
	Aug	1,224	1	-	731	-	-	1,956	-0.3%
	Sep	1,079	1	-	698	-	-	1,778	-2.4%
	Oct	1,091	4	-	712	3	-	1,810	-1.9%
	Nov	959	-	-	705	-	-	1,664	-7.7%
	Dec	915	-	-	763	-	-	1,678	-5.7%
	<b>Total 2007</b>	<b>12,615</b>	<b>12</b>	<b>-</b>	<b>8,586</b>	<b>11</b>	<b>-</b>	<b>21,224</b>	<b>-3.4%</b>
	<b>% Change 2006 to 2007</b>	<b>-8.5%</b>	<b>-</b>	<b>-</b>	<b>5.0%</b>	<b>-26.7%</b>	<b>-</b>	<b>-3.4%</b>	

Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% Change 2006 to 2007
						REVENUE	OTHER*		
	Jan	16,755	2	-	15,520	28	1,164	33,469	1.4%
	Feb	14,835	4	-	13,596	14	1,062	29,511	-0.7%
	Mar	16,452	9	-	16,358	13	1,200	34,032	-2.2%
	Apr	16,642	16	-	15,152	32	1,252	33,094	-1.0%
	May	16,832	12	-	16,392	28	1,436	34,700	-0.3%
	Jun	15,714	8	-	14,490	44	1,208	31,464	-5.0%
	Jul	16,213	13	-	15,337	45	1,112	32,720	-0.4%
	Aug	16,941	9	-	16,019	21	1,016	34,006	-4.1%
	Sep	16,024	11	-	15,189	34	1,334	32,592	-1.2%
	Oct	16,717	10	-	15,740	30	1,218	33,715	-1.4%
	Nov	15,818	4	-	15,178	13	1,084	32,097	-1.8%
	Dec	15,154	4	-	14,062	23	904	30,147	-8.4%
	<b>Total 2007</b>	<b>194,097</b>	<b>102</b>	<b>-</b>	<b>183,033</b>	<b>325</b>	<b>13,990</b>	<b>391,547</b>	<b>-2.1%</b>
	<b>% Change 2006 to 2007</b>	<b>-4.4%</b>	<b>72.9%</b>	<b>-</b>	<b>0.5%</b>	<b>-6.6%</b>	<b>-2.8%</b>	<b>-2.1%</b>	

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

### 1.1.2 SWF

Monthly Totals 2007

## Commercial and Non-Commercial Aircraft Movements

Domestic	<b>MONTH</b>	<b>SCHEDULED PASSENGER</b>	<b>CHARTER PASSENGER</b>	<b>CARGO</b>	<b>COMMUTER</b>	<b>NON - REVENUE</b>	<b>OTHER*</b>	<b>TOTAL</b>	<b>% Change 2006 to 2007</b>
	Jan	488	-	130	563	-	4,675	5,856	-10.1%
	Feb	530	-	122	487	-	4,905	6,044	-12.1%
	Mar	611	-	138	569	1	6,264	7,583	6.9%
	Apr	600	-	120	575	-	5,419	6,714	-11.4%
	May	558	-	132	715	-	6,860	8,265	-7.1%
	Jun	548	-	122	759	1	6,473	7,903	20.3%
	Jul	557	-	116	764	4	6,250	7,691	3.2%
	Aug	558	-	134	717	-	6,336	7,745	14.4%
	Sep	536	-	116	644	-	6,434	7,730	13.3%
	Oct	558	-	126	677	-	6,085	7,446	21.9%
	Nov	635	-	122	645	-	5,480	6,882	-0.1%
	Dec	604	-	144	633	-	5,919	7,300	30.9%
	<b>Total 2007</b>	<b>6,783</b>	<b>-</b>	<b>1,522</b>	<b>7,748</b>	<b>6</b>	<b>71,100</b>	<b>87,159</b>	<b>4.8%</b>
	<b>% Change 2006 to 2007</b>	<b>1061.5%</b>	<b>-100.0%</b>	<b>-2.6%</b>	<b>7.3%</b>	<b>-95.7%</b>	<b>-3.5%</b>	<b>4.8%</b>	
International	<b>MONTH</b>	<b>SCHEDULED PASSENGER</b>	<b>CHARTER PASSENGER</b>	<b>CARGO</b>	<b>COMMUTER</b>	<b>NON - REVENUE</b>	<b>OTHER*</b>	<b>TOTAL</b>	<b>% Change 2006 to 2007</b>
	Jan	-	-	-	-	-	-	-	-100.0%
	Feb	-	-	-	-	-	-	-	-100.0%
	Mar	-	-	-	-	-	-	-	-100.0%
	Apr	-	-	-	-	-	-	-	-100.0%
	May	-	-	-	-	-	-	-	-100.0%
	Jun	-	-	-	-	-	-	-	-100.0%
	Jul	-	-	-	-	-	-	-	-100.0%
	Aug	-	-	-	-	-	-	-	-100.0%
	Sep	-	-	-	-	-	-	-	-100.0%
	Oct	-	-	-	-	-	-	-	-100.0%
	Nov	-	-	-	-	-	-	-	-100.0%
	Dec	-	-	-	-	-	-	-	-100.0%
	<b>Total 2007</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>
	<b>% Change 2006 to 2007</b>	<b>-100.0%</b>	<b>-</b>	<b>-</b>	<b>-100%</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>	
Domestic and International Totals	<b>MONTH</b>	<b>SCHEDULED PASSENGER</b>	<b>CHARTER PASSENGER</b>	<b>CARGO</b>	<b>COMMUTER</b>	<b>NON - REVENUE</b>	<b>OTHER*</b>	<b>TOTAL</b>	<b>% Change 2006 to 2007</b>
	Jan	488	-	130	563	-	4,675	5,856	-10.1%
	Feb	530	-	122	487	-	4,905	6,044	-12.1%
	Mar	611	-	138	569	1	6,264	7,583	6.8%
	Apr	600	-	120	575	-	5,419	6,714	-11.4%
	May	558	-	132	715	-	6,860	8,265	-7.1%
	Jun	548	-	122	759	1	6,473	7,903	20.1%
	Jul	557	-	116	764	4	6,250	7,691	3.0%
	Aug	558	-	134	717	-	6,336	7,745	14.3%
	Sep	536	-	116	644	-	6,434	7,730	13.3%
	Oct	558	-	126	677	-	6,085	7,446	21.7%
	Nov	635	-	122	645	-	5,480	6,882	-0.3%
	Dec	604	-	144	633	-	5,919	7,300	30.5%
	<b>Total 2007</b>	<b>6,783</b>	<b>-</b>	<b>1,522</b>	<b>7,748</b>	<b>6</b>	<b>71,100</b>	<b>87,159</b>	<b>4.7%</b>
	<b>% Change 2006 to 2007</b>	<b>961.5%</b>	<b>-</b>	<b>-3.4%</b>	<b>7.2%</b>	<b>-95.7%</b>	<b>-3.5%</b>	<b>4.7%</b>	

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

## 1.1.2 TETERBORO

## Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2007

### Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2006 to 2007
Jan	-	-	-	-	-	14,090	14,090	2.1%
Feb	-	-	-	-	-	13,823	13,823	0.6%
Mar	-	-	-	-	-	16,162	16,162	1.6%
Apr	-	-	-	-	-	13,905	13,905	-10.2%
May	-	-	-	-	-	17,604	17,604	0.0%
Jun	-	-	-	-	-	15,959	15,959	-0.3%
Jul	-	-	-	-	-	13,189	13,189	-2.6%
Aug	-	-	-	-	-	13,440	13,440	-9.2%
Sep	-	-	-	-	-	15,726	15,726	-6.1%
Oct	-	-	-	-	-	17,544	17,544	0.3%
Nov	-	-	-	-	-	16,773	16,773	-2.0%
Dec	-	-	-	-	-	13,886	13,886	-10.9%
<b>Total 2007</b>	-	-	-	-	-	<b>182,101</b>	<b>182,101</b>	<b>-3.1%</b>
<b>% Change 2006 to 2007</b>	-	-	-	-	-	<b>-3.1%</b>	<b>-3.1%</b>	

### International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2006 to 2007
Jan	-	-	-	-	-	-	-	-
Feb	-	-	-	-	-	-	-	-
Mar	-	-	-	-	-	-	-	-
Apr	-	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-
Oct	-	-	-	-	-	-	-	-
Nov	-	-	-	-	-	-	-	-
Dec	-	-	-	-	-	-	-	-
<b>Total 2007</b>	-	-	-	-	-	-	-	-
<b>% Change 2006 to 2007</b>	-	-	-	-	-	-	-	

### Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2006 to 2007
Jan	-	-	-	-	-	14,090	14,090	2.1%
Feb	-	-	-	-	-	13,823	13,823	0.6%
Mar	-	-	-	-	-	16,162	16,162	1.6%
Apr	-	-	-	-	-	13,905	13,905	-10.2%
May	-	-	-	-	-	17,604	17,604	0.0%
Jun	-	-	-	-	-	15,959	15,959	-0.3%
Jul	-	-	-	-	-	13,189	13,189	-2.6%
Aug	-	-	-	-	-	13,440	13,440	-9.2%
Sep	-	-	-	-	-	15,726	15,726	-6.1%
Oct	-	-	-	-	-	17,544	17,544	0.3%
Nov	-	-	-	-	-	16,773	16,773	-100.0%
Dec	-	-	-	-	-	13,886	13,886	-100.0%
<b>Total 2007</b>	-	-	-	-	-	<b>182,101</b>	<b>182,101</b>	<b>-3.1%</b>
<b>% Change 2006 to 2007</b>	-	-	-	-	-	<b>-3.1%</b>	<b>-3.1%</b>	

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

### 1.1.2 REGION

## Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2007

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2006 to 2007
	Jan	47,101	40	2,694	34,584	166	21,505	106,090	7.6%
	Feb	41,523	45	2,478	29,384	157	21,438	95,025	4.2%
	Mar	48,018	22	2,906	34,755	125	25,780	111,606	3.9%
	Apr	48,039	78	2,606	33,100	162	22,582	106,567	2.2%
	May	48,356	53	2,896	35,626	145	28,178	115,254	5.4%
	Jun	46,322	35	2,718	32,336	193	26,276	107,880	4.3%
	Jul	47,822	31	2,625	32,628	164	22,799	107,069	3.0%
	Aug	49,363	28	2,934	35,186	135	22,826	110,472	1.1%
	Sep	45,797	49	2,471	33,350	191	25,664	107,522	1.1%
	Oct	47,976	47	2,792	34,160	202	26,943	112,120	0.8%
	Nov	46,772	38	2,661	32,926	126	25,243	107,766	-1.0%
	Dec	45,976	33	3,123	30,955	156	22,397	102,640	-5.1%
	<b>Total 2007</b>	<b>563,065</b>	<b>499</b>	<b>32,904</b>	<b>399,990</b>	<b>1,922</b>	<b>291,631</b>	<b>1,290,011</b>	<b>2.2%</b>
	<b>% Change 2006 to 2007</b>	<b>3.7%</b>	<b>17.1%</b>	<b>-4.4%</b>	<b>4.6%</b>	<b>-6.2%</b>	<b>-2.8%</b>	<b>2.2%</b>	
International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2006 to 2007
	Jan	15,183	77	1,327	2,720	130	-	19,437	10.1%
	Feb	13,677	93	1,298	2376	128	-	17,572	10.1%
	Mar	15,579	108	1,490	2620	110	-	19,907	4.9%
	Apr	16,099	96	1,400	2708	129	-	20,432	9.9%
	May	16,928	85	1,396	2744	115	-	21,268	7.7%
	Jun	17,525	86	1,400	2613	105	-	21,729	6.2%
	Jul	18,897	121	1,363	2895	102	-	23,378	7.2%
	Aug	19,138	130	1,345	3009	104	-	23,726	8.1%
	Sep	16,688	145	1,357	2921	95	-	21,206	7.6%
	Oct	16,453	74	1,449	2,890	49	-	20,915	6.4%
	Nov	15,529	109	1,398	2794	99	-	19,929	8.3%
	Dec	16,582	158	1,360	2790	91	-	20,981	6.3%
	<b>Total 2007</b>	<b>198,278</b>	<b>1,282</b>	<b>16,583</b>	<b>33,080</b>	<b>1,257</b>	<b>-</b>	<b>250,480</b>	<b>7.7%</b>
	<b>% Change 2006 to 2007</b>	<b>8.6%</b>	<b>38.9%</b>	<b>1.6%</b>	<b>5.8%</b>	<b>-16.3%</b>	<b>-</b>	<b>7.7%</b>	
Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2006 to 2007
	Jan	62,284	117	4,021	37,304	296	21,505	125,527	7.9%
	Feb	55,200	138	3,776	31,760	285	21,438	112,597	5.1%
	Mar	63,597	130	4,396	37,375	235	25,780	131,513	4.1%
	Apr	64,138	174	4,006	35,808	291	22,582	126,999	3.3%
	May	65,284	138	4,292	38,370	260	28,178	136,522	5.7%
	Jun	63,847	121	4,118	34,949	298	26,276	129,609	4.6%
	Jul	66,719	152	3,988	36,523	266	22,799	130,447	3.7%
	Aug	68,501	158	4,279	38,195	239	22,826	134,198	2.3%
	Sep	62,485	194	3,828	36,271	286	25,664	128,728	2.1%
	Oct	64,429	121	4,241	37,050	251	26,943	133,035	1.7%
	Nov	62,301	147	4,059	35,720	225	25,243	127,695	0.4%
	Dec	62,558	191	4,483	33,745	247	22,397	123,621	-3.3%
	<b>Total 2007</b>	<b>761,343</b>	<b>1,781</b>	<b>49,487</b>	<b>433,070</b>	<b>3,179</b>	<b>291,631</b>	<b>1,540,491</b>	<b>3.1%</b>
	<b>% Change 2006 to 2007</b>	<b>4.9%</b>	<b>32.0%</b>	<b>-2.4%</b>	<b>4.7%</b>	<b>-10.5%</b>	<b>-2.8%</b>	<b>3.1%</b>	

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

## 1.2.1

*Annual Totals 1994 to 2007*

## Helicopter Movements

MONTH	JFK*+	EWR*+	LGA*	WEST 30TH		TOTAL
				STREET	DOWNTOWN	
1994	5,148	-		41,798	14,716	61,662
1995	5,128	-		46,818	14,840	66,786
1996	1,888	-		9,512	17,348	28,748
1997	2,140	-		-	21,366	23,506
1998	3,676	-		-	25,489	29,165
1999	3,630	-		-	29,580	33,210
2000	3,218	-		-	28,534	31,752
2001	2,152	-		-	6,866	9,018
2002	1,778	-		-	3,158	4,936
2003	1,578	-		-	18,054	19,632
2004	851	-		-	31,856	32,707
2005	605	-		-	35,936	36,541
2006	2,306	82		-	40,450	42,838
2007	2,746	1,745		-	59,072	63,563

\* Scheduled Only

**Note:** Teterboro not reporting; W. 30th Heliport was returned to NYS DOT, May 1996



## 1.2.2

Monthly Totals 2007 and 2006

## Helicopter Movements

2007	WEST 30TH						
	MONTH	JFK*	EWR	LGA	STREET	DOWNTOWN	TOTAL
	Jan	208	98	-	-	2,884	3,190
	Feb	217	108	-	-	2,712	3,037
	Mar	281	170	-	-	3,244	3,695
	Apr	242	154	-	-	4,726	5,122
	May	272	174	-	-	5,280	5,726
	Jun	234	151	-	-	5,308	5,693
	Jul	206	126	-	-	5,088	5,420
	Aug	234	120	-	-	7,050	7,404
	Sep	214	153	-	-	5,180	5,547
	Oct	242	152	-	-	5,656	6,050
	Nov	239	191	-	-	5,612	6,042
	Dec	157	148	-	-	6,332	6,637
	<b>Total</b>	<b>2,746</b>	<b>1,745</b>	<b>-</b>	<b>-</b>	<b>59,072</b>	<b>63,563</b>

2006	WEST 30TH						
	MONTH	JFK*	EWR	LGA	STREET	DOWNTOWN	TOTAL
	Jan	56	-	-	-	1,682	1,738
	Feb	69	-	-	-	2,080	2,149
	Mar	104	-	-	-	3,070	3,174
	Apr	241	-	-	-	3,524	3,765
	May	218	-	-	-	2,914	3,132
	Jun	250	-	-	-	2,826	3,076
	Jul	242	-	-	-	4,284	4,526
	Aug	273	-	-	-	3,874	4,147
	Sep	218	-	-	-	2,930	3,148
	Oct	233	-	-	-	4,250	4,483
	Nov	202	-	-	-	3,938	4,140
	Dec	200	82	-	-	5,078	5,360
	<b>Total</b>	<b>2,306</b>	<b>82</b>	<b>-</b>	<b>-</b>	<b>40,450</b>	<b>42,838</b>

\* Scheduled Only, consisting of DHL movements

### 1.3.1 JFK

Annual Totals 1994 to 2007

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	230,656	7,795	1,648	14,734	3,244	12,516	64,089	8,920	343,602
1995	216,837	7,884	4,296	15,288	3,279	12,976	68,055	11,509	340,124
1996	228,311	7,503	5,595	14,887	3,383	13,863	69,170	12,502	355,214
1997	226,233	8,317	3,691	15,096	3,473	14,608	68,063	13,690	353,171
1998	215,861	7,186	4,501	15,043	3,538	14,975	69,293	13,168	343,565
1999	214,712	7,630	4,637	17,353	3,487	12,505	69,113	13,951	343,388
2000	212,607	8,206	4,968	18,606	3,653	10,798	72,490	13,983	345,311
2001	173,918	6,874	5,074	19,695	3,653	9,870	60,831	14,111	294,026
2002	173,994	6,772	3,663	19,698	3,725	9,184	56,195	14,426	287,657
2003	166,198	7,958	4,425	19,817	3,896	8,425	54,247	15,352	280,318
2004	194,949	9,679	5,178	21,667	3,954	9,679	58,312	16,674	320,092
2005	219,691	10,570	6,604	20,816	4,142	10,093	60,403	17,744	350,063
2006	239,692	10,743	8,052	20,813	5,099	11,146	65,970	16,928	378,443
2007	293,127	9,828	8,285	23,427	7,559	12,092	72,270	17,166	443,754

### 1.3.1 EWR

Annual Totals 1994 to 2007

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	401,667	3,826	10,425	5,171	2,465	30	12,049	1,053	436,686
1995	382,631	5,491	11,237	5,100	2,282	167	12,257	1,381	420,546
1996	408,129	4,764	11,826	6,250	2,810	1,375	15,047	874	451,075
1997	412,740	4,381	13,125	5,358	2,914	3,125	20,172	1,074	462,889
1998	395,992	4,410	14,338	4,947	3,842	4,993	26,228	1,083	455,833
1999	391,929	4,891	13,228	5,242	4,041	5,704	31,170	1,769	457,974
2000	379,925	5,638	17,062	6,325	4,146	5,226	30,104	1,863	450,289
2001	368,839	5,567	19,440	6,947	3,625	4,799	27,912	2,146	439,275
2002	337,475	5,376	17,533	7,696	3,941	3,995	27,903	1,898	405,817
2003	335,196	5,191	20,031	8,359	3,690	3,932	28,758	1,722	406,879
2004	358,833	5,919	21,358	9,662	3,918	4,354	31,365	2,037	437,446
2005	354,556	5,424	21,084	8,912	4,075	4,474	34,716	3,003	436,244
2006	356,035	6,612	22,304	8,225	3,719	5,125	39,869	3,369	445,258
2007	342,280	5,193	22,536	8,849	3,908	4,688	45,259	3,217	435,930

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

### 1.3.1 LGA

## Aircraft Movements By Market

Annual Totals 1994 to 2007

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	319,424	1	16,990	1,324	-	-	-	-	337,739
1995	323,862	1	20,275	1,352	-	-	-	-	345,490
1996	320,761	-	23,657	1,227	-	-	2	-	345,647
1997	331,699	2	22,389	1,009	-	-	-	-	355,099
1998	332,907	-	22,444	784	-	-	-	-	356,135
1999	338,972	-	23,241	783	-	-	-	-	362,996
2000	362,278	2	21,110	1,165	-	-	-	-	384,555
2001	348,734	-	17,441	1,696	-	-	-	-	367,871
2002	343,316	-	17,377	1,745	-	-	1	-	362,439
2003	355,906	1	17,138	1,916	-	-	-	-	374,961
2004	377,669	-	19,908	2,198	-	-	-	-	399,775
2005	381,585	-	21,556	2,034	-	-	-	-	405,175
2006	377,979	-	20,831	1,140	-	-	-	-	399,950
2007	370,323	-	20,048	1,176	-	-	-	-	391,547

### 1.3.1 SWF

## Aircraft Movements By Market

Annual Totals 1994 to 2007

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	9,341	0	1	2	17	0	4	0	9,365
1995	12,530	0	3	1	31	0	2	0	12,567
1996	11,574	0	3	0	0	0	0	0	11,577
1997	10,077	0	3	1	0	0	2	0	10,083
1998	7,300	0	3	3	1	0	2	0	7,309
1999	7,251	0	5	3	0	0	2	0	7,261
2000	9,215	0	2	0	2	0	2	0	9,221
2001	6,947	0	1	0	1	0	7	0	6,956
2002	7,732	0	2	0	0	0	1	0	7,735
2003	9,931	0	2	3	0	0	2	2	9,940
2004	11,967	0	2	0	1	1	5	2	11,978
2005	11,708	0	3	0	1	0	20	4	11,736
2006	9,508	0	38	2	0	1	36	0	9,585
2007	16,059	0	0	0	0	0	0	0	16,059

### 1.3.1 REGION

## Aircraft Movements By Market

Annual Totals 1994 to 2007

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	1,146,928	11,622	29,064	21,231	5,726	12,546	76,142	9,973	1,313,232
1995	1,119,782	13,376	35,811	21,741	5,592	13,143	80,314	12,890	1,302,649
1996	1,132,275	12,267	41,081	22,364	6,193	15,238	84,219	13,376	1,327,013
1997	1,151,263	12,700	39,208	21,464	6,387	17,733	88,237	14,764	1,351,756
1998	1,136,548	11,596	41,286	20,777	7,381	19,968	95,523	14,251	1,347,330
1999	1,138,574	12,521	41,111	23,381	7,528	18,209	100,285	15,720	1,357,329
2000	1,146,913	13,846	43,142	26,096	7,801	16,024	102,596	15,846	1,372,264
2001	1,074,418	12,441	41,956	28,338	7,279	14,669	88,750	16,257	1,284,108
2002	1,063,116	12,148	38,575	29,139	7,666	13,179	84,100	16,324	1,264,247
2003	1,061,038	13,150	41,596	30,095	7,586	12,357	83,007	17,076	1,265,905
2004	1,145,818	15,598	46,446	33,527	7,873	14,034	89,682	18,713	1,371,691
2005	1,163,669	15,994	49,247	31,762	8,218	14,567	95,139	20,751	1,399,347
2006	1,171,054	17,355	51,225	30,180	8,818	16,272	105,875	20,297	1,421,076
2007	1,203,890	15,021	50,869	33,452	11,467	16,780	117,529	20,383	1,469,391

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

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

EWR August 2007: 601.73 Daily Average Nonstop Scheduled Departures to 165 Cities\*

JFK August 2007: 630.7 Daily Average Nonstop Scheduled Departures to 168 Cities\*

LGA August 2007: 572.03 Daily Average Nonstop Scheduled Departures to 79 Cities\*

SWF August 2007: 24.01 Daily Average Nonstop Scheduled Departures to 7 Cities\*

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

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
<b>DOMESTIC</b>						
Mid Western	DES MOINES, IOWA, US			1		1
	KANSAS CITY, MISSOURI, US	4		4.65		8.65
	MINNEAPOLIS/ST PAU, MN, US	7.64	4.86	6.65		19.15
	OMAHA, NEBRASKA, US	2.85				2.85
	ST LOUIS, MISSOURI, US	9.44	2.72	4.58		16.74
<b>*TOTAL REGION Mid Western U.S.</b>		<b>23.93</b>	<b>7.58</b>	<b>16.88</b>	<b>0</b>	<b>48.39</b>
Mountain	ALBUQUERQUE, NM, US	1				1
	DENVER, COLORADO, US	6.43	3.86	9.22		19.51
	LAS VEGAS, NEVADA, US	8.14	13.36			21.5
	PHOENIX, ARIZONA, US	5.86	7.65			13.51
	SALT LAKE CITY, UTAH, US	2.98	4.57	0.14		7.69
	TUCSON, ARIZONA, US	1	1			2
<b>*TOTAL REGION Mountain U.S.</b>		<b>25.41</b>	<b>30.44</b>	<b>9.36</b>	<b>0</b>	<b>65.21</b>
North Central	AKRON/CANTON, OHIO, US			2.93		2.93
	CHICAGO, ILLINOIS, US	24.73	11.86	41.05	2	79.64
	CINCINNATI, OHIO, US	8.16	4.36	10.38		22.9
	CLEVELAND, OHIO, US	5.92	4.86	11.6		22.38
	COLUMBUS, OHIO, US	5.58	7.72	12.75		26.05
	DAYTON, OHIO, US	2.72		3.94		6.66
	DETROIT, MICHIGAN, US	11.07	5.58	17.08	2	35.73
	GRAND RAPIDS, MICHIGAN, US	1.58		2		3.58
	INDIANAPOLIS, INDIANA, US	4.72	1.72	8.52		14.96
	MADISON, WISCONSIN, US	0.86		1		1.86
	MILWAUKEE, WISCONSIN, US	7.16		4.72		11.88
	TRAVERSE CITY, MICHIGAN, US			0.56		0.56
<b>*TOTAL REGION North Central U.S.</b>		<b>72.5</b>	<b>36.1</b>	<b>116.53</b>	<b>4</b>	<b>229.13</b>
North East U.S.	ALBANY, NEW YORK, US	3.86	3.86	2.44		10.16
	BANGOR, MAINE, US	1.86		2.28		4.14
	BINGHAMTON/ENDCT/JN CY, NY, US		2			2
	BOSTON, MASSACHUSETTS, US	10.81	22.36	35.11		68.28
	BRIDGEPORT, CONNECTICUT, US	0.36	0.36			0.72
	BUFFALO, NEW YORK, US	4.93	16.72	8.52		30.17
	BURLINGTON, VERMONT, US	4.86	8	5.88		18.74
	HARTFORD, CONNECTICUT, US	3.86	2.86			6.72
	HYANNIS, MASSACHUSETTS, US			3.72		3.72
	ITHACA, NEW YORK, US			3.72		3.72
	LEBANON, NH/WH RIV JCT, VT, US			2.86		2.86
	MANCHESTER, NEW HAMPSHIRE, US	4	3.86	7.81		15.67
	MARTHAS VINEYARD, MA, US			7.66		7.66
	NANTUCKET, MASSACHUSETTS, US	2.12	3.28	6.65		12.05
	NEW YORK, NY/NEWRK, NJ, US	10.08	9.72			19.8
	PHILADELPHIA, PA/CAMDEN, NJ, US		2.86	10.08	4.72	17.66
	PITTSBURGH, PA, US	8.86	7.86	8.72		25.44
	PORTLAND, MAINE, US	4	9	6.37		19.37
	PROVIDENCE, RHODE ISLAND, US	4.86	3.86	5.16		13.88
	ROCHESTER, NEW YORK, US	4.86	8.86	6.59		20.31
	SYRACUSE, NEW YORK, US	3.86	7.86	9.87		21.59
<b>*TOTAL REGION North East U.S.</b>		<b>73.18</b>	<b>113.32</b>	<b>133.44</b>	<b>4.72</b>	<b>324.66</b>
South Central U.S.	BIRMINGHAM, ALABAMA, US	1.72		2.22		3.94
	KNOXVILLE, TENNESSEE, US	1.72		1.72		3.44
	LEXINGTON/FRANKFORT, KY, US	0.86		0.86		1.72
	LOUISVILLE, KENTUCKY, US	2.86		3.94		6.8
	MEMPHIS, TENNESSEE, US	4.29		2.79		7.08
	NASHVILLE, TENNESSEE, US	4.86	5.86	2.86		13.58
<b>*TOTAL REGION South Central U.S.</b>		<b>16.31</b>	<b>5.86</b>	<b>14.39</b>	<b>0</b>	<b>36.56</b>

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

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
South East	AGUADILLA, PUERTO RICO (US)	1	2			3
	ASHEVILLE, NORTH CAROLINA, US	2.84				2.84
	ATLANTA, GEORGIA, US	23.24	4.5	31.6	7.29	66.63
	BALTIMORE, MARYLAND, US	4	5	5.87		14.87
	CHARLESTON, SOUTH CAROLINA, US	3.14		6.07		9.21
	CHARLOTTE AMALIE, VI (US)	0.58	1.14			1.72
	CHARLOTTE, NORTH CAROLINA, US	14.28	7.37	19.45		41.1
	CHARLOTTESVILLE, VIRGINIA, US			2.5		2.5
	COLUMBIA, SOUTH CAROLINA, US	1.86		1.72		3.58
	DAYTONA BEACH, FLORIDA, US	1.14				1.14
	FORT LAUDERDALE, FL, US	14.56	13.5	14.14	2	44.2
	FORT MYERS, FLORIDA, US	4.42	4			8.42
	GREENBRIER/WH SULP SPG, WV, US			1		1
	GREENSBORO/HIGH POINT, NC, US	4.58		7.88		12.46
	GREENVILLE/SPRTNBG, SC, US	2.72		3.44		6.16
	JACKSONVILLE, FLORIDA, US	5	4	4.86		13.86
	MIAMI, FLORIDA, US	8.68	6	10.86		25.54
	MYRTLE BEACH, SC, US	1		5.14		6.14
	NEWPORT NEWS/WMSBG, VA, US			2		2
	NORFOLK/VA B/PT/CH, VA, US	5.86	4.43	7.08		17.37
	ORLANDO, FLORIDA, US	14.71	15.64	9	4	43.35
	PONCE, PUERTO RICO (US)	1	1			2
	RALEIGH/DURHAM, NC, US	11.37	14	18.53		43.9
	RICHMOND INTL, RICHMND, VA, US	4.86	7.72	8.74		21.32
	ROANOKE, VIRGINIA, US			2.58		2.58
	SAN JUAN, PUERTO RICO (US)	6.28	12			18.28
	SARASOTA/BRADENTON, FL, US	1	1			2
	SAVANNAH, GEORGIA, US	3		4.86		7.86
	TAMPA, FLORIDA, US	7.56	9	4.86	2	23.42
	WASHINGTON, DC, US	19.16	21.72	39.38		80.26
	WEST PALM BEACH/PALM B, FL, US	6.05	8	3.86		17.91
	WILMINGTON, NORTH CAROLINA, US			2.86		2.86
<b>*TOTAL REGION South East U.S.</b>		<b>173.89</b>	<b>142.02</b>	<b>218.28</b>	<b>15.29</b>	<b>549.48</b>
South Western	AUSTIN, TEXAS, US	2.58	4			6.58
	DALLAS/FORT WORTH, TX, US	11.81	4.86	14.44		31.11
	FAYETTEVILLE, ARKANSAS, US	1.42		1.44		2.86
	HOUSTON, TEXAS, US	11.28	6.58	9.37		27.23
	LITTLE ROCK, ARKANSAS, US	1				1
	NEW ORLEANS, LOUISIANA, US	3	2	2		7
	OKLAHOMA CITY, OK, US	1				1
	SAN ANTONIO, TEXAS, US	2.58				2.58
	TULSA, OKLAHOMA, US	1				1
<b>*TOTAL REGION South Western U.S.</b>		<b>35.67</b>	<b>17.44</b>	<b>27.25</b>	<b>0</b>	<b>80.36</b>
Western	BURBANK, CALIFORNIA, US		5			5
	HONOLULU, OAHU, HAWAII, US	1				1
	LONG BEACH, CALIFORNIA, US		6			6
	LOS ANGELES, CA, US	12.07	22.66			34.73
	OAKLAND, CALIFORNIA, US		4			4
	ONTARIO/SAN BERNDN, CA, US		1			1
	PORTLAND, OREGON, US	3.43	2			5.43
	SACRAMENTO, CALIFORNIA, US		1			1
	SAN DIEGO, CALIFORNIA, US	4	6.07			10.07
	SAN FRANCISCO, CA, US	10.43	22.94			33.37
	SAN JOSE, CALIFORNIA, US	1	2			3
	SANTA ANA, CALIFORNIA, US	2.65				2.65
	SEATTLE/TACOMA, WA, US	7.14	6			13.14
<b>*TOTAL REGION Western U.S.</b>		<b>41.72</b>	<b>78.67</b>	<b>0</b>	<b>0</b>	<b>120.39</b>
<b>Domestic Daily-Each-Way Flight Averages</b>		<b>462.61</b>	<b>431.43</b>	<b>536.13</b>	<b>24.01</b>	<b>1454.18</b>

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

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
<b>International</b>						
Africa	ACCRA, GHANA	0.72				0.72
	CAIRO, EGYPT	1				1
	CASABLANCA, MOROCCO	1.28				1.28
	DAKAR, SENEGAL	1				1
	LAGOS, NIGERIA	0.42				0.42
<b>*TOTAL REGION Africa</b>		<b>0</b>	<b>4.42</b>	<b>0</b>	<b>0</b>	<b>4.42</b>
Australasia	PAPEETE, FRENCH POLYNESIA (FR)	0.42				0.42
	SYDNEY, NS, AUSTRALIA	0.5				0.5
	SYDNEY, NS, AUSTRALIA Direct Service Via LAX	0.72				0.72
<b>*TOTAL REGION Australasia</b>		<b>0</b>	<b>1.64</b>	<b>0</b>	<b>0</b>	<b>1.64</b>
Canada,Greenland	CALGARY,CANADA	0.14	1			1.14
	HALIFAX, CANADA	4	2	2.14		8.14
	MONCTON,CANADA	1				1
	MONT TREMBLANT, CANADA	0.28				0.28
	MONTREAL, CANADA	10.3	6.86	7.44		24.6
	OTTAWA, CANADA	3.58		2.58		6.16
	QUEBEC, CANADA	4.86				4.86
	ST.JOHNS,CANADA	2				2
	TORONTO, CANADA	12.88	6.86	21.32		41.06
	VANCOUVER,CANADA	1	2			3
<b>*TOTAL REGION Canada,Greenland</b>		<b>40.04</b>	<b>18.72</b>	<b>33.48</b>	<b>0</b>	<b>92.24</b>
Caribbean	ANTIGUA, ANTIGUA & BARBUDA	0.42				0.42
	ARUBA, ARUBA	1.14	3.28	0.14		4.56
	BERMUDA, BERMUDA (UK)	2	4.21	1		7.21
	BONAIRE, NETH ANTILLES (NL)	0.14				0.14
	BRIDGETOWN, BARBADOS		1.63			1.63
	CURACAO, NETH ANTILLES (NL)	0.14				0.14
	FREEMPORT, BAHAMAS			0.14		0.14
	GRAND CAYMAN, CAYMAN (BWI-UK)	0.14	0.42			0.56
	GRENADA, GRENADA & S GREN		0.29			0.29
	KINGSTON, JAMAICA		2.43			2.43
	MONTEGO BAY, JAMAICA	1.92	3.14			5.06
	NASSAU, BAHAMAS	2	2.72	1.14		5.86
	PORT AU PRINCE, HAITI		1.42			1.42
	PORT OF SPAIN, TRINIDAD & TOBA	0.72	1.91			2.63
	PROVIDENCIALES, TURKS & C (UK)		0.72			0.72
	PUERTO PLATA, DOMINICAN REP	1				1
	PUNTA CANA, DOMINICAN REPUBLIC	1.42	2			3.42
	SANTIAGO, DOMINICAN REPUBLIC	1	7			8
	SANTO DOMINGO, DO	1.14	6			7.14
	ST MARTIN, NETH ANTIL (NL)	0.86	0.72			1.58
<b>*TOTAL REGION Caribbean</b>		<b>14.04</b>	<b>37.89</b>	<b>2.42</b>	<b>0</b>	<b>54.35</b>
Europe	AMSTERDAM, NETHERLANDS	3	3			6
	ATHENS, GREECE	1	2.28			3.28
	BARCELONA, SPAIN	1	1			2
	BELFAST, NORTHERN IRE, UK	1				1
	BERLIN, GERMANY	1	1			2
	BIRMINGHAM, ENGLAND, UK	1				1
	BOLOGNA, ITALY		0.07			0.07
	BRISTOL, ENGLAND, UK	1				1
	BRUSSELS, BELGIUM	2	2			4
	BUCHAREST, ROMANIA		0.58			0.58
	BUDAPEST, HUNGARY		1.72			1.72
	COLOGNE/DUSSLDF/BONN	1.86	1			2.86
	CONNAUGHT, IRELAND		0.42			0.42
	COPENHAGEN, DENMARK	2.72				2.72
	DUBLIN, IRELAND	1.5	3			4.5
	EDINBURGH, SCOTLAND, UK	2				2
	FRANKFURT, GERMANY	3	5			8
	GENEVA, SWITZERLAND	1.58	1			2.58
	GLASGOW/PRESTWICK, SCOTLAND,UK	1.58				1.58
	HAMBURG, GERMANY	1	1			2
	HELSINKI, FINLAND		1			1
	KEFLAVIK/REYKJAVIK, IS		1.42			1.42
	KIEV, UKRAINE		1.44			1.44
	KRAKOW, POLAND	0.14	0.14			0.28
	LISBON, PORTUGAL	3.28				3.28
	LONDON, ENGLAND, UK	7.86	20.92			28.78
	LUTON, ENGLAND, UK	1.43				1.43
	MADRID, SPAIN	2.07	2.79			4.86
	MANCHESTER, ENGLAND, UK	2	2.28			4.28
	MILAN, ITALY	2.86	2			4.86
	MOSCOW, RUSSIA		2			2

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

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
	MUNICH, GERMANY	0.86	1			1.86
	NAPLES, ITALY		0.42			0.42
	NICE, FRANCE		1			1
	OSLO, NORWAY	1				1
	PALERMO, ITALY		0.28			0.28
	PARIS, FRANCE	5.29	9			14.29
	PISA, ITALY		0.56			0.56
	PORTO, PORTUGAL	0.42				0.42
	PRAGUE, CZECHOSLOVAKIA		1			1
	RIGA, LATVIA		0.14			0.14
	ROME, ITALY	3	5.44			8.44
	RZESZOW, POLAND	0.14	0.14			0.28
	SHANNON, IRELAND	1.5	2			3.5
	STANSTED, ENGLAND, UK		2.58			2.58
	STOCKHOLM, SWEDEN	2.42				2.42
	VENICE, ITALY		1			1
	VIENNA, AUSTRIA		1.14			1.14
	WARSAW, POLAND	1.12	1.28			2.4
	ZURICH, SWITZERLAND	1.86	3.29			5.15
<b>*TOTAL REGION Europe</b>		<b>63.49</b>	<b>87.33</b>	<b>0</b>	<b>0</b>	<b>150.82</b>
Far East	BANGKOK, THAILAND		2			2
	BEIJING, CHINA	1	1			2
	BOMBAY, INDIA		2			2
	DELHI, INDIA	1				1
	HONG KONG, CHINA	1	1			2
	KARACHI, PAKISTAN		0.07			0.07
	LAHORE, PAKISTAN		0.21			0.21
	SEOUL, SOUTH KOREA		2.65			2.65
	SHANGHAI, CHINA		0.58			0.58
	SINGAPORE, SINGAPORE	1				1
	TAIPEI, TAIWAN Direct Service Via ANC		0.58			0.58
	TAIPEI, TAIWAN Direct Service Via SEA	0.42				0.42
	TOKYO, JAPAN	1	3.84			4.84
<b>*TOTAL REGION Far East</b>		<b>5.42</b>	<b>13.93</b>	<b>0</b>	<b>0</b>	<b>19.35</b>
Middle America	BELIZE CITY, BELIZE	0.14				0.14
	CAN CUN, MEXICO	3.12	3			6.12
	GUATEMALA CITY, GUATEMALA	0.14	0.43			0.57
	LIBERIA, COSTA RICA	0.14				0.14
	MEXICO CITY, MEXICO	3.14	6.21			9.35
	PANAMA CITY, PANAMA	1	1			2
	PUEBLA, MEXICO		0.28			0.28
	PUERTO VALLARTA, MEXICO	0.28	0.14			0.42
	SAN JOSE DEL CABO, MEXICO	0.42	0.28			0.7
	SAN JOSE, COSTA RICA	1.84	1.14			2.98
	SAN PEDRO SULA, HONDURAS	0.14	0.72			0.86
	SAN SALVADOR, EL SALVADOR	0.14	1.58			1.72
<b>*TOTAL REGION Middle America</b>		<b>10.5</b>	<b>14.78</b>	<b>0</b>	<b>0</b>	<b>25.28</b>
Middle East	ABU DHABI, UNITED ARAB EM		1			1
	AMMAN, JORDAN		0.72			0.72
	DUBAI, UNITED ARAB EM		2			2
	ISTANBUL, TURKEY		3			3
	JEDDAH, SAUDI ARABIA		0.14			0.14
	KUWAIT, KUWAIT		0.42			0.42
	RIYADH, SAUDI ARABIA		0.14			0.14
	TEL AVIV, ISRAEL	2.91	2.76			5.67
<b>*TOTAL REGION Middle East</b>		<b>2.91</b>	<b>10.18</b>	<b>0</b>	<b>0</b>	<b>13.09</b>
South America	BARRANQUILLA, COLOMBIA		0.21			0.21
	BOGOTA, COLOMBIA	1	1.07			2.07
	BUENOS AIRES, ARGENTINA		1.42			1.42
	BUENOS AIRES, ARGENTINA Direct Service Via		0.28			0.28
	CARACAS, VENEZUELA	0.14	0.28			0.42
	GEORGETOWN, GUYANA		1.28			1.28
	GUAYAQUIL, ECUADOR		1			1
	LIMA, PERU	1	0.86			1.86
	MEDELLIN, COLOMBIA		0.86			0.86
	SANTIAGO, CHILE		0.28			0.28
	SAO PAULO, BRAZIL	1	4.42			5.42
<b>*TOTAL REGION South America</b>		<b>3.14</b>	<b>11.96</b>	<b>0</b>	<b>0</b>	<b>15.1</b>
<b>International Daily-Each-Way Flight Averages</b>		<b>139.54</b>	<b>200.85</b>	<b>35.9</b>	<b>0</b>	<b>376.29</b>
<b>System Daily-Each-Way Flight Averages</b>		<b>602.15</b>	<b>632.28</b>	<b>572.03</b>	<b>24.01</b>	<b>1,830</b>

PASSENGER  
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### 2.1.1

U.S. Passenger Traffic

## Top 50 Domestic Airport Comparisons

2007	RANK	AIRPORT, LOCATION	# OF PASSENGERS	% Change 2006 to 2007
	1	ATLANTA, GA (ATL)	89 379 287	5.3
	2	CHICAGO, IL (ORD)	76 159 324	(0.2)
	3	LOS ANGELES, CA (LAX)	61 895 548	1.4
	4	DALLAS/FT WORTH, TX (DFW)	59 784 876	(0.7)
	5	DENVER, CO (DEN)	49 863 389	5.4
	6	KENNEDY INTERNATIONAL, NY (JFK)	47 810 630	12.2
	7	LAS VEGAS, NV (LAS)	47 595 140	3.0
	8	HOUSTON, TX (IAH)	42 978 617	1.0
	9	PHOENIX, AZ (PHX)	42 197 080	1.8
	10	ORLANDO, FL (MCO)	36 480 416	5.3
	11	NEWARK LIBERTY, NJ (EWR)	36 391 911	1.8
	12	DETROIT, MI (DTW)	36 126 555	0.4
	13	SAN FRANCISCO, CA (SFO)	35 793 117	6.6
	14	MINNEAPOLIS/ST PAUL, MN (MSP)	35 160 505	(1.3)
	15	MIAMI, FL (MIA)	33 740 416	3.7
	16	CHARLOTTE, NC (CLT)	33 383 812	12.4
	17	PHILADELPHIA, PA (PHL)	32 207 709	1.4
	18	SEATTLE/TACOMA, WA (SEA)	31 303 220	4.4
	19	BOSTON, MA (BOS)	28 088 855	1.3
	20	LAGUARDIA AIRPORT, NY (LGA)	24 940 818	(3.4)
	21	WASHINGTON, DC (IAD)	24 494 999	7.4
	22	FORT LAUDERDALE, FL (FLL)	22 681 903	6.1
	23	SALT LAKE CITY, UT (SLC)	22 029 488	2.2
	24	BALTIMORE, MD (BWI)	21 497 555	1.5
	25	CHICAGO, IL (MDW)	19 378 546	2.7
	26	TAMPA, FL (TPA)	19 154 957	1.5
	27	WASHINGTON, DC (DCA)	18 670 924	0.7
	28	SAN DIEGO, CA (SAN)	18 326 761	4.8
	29	CINCINNATI, OH (CVG)	15 734 322	(3.1)
	30	ST LOUIS, MO (STL)	15 366 198	0.5
	31	PORTLAND, OR (PDX)	14 654 222	4.3
	32	OAKLAND, CA (OAK)	14 611 287	1.2
	33	KANSAS CITY, MO (MCI)	12 000 506	6.7
	34	CLEVELAND, OH (CLE)	11 447 011	1.1
	35	MEMPHIS, TN (MEM)	10 853 698	0.4
	36	SACRAMENTO, CA (SMF)	10 767 639	3.9
	37	SAN JOSE, CA (SJC)	10 658 188	(0.5)
	38	SAN JUAN, PR (SJU)	10 470 357	(1.5)
	39	RALEIGH-DURHAM, NC (RDU)	10 024 264	6.5
	40	SANTA ANA, CA (SNA)	9 979 699	3.8
	41	NASHVILLE, TN (BNA)	9 876 524	2.2
	42	PITTSBURGH, PA (PIT)	9 821 980	(1.7)
	43	AUSTIN, TX (AUS)	8 887 336	7.6
	44	HOUSTON, TX (HOU)	8 823 598	3.2
	45	INDIANAPOLIS, IN (IND)	8 271 632	2.3
	46	FORT MYERS, FL (RSW)	8 049 676	5.3
	47	SAN ANTONIO, TX (SAT)	7 973 721	(0.7)
	48	DALLAS, TX (DAL)	7 953 385	15.7
	49	GUADALAJARA, MX (GDL)	7 784 286	13.9
	50	MILWAUKEE, WI (MKE)	7 765 361	6.4
	103	STEWART AIRPORT, NY (SWF)	923 825	197.7

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2007

## 2.1.2

### Worldwide Passenger Traffic

## Top 50 Worldwide Airport Comparisons

2007	RANK	AIRPORT, LOCATION	# OF PASSENGERS	% Change 2006 to 2007
	1	ATLANTA, GA (ATL)	89 379 287	5.3
	2	CHICAGO, IL (ORD)	76 159 324	(0.2)
	3	LONDON, GB (LHR)	68 068 554	0.8
	4	TOKYO, JP (HND)	66 671 435	1.3
	5	LOS ANGELES, CA (LAX)	61 895 548	1.4
	6	PARIS, FR (CDG)	59 922 177	5.4
	7	DALLAS/FT WORTH, TX (DFW)	59 784 876	(0.7)
	8	FRANKFURT, DE (FRA)	54 161 856	2.6
	9	BEIJING, CN (PEK)	53 736 923	9.4
	10	MADRID, ES (MAD)	52 122 214	14.0
	11	DENVER, CO (DEN)	49 863 389	5.4
	12	<b>KENNEDY INTERNATIONAL, NY (JFK)</b>	<b>47 810 630</b>	<b>12.2</b>
	13	AMSTERDAM, NL (AMS)	47 793 602	3.7
	14	LAS VEGAS, NV (LAS)	47 595 140	3.0
	15	HONG KONG, CN (HKG)	46 995 000	7.2
	16	HOUSTON, TX (IAH)	42 978 617	1.0
	17	PHOENIX, AZ (PHX)	42 197 080	1.8
	18	BANGKOK, TH (BKK)	41 210 081	(3.7)
	19	SINGAPORE, SG (SIN)	36 701 556	4.8
	20	ORLANDO, FL (MCO)	36 480 416	5.3
	21	<b>NEWARK LIBERTY, NJ (EWR)</b>	<b>36 391 911</b>	<b>1.8</b>
	22	DETROIT, MI (DTW)	36 126 555	0.4
	23	SAN FRANCISCO, CA (SFO)	35 793 117	6.6
	24	TOKYO, JP (NRT)	35 530 035	1.6
	25	LONDON, GB (LGW)	35 218 399	3.1
	26	MINNEAPOLIS/ST PAUL, MN (MSP)	35 160 505	(1.3)
	27	DUBAI, AE (DXB)	34 348 110	19.3
	28	MUNICH, DE (MUC)	33 959 422	10.4
	29	MIAMI, FL (MIA)	33 740 416	3.7
	30	CHARLOTTE, NC (CLT)	33 383 812	12.4
	31	ROME, IT (FCO)	32 855 542	9.1
	32	BARCELONA, ES (BCN)	32 793 897	9.3
	33	SYDNEY, AU (SYD)	32 321 890	6.4
	34	PHILADELPHIA, PA (PHL)	32 207 709	1.4
	35	JAKARTA, ID (CGK)	31 986 621	3.6
	36	TORONTO, ON, CA (YYZ)	31 495 977	1.7
	37	SEOUL, KR (ICN)	31 421 801	10.8
	38	SEATTLE/TACOMA, WA (SEA)	31 303 220	4.4
	39	GUANGZHOU, CN (CAN)	30 958 374	18.9
	40	SHANGHAI, CN (PVG)	28 929 954	8.0
	41	BOSTON, MA (BOS)	28 088 855	1.3
	42	KUALA LUMPUR, MY (KUL)	26 533 988	10.2
	43	PARIS, FR (ORY)	26 440 736	3.2
	44	MEXICO CITY, MX (MEX)	25 881 662	4.7
	45	ISTANBUL, TR (IST)	25 561 357	9.9
	46	MUMBAI, IN (BOM)	25 236 400	18.1
	47	<b>LAGUARDIA AIRPORT, NY (LGA)</b>	<b>24 940 818</b>	<b>(3.4)</b>
	48	WASHINGTON, DC (IAD)	24 494 999	7.4
	49	MILAN, IT (MXP)	23 885 305	9.7
	50	LONDON, GB (STN)	23 777 194	0.4
	469	<b>STEWART AIRPORT, NY (SWF)</b>	<b>923 825</b>	<b>197.7</b>

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2007

## 2.2.1 JFK

Annual Totals 1994 to 2007

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	10,898,617	76,707	1,933,910	12,909,234
1995	11,386,305	95,552	1,831,516	13,313,373
1996	11,863,602	69,323	1,769,330	13,702,255
1997	12,047,373	66,026	1,798,228	13,911,627
1998	11,308,438	98,433	1,807,696	13,214,567
1999	11,639,290	120,017	1,744,540	13,503,847
2000	12,361,084	115,737	1,683,059	14,159,880
2001	12,239,825	134,131	987,524	13,361,480
2002	13,535,173	5,948	1,061,757	14,602,878
2003	15,539,274	8,303	889,281	16,436,858
2004	18,732,869	9,218	1,346,335	20,088,422
2005	20,219,340	4,463	1,867,751	22,091,554
2006	20,860,522	6,682	2,136,295	23,003,499
2007	23,015,078	3,451	3,155,161	26,173,690

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	15,795,266	114,869	-	15,910,135
1995	16,881,932	130,801	51,473	17,064,206
1996	17,215,831	154,147	83,263	17,453,241
1997	17,321,781	60,573	63,450	17,445,804
1998	17,628,427	136,201	79,900	17,844,528
1999	17,931,734	186,910	85,940	18,204,584
2000	18,406,479	173,534	87,971	18,667,984
2001	15,819,910	87,531	81,131	15,988,572
2002	15,112,046	152,754	71,534	15,336,334
2003	15,124,526	108,374	66,731	15,299,631
2004	17,252,952	134,107	99,976	17,487,035
2005	18,517,827	132,587	150,017	18,800,431
2006	19,339,320	114,161	172,303	19,625,784
2007	21,269,684	100,895	173,556	21,544,135

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	26,693,883	191,576	1,933,910	28,819,369
1995	28,268,237	226,353	1,882,989	30,377,579
1996	29,079,433	223,470	1,852,593	31,155,496
1997	29,369,154	126,599	1,861,678	31,357,431
1998	28,936,865	234,634	1,887,596	31,059,095
1999	29,571,024	306,927	1,830,480	31,708,431
2000	30,767,563	289,271	1,771,030	32,827,864
2001	28,059,735	221,662	1,068,655	29,350,052
2002	28,647,219	158,702	1,133,291	29,939,212
2003	30,663,800	116,677	956,012	31,736,489
2004	35,985,821	143,325	1,446,311	37,575,457
2005	38,737,167	137,050	2,017,768	40,891,985
2006	40,199,842	120,843	2,308,598	42,629,283
2007	44,284,762	104,346	3,328,717	47,717,825

## 2.2.1 EWR

Annual Totals 1994 to 2007

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	22,187,367	378,503	1,804,644	24,370,514
1995	20,241,537	570,523	1,968,624	22,780,684
1996	21,881,734	525,795	2,121,637	24,529,166
1997	22,713,265	342,214	2,271,508	25,326,987
1998	23,055,489	396,583	2,404,735	25,856,807
1999	23,305,474	239,678	2,367,417	25,912,569
2000	23,628,171	53,107	2,107,215	25,788,493
2001	21,264,536	13,855	2,204,855	23,483,246
2002	19,139,593	10,030	2,698,186	21,847,809
2003	18,386,450	94,998	3,300,433	21,781,881
2004	18,786,727	88,239	4,160,289	23,035,255
2005	19,043,589	45,676	4,624,203	23,713,468
2006	20,732,657	10,544	4,862,251	25,605,452
2007	20,834,912	33,193	4,746,005	25,614,110

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	3,573,336	76,134	-	3,649,470
1995	3,760,590	84,957	-	3,845,547
1996	4,535,435	52,863	-	4,588,298
1997	5,547,570	71,300	-	5,618,870
1998	6,630,525	88,542	-	6,719,067
1999	7,647,659	62,458	-	7,710,117
2000	8,178,890	122,299	99,019	8,400,208
2001	7,260,040	151,070	206,135	7,617,245
2002	7,085,394	15,972	271,600	7,372,966
2003	7,291,927	26,597	350,109	7,668,633
2004	8,390,474	7,636	460,007	8,858,117
2005	8,894,365	5,564	465,076	9,365,005
2006	9,428,088	3,109	598,050	10,029,247
2007	10,117,232	2,063	633,805	10,753,100

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	25,760,703	454,637	1,804,644	28,019,984
1995	24,002,127	655,480	1,968,624	26,626,231
1996	26,417,169	578,658	2,121,637	29,117,464
1997	28,260,835	413,514	2,271,508	30,945,857
1998	29,686,014	485,125	2,404,735	32,575,874
1999	30,953,133	302,136	2,367,417	33,622,686
2000	31,807,061	175,406	2,206,234	34,188,701
2001	28,524,576	164,925	2,410,990	31,100,491
2002	26,224,987	26,002	2,969,786	29,220,775
2003	25,678,377	121,595	3,650,542	29,450,514
2004	27,177,201	95,875	4,620,296	31,893,372
2005	27,937,954	51,240	5,089,279	33,078,473
2006	30,160,745	13,653	5,460,301	35,634,699
2007	30,952,144	35,256	5,379,810	36,367,210

## 2.2.1 LGA

Annual Totals 1994 to 2007

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	18,693,791	3,811	832,894	19,530,496
1995	18,429,826	3,041	876,656	19,309,523
1996	18,365,675	331	971,100	19,337,106
1997	19,189,870	1,024	1,114,357	20,305,251
1998	20,372,921	271	1,197,603	21,570,795
1999	21,087,310	377	1,504,373	22,592,060
2000	21,843,586	4,777	2,165,476	24,013,839
2001	19,170,080	1,277	2,203,906	21,375,263
2002	17,805,681	688	3,063,206	20,869,575
2003	17,995,466	1,326	3,438,454	21,435,246
2004	19,236,172	1,242	3,954,196	23,191,610
2005	19,992,364	219	4,425,678	24,418,261
2006	19,780,000	987	4,715,995	24,496,982
2007	18,858,286	981	4,940,098	23,799,365

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	1,199,655	316	-	1,199,971
1995	1,289,871	-	-	1,289,871
1996	1,316,303	103	45,624	1,362,030
1997	1,203,894	49	98,254	1,302,197
1998	1,160,032	-	81,108	1,241,140
1999	1,268,455	-	66,408	1,334,863
2000	1,270,208	579	75,408	1,346,195
2001	1,141,368	234	3,009	1,144,611
2002	1,070,420	413	46,271	1,117,104
2003	945,521	-	102,003	1,047,524
2004	1,017,152	-	244,441	1,261,593
2005	1,286,730	114	184,285	1,471,129
2006	1,053,851	-	259,770	1,313,621
2007	948,632	247	278,023	1,226,902

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	19,893,446	4,127	832,894	20,730,467
1995	19,719,697	3,041	876,656	20,599,394
1996	19,681,978	434	1,016,724	20,699,136
1997	20,393,764	1,073	1,212,611	21,607,448
1998	21,532,953	271	1,278,711	22,811,935
1999	22,355,765	377	1,570,781	23,926,923
2000	23,113,794	5,356	2,240,884	25,360,034
2001	20,311,448	1,511	2,206,915	22,519,874
2002	18,876,101	1,101	3,109,477	21,986,679
2003	18,940,987	1,326	3,540,457	22,482,770
2004	20,253,324	1,242	4,198,637	24,453,203
2005	21,279,094	333	4,609,963	25,889,390
2006	20,833,851	987	4,975,765	25,810,603
2007	19,806,918	1,228	5,218,121	25,026,267

## 2.2.1 SWF

Annual Totals 1994 to 2007

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	689,964	-	-	689,964
1995	709,628	-	-	709,628
1996	730,026	-	-	730,026
1997	719,188	-	-	719,188
1998	518,097	-	-	518,097
1999	362,143	-	-	362,143
2000	402,419	-	-	402,419
2001	283,960	-	-	283,960
2002	227,834	-	-	227,834
2003	400,464	-	-	400,464
2004	510,563	-	-	510,563
2005	398,214	-	-	398,214
2006	66,261	2,055	241,246	309,562
2007	646,058	-	267,869	913,927

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	4,682	-	-	4,682
1995	4,314	-	-	4,314
1996	6	-	-	6
1997	6	-	-	6
1998	350	-	-	350
1999	336	-	-	336
2000	228	-	-	228
2001	125	-	-	125
2002	-	-	-	-
2003	375	-	-	375
2004	-	-	-	-
2005	6	-	-	6
2006	55	125	19	199
2007	-	-	-	-

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	694,646	-	-	694,646
1995	713,942	-	-	713,942
1996	730,032	-	-	730,032
1997	719,194	-	-	719,194
1998	518,447	-	-	518,447
1999	362,479	-	-	362,479
2000	402,647	-	-	402,647
2001	284,085	-	-	284,085
2002	227,834	-	-	227,834
2003	400,839	-	-	400,839
2004	510,563	-	-	510,563
2005	398,220	-	-	398,220
2006	66,316	2,180	241,265	309,761
2007	646,058	-	267,869	913,927

## 2.2.1 REGION

Annual Totals 1994 to 2007

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	52,469,739	459,021	4,571,448	57,500,208
1995	50,767,296	669,116	4,676,796	56,113,208
1996	52,841,037	595,449	4,862,067	58,298,553
1997	54,669,696	409,264	5,184,093	60,263,053
1998	55,254,945	495,287	5,410,034	61,160,266
1999	56,394,217	360,072	5,616,330	62,370,619
2000	58,235,260	173,621	5,955,750	64,364,631
2001	52,958,401	149,263	5,396,285	58,503,949
2002	50,708,281	16,666	6,823,149	57,548,096
2003	52,321,654	104,627	7,628,168	60,054,449
2004	57,266,331	98,699	9,460,820	66,825,850
2005	59,653,507	50,358	10,917,632	70,621,497
2006	61,439,440	20,268	11,955,787	73,415,495
2007	63,354,334	37,625	13,109,133	76,501,092

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	20,572,939	191,319	-	20,764,258
1995	21,936,707	215,758	51,473	22,203,938
1996	23,067,575	207,113	128,887	23,403,575
1997	24,073,251	131,922	161,704	24,366,877
1998	25,419,334	224,743	161,008	25,805,085
1999	26,848,184	249,368	152,348	27,249,900
2000	27,855,805	296,412	262,398	28,414,615
2001	24,221,443	238,835	290,275	24,750,553
2002	23,267,860	169,139	389,405	23,826,404
2003	23,362,349	134,971	518,843	24,016,163
2004	26,660,578	141,743	804,424	27,606,745
2005	28,698,928	138,265	799,378	29,636,571
2006	29,821,314	117,395	1,030,142	30,968,851
2007	32,335,548	103,205	1,085,384	33,524,137

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1994	73,042,678	650,340	4,571,448	78,264,466
1995	72,704,003	884,874	4,728,269	78,317,146
1996	75,908,612	802,562	4,990,954	81,702,128
1997	78,742,947	541,186	5,345,797	84,629,930
1998	80,674,279	720,030	5,571,042	86,965,351
1999	83,242,401	609,440	5,768,678	89,620,519
2000	86,091,065	470,033	6,218,148	92,779,246
2001	77,179,844	388,098	5,686,560	83,254,502
2002	73,976,141	185,805	7,212,554	81,374,500
2003	75,684,003	239,598	8,147,011	84,070,612
2004	83,926,909	240,442	10,265,244	94,432,595
2005	88,352,435	188,623	11,717,010	100,258,068
2006	91,260,754	137,663	12,985,929	104,384,346
2007	95,689,882	140,830	14,194,517	110,025,229

## 2.2.2 JFK

Monthly Totals 2007

## Commercial Passenger Traffic

Domestic	Domestic					
	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% Change 2006 to 2007 Non-Revenue Passengers
	Jan	1,713,249	0	220,868	1,934,117	13.5%
	Feb	1,543,092	2,771	183,111	1,728,974	12.6%
	Mar	1,982,492	0	264,087	2,246,579	16.7%
	Apr	2,018,311	0	266,728	2,285,039	19.3%
	May	2,010,693	347	296,080	2,307,120	28.7%
	Jun	2,092,692	409	292,739	2,385,840	25.2%
	Jul	2,134,117	100	299,084	2,433,301	12.5%
	Aug	2,175,037	0	306,584	2,481,621	13.6%
	Sep	1,739,963	297	264,378	2,004,638	14.1%
	Oct	1,866,700	319	277,185	2,144,204	7.9%
	Nov	1,877,825	622	256,388	2,134,835	4.9%
	Dec	1,859,465	28	227,929	2,087,422	-0.6%
	<b>Total 2007</b>	<b>23,013,636</b>	<b>4,893</b>	<b>3,155,161</b>	<b>26,173,690</b>	<b>13.8%</b>
	<b>% Change 2006 to 2007</b>	<b>10.4%</b>	<b>-66.8%</b>	<b>47.7%</b>	<b>13.8%</b>	<b>13.6%</b>
International	International					
	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% Change 2006 to 2007 Non-Revenue Passengers
	Jan	1,533,277	8,426	13,184	1,554,887	11.8%
	Feb	1,257,837	8,884	11,560	1,278,281	7.7%
	Mar	1,644,366	9,395	15,154	1,668,915	10.5%
	Apr	1,729,599	3,560	14,258	1,747,417	7.3%
	May	1,767,873	9,600	15,227	1,792,700	10.1%
	Jun	1,966,404	8,715	14,263	1,989,382	7.7%
	Jul	2,191,016	15,158	15,528	2,221,702	8.5%
	Aug	2,219,468	17,732	16,527	2,253,727	10.6%
	Sep	1,809,872	9,288	15,430	1,834,590	9.3%
	Oct	1,722,467	3,335	14,929	1,740,731	10.1%
	Nov	1,610,849	10,979	13,527	1,635,355	12.8%
	Dec	1,794,169	18,310	13,969	1,826,448	11.3%
	<b>Total 2007</b>	<b>21,247,197</b>	<b>123,382</b>	<b>173,556</b>	<b>21,544,135</b>	<b>9.8%</b>
	<b>% Change 2006 to 2007</b>	<b>9.8%</b>	<b>16.9%</b>	<b>0.7%</b>	<b>9.8%</b>	<b>7.1%</b>
Domestic and International Totals	Domestic and International Totals					
	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% Change 2006 to 2007 Non-Revenue Passengers
	Jan	3,246,526	8,426	234,052	3,489,004	12.7%
	Feb	2,800,929	11,655	194,671	3,007,255	10.5%
	Mar	3,626,858	9,395	279,241	3,915,494	14.0%
	Apr	3,747,910	3,560	280,986	4,032,456	13.8%
	May	3,778,566	9,947	311,307	4,099,820	19.9%
	Jun	4,059,096	9,124	307,002	4,375,222	16.6%
	Jul	4,325,133	15,258	314,612	4,655,003	10.5%
	Aug	4,394,505	17,732	323,111	4,735,348	12.2%
	Sep	3,549,835	9,585	279,808	3,839,228	11.8%
	Oct	3,589,167	3,654	292,114	3,884,935	8.9%
	Nov	3,488,674	11,601	269,915	3,770,190	8.2%
	Dec	3,653,634	18,338	241,898	3,913,870	4.7%
	<b>Total 2007</b>	<b>44,260,833</b>	<b>128,275</b>	<b>3,328,717</b>	<b>47,717,825</b>	<b>11.9%</b>
	<b>% Change 2006 to 2007</b>	<b>10.1%</b>	<b>6.6%</b>	<b>44.2%</b>	<b>11.9%</b>	<b>11.4%</b>



## 2.2.2 EWR

Monthly Totals 2007

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2006 to 2007	Passengers
	Jan	1,527,699	1,327	359,903	1,888,929	-0.1%	60,658
	Feb	1,464,816	1,512	332,025	1,798,353	0.0%	51,028
	Mar	1,804,495	369	398,253	2,203,117	-4.3%	58,450
	Apr	1,891,264	3,896	407,147	2,302,307	-1.3%	57,684
	May	1,848,906	2,126	438,328	2,289,360	2.2%	62,115
	Jun	1,830,129	1,252	418,632	2,250,013	0.5%	63,945
	Jul	1,921,806	520	412,096	2,334,422	2.3%	71,201
	Aug	1,963,345	623	441,212	2,405,180	5.6%	62,638
	Sep	1,537,912	641	389,067	1,927,620	2.8%	60,892
	Oct	1,707,871	1,215	394,121	2,103,207	0.0%	47,583
	Nov	1,722,796	1,405	381,432	2,105,633	-1.8%	59,314
	Dec	1,631,577	603	373,789	2,005,969	-5.5%	57,134
	<b>Total 2007</b>	<b>20,852,616</b>	<b>15,489</b>	<b>4,746,005</b>	<b>25,614,110</b>	<b>0.0%</b>	<b>712,642</b>
	<b>% Change 2006 to 2007</b>	<b>0.6%</b>	<b>23.0%</b>	<b>-2.4%</b>	<b>0.0%</b>		<b>-2.5%</b>

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2006 to 2007	Passengers
	Jan	695,745	50	48,637	744,432	6.5%	16,585
	Feb	636,476	209	45,921	682,606	10.8%	14,664
	Mar	815,799	1,554	51,548	868,901	6.7%	16,594
	Apr	845,480	115	48,274	893,869	5.2%	17,652
	May	875,102	190	51,408	926,700	5.8%	19,322
	Jun	938,995	0	48,420	987,415	3.5%	18,588
	Jul	1,033,927	0	58,120	1,092,047	5.0%	20,810
	Aug	1,037,063	0	64,758	1,101,821	7.8%	19,676
	Sep	832,760	195	58,538	891,493	8.2%	17,903
	Oct	836,094	180	56,351	892,625	10.2%	19,034
	Nov	760,767	225	49,647	810,639	10.3%	17,900
	Dec	808,369	0	52,183	860,552	9.0%	17,642
	<b>Total 2007</b>	<b>10,116,577</b>	<b>2,718</b>	<b>633,805</b>	<b>10,753,100</b>	<b>7.2%</b>	<b>216,370</b>
	<b>% Change 2006 to 2007</b>	<b>7.4%</b>	<b>-66.7%</b>	<b>6.0%</b>	<b>7.2%</b>		<b>1.5%</b>

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2006 to 2007	Passengers
	Jan	2,223,444	1,377	408,540	2,633,361	1.7%	77,243
	Feb	2,101,292	1,721	377,946	2,480,959	2.8%	65,692
	Mar	2,620,294	1,923	449,801	3,072,018	-1.4%	75,044
	Apr	2,736,744	4,011	455,421	3,196,176	0.4%	75,336
	May	2,724,008	2,316	489,736	3,216,060	3.2%	81,437
	Jun	2,769,124	1,252	467,052	3,237,428	1.4%	82,533
	Jul	2,955,733	520	470,216	3,426,469	3.1%	92,011
	Aug	3,000,408	623	505,970	3,507,001	6.3%	82,314
	Sep	2,370,672	836	447,605	2,819,113	4.4%	78,795
	Oct	2,543,965	1,395	450,472	2,995,832	2.9%	66,617
	Nov	2,483,563	1,630	431,079	2,916,272	1.3%	77,214
	Dec	2,439,946	603	425,972	2,866,521	-1.6%	74,776
	<b>Total 2007</b>	<b>30,969,193</b>	<b>18,207</b>	<b>5,379,810</b>	<b>36,367,210</b>	<b>2.1%</b>	<b>929,012</b>
	<b>% Change 2006 to 2007</b>	<b>2.7%</b>	<b>-12.3%</b>	<b>-1.5%</b>	<b>2.1%</b>		<b>-1.6%</b>

## 2.2.2 LGA

Monthly Totals 2007

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2006 to 2007	Passengers
	Jan	1,429,527	334	307,044	1,736,905	-3.0%	45,046
	Feb	1,315,364	148	319,815	1,635,327	-4.8%	39,277
	Mar	1,597,499	311	408,332	2,006,142	-6.5%	40,896
	Apr	1,665,135	1,126	435,576	2,101,837	-3.6%	49,203
	May	1,689,029	760	462,226	2,152,015	-1.7%	52,607
	Jun	1,653,816	306	450,149	2,104,271	-4.7%	54,000
	Jul	1,697,556	562	462,887	2,161,005	-0.4%	57,611
	Aug	1,770,543	390	489,245	2,260,178	3.3%	54,722
	Sep	1,452,719	619	394,432	1,847,770	-0.5%	51,678
	Oct	1,580,686	303	428,487	2,009,476	-0.7%	54,098
	Nov	1,551,295	324	416,597	1,968,216	-3.1%	49,241
	Dec	1,450,744	171	365,308	1,816,223	-9.2%	47,994
	<b>Total 2007</b>	<b>18,853,913</b>	<b>5,354</b>	<b>4,940,098</b>	<b>23,799,365</b>	<b>-2.8%</b>	<b>596,373</b>
	<b>% Change</b>						
	<b>2006 to 2007</b>	<b>-4.7%</b>	<b>65.3%</b>	<b>4.8%</b>	<b>-2.8%</b>		<b>-5.2%</b>

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2006 to 2007	Passengers
	Jan	66,146	-	20,021	86,167	-7.9%	864
	Feb	62,946	-	19,495	82,441	-8.3%	569
	Mar	72,662	180	25,070	97,912	-10.2%	706
	Apr	80,592	49	22,437	103,078	-1.1%	916
	May	85,681	-	25,216	110,897	-6.3%	1,166
	Jun	86,729	-	22,854	109,583	-5.8%	1,081
	Jul	87,141	47	25,634	112,822	-4.7%	1,376
	Aug	100,081	56	25,643	125,780	-4.1%	1,590
	Sep	81,236	53	22,853	104,142	-9.8%	1,120
	Oct	85,655	177	22,369	108,201	-2.6%	1,096
	Nov	73,525	-	22,453	95,978	-9.3%	1,032
	Dec	65,923	-	23,978	89,901	-10.4%	1,004
	<b>Total 2007</b>	<b>948,317</b>	<b>562</b>	<b>278,023</b>	<b>1,226,902</b>	<b>-6.6%</b>	<b>12,520</b>
	<b>% Change</b>						
	<b>2006 to 2007</b>	<b>-10.0%</b>	<b>-</b>	<b>7.0%</b>	<b>-6.6%</b>		<b>-47.8%</b>

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2006 to 2007	Passengers
	Jan	1,495,673	334	327,065	1,823,072	-3.2%	45,910
	Feb	1,378,310	148	339,310	1,717,768	-5.0%	39,846
	Mar	1,670,161	491	433,402	2,104,054	-6.7%	41,602
	Apr	1,745,727	1,175	458,013	2,204,915	-3.4%	50,119
	May	1,774,710	760	487,442	2,262,912	-1.9%	53,773
	Jun	1,740,545	306	473,003	2,213,854	-4.7%	55,081
	Jul	1,784,697	609	488,521	2,273,827	-0.7%	58,987
	Aug	1,870,624	446	514,888	2,385,958	2.9%	56,312
	Sep	1,533,955	672	417,285	1,951,912	-1.0%	52,798
	Oct	1,666,341	480	450,856	2,117,677	-0.8%	55,194
	Nov	1,624,820	324	439,050	2,064,194	-3.4%	50,273
	Dec	1,516,667	171	389,286	1,906,124	-9.2%	48,998
	<b>Total 2007</b>	<b>19,802,230</b>	<b>5,916</b>	<b>5,218,121</b>	<b>25,026,267</b>	<b>-3.0%</b>	<b>608,893</b>
	<b>% Change</b>						
	<b>2006 to 2007</b>	<b>-4.9%</b>	<b>82.6%</b>	<b>4.9%</b>	<b>-3.0%</b>		<b>-6.8%</b>

## 2.2.2 SWF

Monthly Totals 2007

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2006 to 2007	Passengers
	Jan	42,490	0	15,148	57,638	153.1%	394
	Feb	53,122	0	14,822	67,944	205.7%	413
	Mar	63,611	0	18,385	81,996	225.2%	495
	Apr	63,902	0	21,052	84,954	225.0%	566
	May	49,478	0	25,720	75,198	175.7%	491
	Jun	46,585	0	27,559	74,144	177.2%	647
	Jul	60,500	0	29,203	89,703	188.7%	331
	Aug	62,247	0	27,590	89,837	196.0%	934
	Sep	36,383	0	21,551	57,934	172.6%	472
	Oct	46,653	0	24,324	70,977	215.8%	537
	Nov	57,776	0	22,273	80,049	245.2%	501
	Dec	63,311	0	20,242	83,553	168.8%	586
	<b>Total 2007</b>	<b>646,058</b>	<b>0</b>	<b>267,869</b>	<b>913,927</b>	<b>195.0%</b>	<b>6,367</b>
	<b>% Change</b>						
	<b>2006 to 2007</b>	<b>842.7%</b>	<b>-</b>	<b>11.0%</b>	<b>195.0%</b>		<b>-</b>

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2006 to 2007	Passengers
	Jan	-	-	-	-	-	-
	Feb	-	-	-	-	-	-
	Mar	-	-	-	-	-	-
	Apr	-	-	-	-	-	-
	May	-	-	-	-	-	-
	Jun	-	-	-	-	-	-
	Jul	-	-	-	-	-	-
	Aug	-	-	-	-	-	-
	Sep	-	-	-	-	-	-
	Oct	-	-	-	-	-	-
	Nov	-	-	-	-	-	-
	Dec	-	-	-	-	-	-
	<b>Total 2007</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	<b>% Change</b>						
	<b>2006 to 2007</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2006 to 2007	Passengers
	Jan	42,490	0	15,148	57,638	152.9%	394
	Feb	53,122	0	14,822	67,944	204.9%	413
	Mar	63,611	0	18,385	81,996	225.2%	495
	Apr	63,902	0	21,052	84,954	225.0%	566
	May	49,478	0	25,720	75,198	175.7%	491
	Jun	46,585	0	27,559	74,144	177.2%	647
	Jul	60,500	0	29,203	89,703	188.7%	331
	Aug	62,247	0	27,590	89,837	194.8%	934
	Sep	36,383	0	21,551	57,934	172.6%	472
	Oct	46,653	0	24,324	70,977	215.8%	537
	Nov	57,776	0	22,273	80,049	245.2%	501
	Dec	63,311	0	20,242	83,553	168.8%	586
	<b>Total 2007</b>	<b>646,058</b>	<b>0</b>	<b>267,869</b>	<b>913,927</b>	<b>194.8%</b>	<b>6,367</b>
	<b>% Change</b>						
	<b>2006 to 2007</b>	<b>840.3%</b>	<b>-</b>	<b>11.0%</b>	<b>194.8%</b>		<b>-</b>

## 2.2.2 REGION

Monthly Totals 2006

## Commercial Passenger Traffic

Domestic	TOTAL REVENUE				% Change 2006 to 2007	Non-Revenue Passengers
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	
Jan		4,712,965	1,661	902,963	5,617,589	3.9%
Feb		4,376,394	4,431	849,773	5,230,598	3.1%
Mar		5,448,097	680	1,089,057	6,537,834	2.2%
Apr		5,638,612	5,022	1,130,503	6,774,137	5.0%
May		5,598,106	3,233	1,222,354	6,823,693	9.2%
Jun		5,623,222	1,967	1,189,079	6,814,268	6.8%
Jul		5,813,979	1,182	1,203,270	7,018,431	5.6%
Aug		5,971,172	1,013	1,264,631	7,236,816	8.4%
Sep		4,766,977	1,557	1,069,428	5,837,962	6.0%
Oct		5,201,910	1,837	1,124,117	6,327,864	3.1%
Nov		5,209,692	2,351	1,076,690	6,288,733	0.9%
Dec		5,005,097	802	987,268	5,993,167	-4.2%
<b>Total 2006</b>		<b>63,366,223</b>	<b>25,736</b>	<b>13,109,133</b>	<b>76,501,092</b>	<b>4.2%</b>
<b>% Change 2006 to 2007</b>		<b>3.2%</b>	<b>-15.9%</b>	<b>9.6%</b>	<b>4.2%</b>	<b>2.5%</b>

International	TOTAL REVENUE				% Change 2006 to 2007	Non-Revenue Passengers
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	
Jan		2,295,168	8,476	81,842	2,385,486	9.3%
Feb		1,957,259	9,093	76,976	2,043,328	7.9%
Mar		2,532,827	11,129	91,772	2,635,728	8.3%
Apr		2,655,671	3,724	84,969	2,744,364	6.3%
May		2,728,656	9,790	91,851	2,830,297	7.9%
Jun		2,992,128	8,715	85,537	3,086,380	5.8%
Jul		3,312,084	15,205	99,282	3,426,571	6.9%
Aug		3,356,612	17,788	106,928	3,481,328	9.1%
Sep		2,723,868	9,536	96,821	2,830,225	8.1%
Oct		2,644,216	3,692	93,649	2,741,557	9.6%
Nov		2,445,141	11,204	85,627	2,541,972	11.0%
Dec		2,668,461	18,310	90,130	2,776,901	9.8%
<b>Total 2006</b>		<b>32,312,091</b>	<b>126,662</b>	<b>1,085,384</b>	<b>33,524,137</b>	<b>8.3%</b>
<b>% Change 2006 to 2007</b>		<b>8.3%</b>	<b>11.4%</b>	<b>5.4%</b>	<b>8.3%</b>	<b>2.8%</b>

Domestic and International Totals	TOTAL REVENUE				% Change 2006 to 2007	Non-Revenue Passengers
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	
Jan		7,008,133	10,137	984,805	8,003,075	5.4%
Feb		6,333,653	13,524	926,749	7,273,926	4.4%
Mar		7,980,924	11,809	1,180,829	9,173,562	3.9%
Apr		8,294,283	8,746	1,215,472	9,518,501	5.3%
May		8,326,762	13,023	1,314,205	9,653,990	8.8%
Jun		8,615,350	10,682	1,274,616	9,900,648	6.5%
Jul		9,126,063	16,387	1,302,552	10,445,002	6.0%
Aug		9,327,784	18,801	1,371,559	10,718,144	8.6%
Sep		7,490,845	11,093	1,166,249	8,668,187	6.7%
Oct		7,846,126	5,529	1,217,766	9,069,421	5.0%
Nov		7,654,833	13,555	1,162,317	8,830,705	3.6%
Dec		7,673,558	19,112	1,077,398	8,770,068	-0.1%
<b>Total 2006</b>		<b>95,678,314</b>	<b>152,398</b>	<b>14,194,517</b>	<b>110,025,229</b>	<b>5.4%</b>
<b>% Change 2006 to 2007</b>		<b>4.8%</b>	<b>5.6%</b>	<b>9.3%</b>	<b>5.4%</b>	<b>2.6%</b>

### 2.3.1

## Passenger Traffic in Helicopters

*Annual Totals 1994 to 2007*

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YEAR	JFK	EWR	LGA	DOWNTOWN	TOTAL
1994	177			15,944	16,121
1995	-			18,756	18,756
1996	-			27,741	27,741
1997	-			39,609	39,609
1998	-			61,520	61,520
1999	-			75,342	75,342
2000	-			68,289	68,289
2001	-			17,351	17,351
2002	-			6,845	6,845
2003	-			47,124	47,124
2004	-			104,158	104,158
2005	-			113,752	113,752
2006	-			124,130	124,130
2007	-			182,688	182,688

### 2.3.2

## Passenger Traffic in Helicopters

*Monthly Totals 2007 and 2006*

2007	MONTH	JFK	EWR	LGA	DOWNTOWN	TOTAL
	Jan				8,167	8,167
	Feb				8,093	8,093
	Mar				10,358	10,358
	Apr				15,661	15,661
	May				15,242	15,242
	Jun				15,245	15,245
	Jul				15,047	15,047
	Aug				20,852	20,852
	Sep				15,777	15,777
	Oct				17,869	17,869
	Nov				18,815	18,815
	Dec				21,562	21,562
	<b>Annual Total for 2007</b>				<b>182,688</b>	<b>182,688</b>

2006	MONTH	JFK	EWR	LGA	DOWNTOWN	TOTAL
	Jan				4,999	4,999
	Feb				6,346	6,346
	Mar				8,728	8,728
	Apr				11,411	11,411
	May				7,926	7,926
	Jun				7,232	7,232
	Jul				13,754	13,754
	Aug				11,901	11,901
	Sep				8,258	8,258
	Oct				13,114	13,114
	Nov				12,824	12,824
	Dec				17,637	17,637
	<b>Annual Total for 2006</b>				<b>124,130</b>	<b>124,130</b>

**Notes:** No passenger activity for scheduled helicopters at JFK, EWR or LGA until U.S. Helicopter began service in 2005. US Helicopter provides passenger only for its Downtown location. It does not provide data for its traffic to JFK and LGA. W. 30th Heliport was returned to NYS DOT, May 1996

### 2.4.1 JFK

Annual Totals 1994 to 2007

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	11,516,300	1,392,934	9,265	2,246,828	405,171	1,358,781	10,764,635	1,125,455	28,819,369
1995	11,813,773	1,499,600	52,066	2,360,298	364,620	1,497,024	11,577,982	1,212,216	30,377,579
1996	12,200,744	1,501,511	137,089	2,256,961	384,284	1,501,744	11,801,458	1,371,705	31,155,496
1997	12,349,531	1,562,096	130,302	2,241,480	428,324	1,649,237	11,534,390	1,462,071	31,357,431
1998	11,827,827	1,386,740	175,903	2,382,744	378,601	1,733,559	11,704,201	1,469,520	31,059,095
1999	12,051,043	1,452,804	167,360	2,669,806	419,918	1,434,742	12,011,032	1,501,726	31,708,431
2000	12,727,995	1,431,885	167,411	2,708,292	438,079	1,378,514	12,388,578	1,587,110	32,827,864
2001	12,261,412	1,100,068	169,857	2,602,377	371,549	1,209,070	10,155,565	1,480,154	29,350,052
2002	13,609,127	993,751	133,172	2,608,719	434,347	1,126,384	9,430,305	1,603,407	29,939,212
2003	15,145,675	1,291,183	115,142	2,775,936	438,529	1,142,993	9,293,648	1,533,383	31,736,489
2004	18,537,406	1,551,016	156,538	3,044,875	480,985	1,352,007	10,622,734	1,829,896	37,575,457
2005	20,367,497	1,724,057	212,745	3,126,841	490,462	1,474,630	11,509,776	1,985,977	40,891,985
2006	21,354,376	1,649,123	321,403	3,160,943	581,651	1,567,191	12,016,817	1,977,779	42,629,283
2007	24,666,381	1,507,309	295,293	3,472,324	795,675	1,719,556	13,167,346	2,093,941	47,717,825

### 2.4.1 EWR

Annual Totals 1994 to 2007

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	23,818,146	552,368	451,741	578,760	230,484	2,279	2,213,866	172,340	28,019,984
1995	22,069,117	33	518,786	553,243	230,306	15,316	2,328,796	199,100	25,914,697
1996	23,813,992	715,174	565,738	651,345	275,480	103,779	2,855,100	136,856	29,117,464
1997	24,670,114	656,873	628,296	608,601	290,047	261,454	3,645,959	184,513	30,945,857
1998	25,248,909	607,898	685,200	529,551	348,693	469,355	4,518,340	167,928	32,575,874
1999	25,243,147	669,422	687,053	545,081	411,947	626,900	5,124,745	314,391	33,622,686
2000	25,020,657	767,836	906,028	607,095	411,782	643,674	5,538,997	292,632	34,188,701
2001	22,791,615	691,631	944,161	700,676	389,292	585,733	4,663,542	333,841	31,100,491
2002	21,148,358	699,451	806,382	747,662	397,219	488,012	4,598,621	335,070	29,220,775
2003	21,043,705	738,176	827,594	846,422	398,655	480,792	4,830,348	284,822	29,450,514
2004	22,224,861	810,394	988,004	995,348	430,669	504,577	5,548,387	391,132	31,893,372
2005	22,944,821	768,647	885,954	997,402	451,567	527,249	5,968,564	535,040	33,079,244
2006	24,682,810	922,642	919,852	1,080,410	434,827	575,201	6,360,770	658,187	35,634,699
2007	24,870,701	743,409	925,443	1,106,580	476,115	572,452	7,009,009	663,501	36,367,210

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

## 2.4.1 LGA

Annual Totals 1994 to 2007

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	19,530,496	-	1,056,818	143,153	-	-	-	-	20,730,467
1995	19,309,523	-	1,152,677	137,194	-	-	-	-	20,599,394
1996	19,337,106	-	1,237,665	124,042	-	-	323	-	20,699,136
1997	20,305,251	-	1,203,927	98,270	-	-	-	-	21,607,448
1998	21,570,795	-	1,161,343	79,797	-	-	-	-	22,811,935
1999	22,592,060	-	1,229,098	105,765	-	-	-	-	23,926,923
2000	24,013,839	-	1,212,662	133,533	-	-	-	-	25,360,034
2001	21,375,263	-	965,454	179,157	-	-	-	-	22,519,874
2002	20,869,575	-	940,971	176,133	-	-	-	-	21,986,679
2003	21,435,178	68	845,935	201,589	-	-	-	-	22,482,770
2004	23,191,610	-	1,059,906	201,687	-	-	-	-	24,453,203
2005	24,418,261	-	1,269,264	201,865	-	-	-	-	25,889,390
2006	24,496,982	-	1,186,312	127,309	-	-	-	-	25,810,603
2007	23,799,365	-	1,115,548	111,354	-	-	-	-	25,026,267

## 2.4.1 SWF

Annual Totals 1994 to 2007

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	689,964	-	-	21	4,545	-	116	-	694,646
1995	709,628	-	42	-	4,256	-	-	16	713,942
1996	730,026	-	6	-	-	-	-	-	730,032
1997	719,188	-	6	-	-	-	-	-	719,194
1998	518,097	-	-	350	-	-	-	-	518,447
1999	362,143	-	143	193	-	-	-	-	362,479
2000	402,419	-	-	-	228	-	-	-	402,647
2001	283,960	-	-	-	125	-	-	-	284,085
2002	227,834	-	-	-	-	-	-	-	227,834
2003	400,464	-	50	325	-	-	-	-	400,839
2004	510,563	-	-	-	-	-	-	-	510,563
2005	398,214	-	6	-	-	-	-	-	398,220
2006	309,777	-	74	-	-	-	125	-	309,976
2007	913,927	-	-	-	-	-	-	-	913,927

## 2.4.1 REGION

Annual Totals 1994 to 2007

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1994	55,554,906	1,945,302	1,517,824	2,968,762	640,200	1,361,060	12,978,617	1,297,795	78,264,466
1995	53,902,041	2,211,167	1,723,571	3,050,735	599,182	1,512,340	13,906,778	1,411,332	78,317,146
1996	56,081,868	2,216,685	1,940,498	3,032,348	659,764	1,605,523	14,656,881	1,508,561	81,702,128
1997	58,044,084	2,218,969	1,962,531	2,948,351	718,371	1,910,691	15,180,349	1,646,584	84,629,930
1998	59,165,628	1,994,638	2,022,446	2,992,442	727,294	2,202,914	16,222,541	1,637,448	86,965,351
1999	60,248,393	2,122,226	2,083,654	3,320,845	831,865	2,061,642	17,135,777	1,816,117	89,620,519
2000	62,164,910	2,199,721	2,286,101	3,448,920	850,089	2,022,188	17,927,575	1,879,742	92,779,246
2001	56,712,250	1,791,699	2,079,472	3,482,210	760,966	1,794,803	14,819,107	1,813,995	83,254,502
2002	55,854,894	1,693,202	1,880,525	3,532,514	831,566	1,614,396	14,028,926	1,938,477	81,374,500
2003	58,025,022	2,029,427	1,788,721	3,824,272	837,184	1,623,785	14,123,996	1,818,205	84,070,612
2004	64,464,440	2,361,410	2,204,448	4,241,910	911,654	1,856,584	16,171,121	2,221,028	94,432,595
2005	68,128,793	2,492,704	2,367,969	4,326,108	942,029	2,001,879	17,478,340	2,521,017	100,258,839
2006	70,843,945	2,571,765	2,427,641	4,368,662	1,016,478	2,142,392	18,377,712	2,635,966	104,384,561
2007	74,250,374	2,250,718	2,336,284	4,690,258	1,271,790	2,292,008	20,176,355	2,757,442	110,025,229

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



## 2.5.1 JFK

Top 20 Carriers

## 2007 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRWAYS	12,798,342	697,636	13,495,978	28.3%
2	AMERICAN	3,787,743	3,853,867	7,641,610	44.3%
3	DELTA	4,026,358	2,822,861	6,849,219	58.7%
4	COMAIR, INC.	1,565,784	-	1,565,784	61.9%
5	BRITISH AIRWAYS	-	1,355,305	1,355,305	64.8%
6	UNITED	892,375	-	892,375	66.6%
7	AIR FRANCE	-	840,686	840,686	68.4%
8	VIRGIN ATLANTIC	-	697,646	697,646	69.9%
9	LUFTHANSA	-	622,343	622,343	71.2%
10	AMERICAN EAGLE	445,546	173,556	619,102	72.5%
11	DELTA CONNECT:MESA-FREEDOM	589,889	-	589,889	73.7%
12	EMIRATES AIRLINES & SKY CARGO	-	517,519	517,519	74.8%
13	AER LINGUS	-	508,814	508,814	75.9%
14	EL AL	-	470,615	470,615	76.8%
15	AIR JAMAICA	-	429,888	429,888	77.7%
16	AMERICA WEST	426,975	-	426,975	78.6%
17	NORTHWEST	420,032	-	420,032	79.5%
18	ALITALIA	-	390,175	390,175	80.3%
19	CATHAY PACIFIC	-	383,488	383,488	81.1%
20	KOREAN	-	381,913	381,913	81.9%
@TOP 20		24,953,044	14,146,312	39,099,356	
TOTAL AIRPORT		26,173,690	21,544,135	47,717,825	

## 2.5.1 EWR

Top 20 Carriers

## 2007 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	13,857,727	6,876,914	20,734,641	57.0%
2	CONTINENTAL EXPRESS/EXP. JET	3,972,353	-	4,478,432	69.3%
3	AMERICAN	1,655,312	236	1,655,548	73.9%
4	UNITED	1,085,118	-	1,085,118	76.9%
5	JETBLUE AIRWAYS	1,066,022	-	1,066,022	79.8%
6	DELTA	989,907	135	990,042	82.5%
7	NORTHWEST	688,327	41,910	730,237	84.5%
8	US AIRWAYS	490,150	-	490,150	85.9%
9	VIRGIN ATLANTIC	-	359,915	359,915	86.9%
10	LUFTHANSA	-	355,471	355,471	87.8%
11	BRITISH AIRWAYS	-	339,730	339,730	88.8%
12	AIRTRAN AIRWAYS	333,030	-	333,030	89.7%
13	SAS	-	292,914	292,914	90.5%
14	AMERICA WEST	283,123	-	283,123	91.3%
15	ALITALIA	-	-	267,808	92.0%
16	AIR INDIA	-	192,162	192,162	92.5%
17	ALASKA AIRLINES	187,742	-	187,742	93.1%
18	AIR PORTUGAL(TAP)	-	186,357	186,357	93.6%
19	USA 3000 AIRLINES	132,996	46,514	179,510	94.1%
20	EL AL	-	-	170,615	94.5%
@TOP 20		24,741,807	8,692,258	34,378,567	
TOTAL AIRPORT		25,614,110	10,753,100	36,367,210	

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

### 2.5.1 LGA

Top 20 Carriers

### 2007 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	AMERICAN	4,906,253	114,588	5,020,841	20.1%
2	DELTA	2,706,891	92,028	2,798,919	31.2%
3	US AIRWAYS	2,263,361	19,326	2,282,687	40.4%
4	UNITED	1,719,581	-	1,719,581	47.2%
5	NORTHWEST	1,500,277	-	1,500,277	53.2%
6	AMERICAN EAGLE	1,017,644	144,927	1,162,571	57.9%
7	DELTA SHUTTLE	1,032,261	-	1,032,261	62.0%
8	SPIRIT AIRLINES	936,226	-	936,226	65.7%
9	AIRTRAN AIRWAYS	921,427	-	921,427	69.4%
10	COMAIR, INC.	917,721	-	917,721	73.1%
11	CONTINENTAL	881,536	-	881,536	76.6%
12	USAIR EXP: AIR WISCONSIN	770,936	-	770,936	79.7%
13	JETBLUE AIRWAYS	723,581	-	723,581	82.6%
14	AIR CANADA	-	722,690	722,690	85.5%
15	ATA AIRLINES	598,997	-	598,997	87.9%
16	USAIR EXP-CHAUTAUQUA	569,459	-	569,459	90.1%
17	USAIR EXP-PIEDMONT	515,401	-	515,401	92.2%
18	MIDWEST AIRLINES, INC.	422,794	-	422,794	93.9%
19	US AIR EXP:COLGAN AIR	309,794	-	309,794	95.1%
20	DELTA CONNECT:SHUTTLE AMERICA	254,727	-	254,727	96.1%
@TOP 20		22,968,867	1,093,559	24,062,426	
TOTAL AIRPORT		23,799,365	1,226,902	25,026,267	

### 2.5.1 SWF

Top 20 Carriers

### 2007 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRWAYS	353,392	-	353,392	38.7%
2	AIRTRAN AIRWAYS	290,006	-	290,006	70.4%
3	DELTA: ASA	64,012	-	64,012	77.4%
4	USAIR EXP-PIEDMONT	57,694	-	57,694	83.7%
5	AMERICAN EAGLE	53,856	-	53,856	89.6%
6	NW AIRLINK:PINNACLE	52,528	-	52,528	95.4%
7	USAIR EXP: AIR WISCONSIN	39,779	-	39,779	99.7%
8	ALLEGiant AIR	2,660	-	2,660	100.0%
9	UNITED PARCEL	-	-	-	100.0%
10		-	-	-	100.0%
11		-	-	-	100.0%
12		-	-	-	100.0%
13		-	-	-	100.0%
14		-	-	-	100.0%
15		-	-	-	100.0%
16		-	-	-	100.0%
17		-	-	-	100.0%
18		-	-	-	100.0%
19		-	-	-	100.0%
20		-	-	-	100.0%
@TOP 20		913,927	0	913,927	
TOTAL AIRPORT		913,927	-	913,927	

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

## 2.5.1 Region

Top 20 Carriers

## 2007 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	14,980,413	6,876,914	21,857,327	19.9%
2	JETBLUE AIRWAYS	14,941,337	697,636	15,638,973	34.1%
3	AMERICAN	10,349,308	3,968,691	14,317,999	47.1%
4	DELTA	7,723,156	2,915,024	10,638,180	56.8%
5	CONTINENTAL EXPRESS/EXP. JET	4,030,188	506,079	4,536,267	60.9%
6	UNITED	3,697,074	-	3,697,074	64.2%
7	US AIRWAYS	2,877,719	19,326	2,897,045	66.9%
8	NORTHWEST	2,608,636	41,910	2,650,546	69.3%
9	COMAIR, INC.	2,582,641	-	2,582,641	71.6%
10	AMERICAN EAGLE	1,619,790	318,483	1,938,273	73.4%
11	BRITISH AIRWAYS	-	1,695,035	1,695,035	74.9%
12	AIRTRAN AIRWAYS	1,544,463	-	1,544,463	76.3%
13	VIRGIN ATLANTIC	-	1,057,561	1,057,561	77.3%
14	DELTA SHUTTLE	1,032,261	-	1,032,261	78.2%
15	LUFTHANSA	-	977,814	977,814	79.1%
16	AIR FRANCE	-	973,200	973,200	80.0%
17	AIR CANADA	-	960,175	960,175	80.9%
18	SPIRIT AIRLINES	936,226	-	936,226	81.7%
19	USAIR EXP: AIR WISCONSIN	874,676	-	874,676	82.5%
20	AMERICA WEST	710,098	-	710,098	83.2%
<b>@TOP 20</b>		<b>70,507,986</b>	<b>21,007,848</b>	<b>91,515,834</b>	
<b>TOTAL AIRPORTS</b>		<b>76,501,092</b>	<b>33,524,137</b>	<b>110,025,229</b>	

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

## 2.6.1 JFK

## Passenger Traffic by Terminal

### 2007 Passengers

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	Inbound	Outbound	Inbound	Outbound	
Terminal 1	-	-	2,093,711	2,091,012	4,184,723
Terminal 2	1,832,555	1,817,763	-	-	3,650,318
Terminal 3	1,421,017	1,385,592	1,422,894	1,395,010	5,624,513
Terminal 4	486,454	480,046	3,902,965	3,504,490	8,373,955
Terminal 5 (Closed)	-	-	-	-	-
Terminal 6	6,427,336	6,371,006	-	355,227	13,153,569
Terminal 7	858,026	850,746	1,271,036	1,279,793	4,259,601
Terminal 8	722,655	727,694	2,005,872	2,030,788	5,487,009
Terminal 9	1,415,346	1,377,114	94,731	95,945	2,983,136
Terminal Location Varies	290	50	598	63	1,001
<b>Total</b>	<b>13,163,679</b>	<b>13,010,011</b>	<b>10,791,807</b>	<b>10,752,328</b>	<b>47,717,825</b>

## 2.6.1 EWR

### 2007 Passengers

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	Inbound	Outbound	Inbound	Outbound	
Terminal A	3,665,432	4,039,740	123,187	121,442	7,949,801
Terminal B	1,047,353	1,025,096	2,051,665	1,553,512	5,677,626
Terminal C	8,035,220	7,801,109	3,208,909	3,694,385	22,739,623
Unknown Terminal	80	80	-	-	160
<b>Total</b>	<b>12,748,085</b>	<b>12,866,025</b>	<b>5,383,761</b>	<b>5,369,339</b>	<b>36,367,210</b>

## 2.6.1 LGA

### 2007 Passengers

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	Inbound	Outbound	Inbound	Outbound	
Central Terminal Building	6,286,339	6,326,992	562,766	552,782	13,728,879
Delta Terminal	638,020	650,259	-	-	1,288,279
Marine Terminal	2,631,602	2,646,678	46,672	45,356	5,370,308
US Airways Terminal	2,316,779	2,302,696	9,881	9,445	4,638,801
<b>Total</b>	<b>11,872,740</b>	<b>11,926,625</b>	<b>619,319</b>	<b>607,583</b>	<b>25,026,267</b>

## 2.6.1 SWF

### 2007 Passengers

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	Inbound	Outbound	Inbound	Outbound	
Airline Terminal	456,784	457,143	-	-	913,927
<b>Total</b>	<b>456,784</b>	<b>457,143</b>	<b>0</b>	<b>0</b>	<b>913,927</b>

**Note:** It is difficult to accurately reflect traffic at passenger terminals having airline tenants whose service to a market group is split between two terminals. Problem cases are JFK's Delta Terminals 2 & 3, and, to a lesser extent, American's Terminals 8 & 9.

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

## 2.7.1 JFK

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2007

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

### Kennedy International Airport

1	Los Angeles, CA, US	2,014,840	82.6%	38.7%	AA	49.7%	DL	25.0%
2	San Francisco, CA, US	1,590,970	82.1%	40.1%	AA	35.7%	UA	26.1%
3	Orlando, Florida, US	1,155,190	90.3%	65.8%	B6	69.0%	DL	29.3%
4	San Juan, Puerto Rico (US)	1,146,940	78.2%	52.5%	AA	57.9%	B6	32.6%
5	Fort Lauderdale, FL, US	1,014,910	95.3%	61.8%	B6	73.9%	DL	25.4%
6	Las Vegas, Nevada, US	977,680	92.1%	75.0%	B6	42.8%	DL	29.4%
7	Miami, Florida, US	808,810	45.3%	30.3%	AA	89.4%	DL	10.0%
8	West Palm Beach/Palm B, FL, US	658,420	97.8%	63.9%	B6	83.4%	DL	16.2%
9	Tampa, Florida, US	656,750	89.7%	53.1%	B6	69.2%	DL	29.9%
10	Buffalo, New York, US	617,870	95.2%	48.2%	B6	87.8%	DL	10.6%
11	Boston, Massachusetts, US	577,350	60.9%	31.7%	B6	47.0%	DL	33.8%
12	San Diego, California, US	525,060	87.5%	47.1%	AA	40.9%	B6	37.0%
13	Seattle/Tacoma, WA, US	477,580	83.8%	40.6%	DL	49.9%	B6	24.1%
14	Washington, DC, US	445,300	63.7%	32.3%	DL	34.7%	B6	31.8%
15	Phoenix, Arizona, US	434,800	93.1%	53.1%	B6	35.8%	US	29.3%
16	Chicago, Illinois, US	431,800	83.2%	48.5%	B6	59.8%	DL	24.9%
17	Long Beach, California, US	427,170	99.6%	47.4%	B6	99.3%	US	0.5%
18	Burbank, California, US	383,740	99.9%	44.8%	B6	98.0%	US	1.1%
19	Fort Myers, Florida, US	378,760	99.6%	68.4%	B6	98.4%	DL	0.7%
20	Minneapolis/St Pau, MN, US	338,950	91.9%	37.8%	NW	61.2%	SY	36.1%
21	Houston, Texas, US	337,760	85.5%	42.2%	CO	53.0%	B6	42.8%
22	Oakland, California, US	336,120	99.3%	44.1%	B6	95.5%	DL	1.7%
23	Raleigh/Durham, NC, US	320,930	73.7%	38.4%	B6	51.2%	AA	30.5%
24	Rochester, New York, US	314,720	91.8%	40.8%	B6	83.6%	DL	15.4%
25	Atlanta, Georgia, US	296,850	45.9%	25.6%	DL	94.8%	US	2.1%
26	Salt Lake City, Utah, US	293,620	81.6%	43.8%	DL	77.9%	B6	19.1%
27	Pittsburgh, PA, US	237,680	84.0%	40.5%	B6	68.5%	DL	28.5%
28	Charlotte, North Carolina, US	225,290	91.7%	51.4%	B6	78.1%	US	17.6%
29	Columbus, Ohio, US	214,120	84.5%	38.5%	B6	62.1%	DL	29.5%
30	Denver, Colorado, US	201,990	94.1%	58.1%	B6	73.4%	DL	20.1%
31	Austin, Texas, US	197,270	92.5%	45.6%	B6	75.3%	DL	19.0%
32	Jacksonville, Florida, US	196,830	97.2%	54.8%	B6	90.8%	DL	6.8%
33	Nashville, Tennessee, US	194,090	88.5%	43.3%	B6	65.5%	DL	29.9%
34	Richmond Intl, Richmnd, VA, US	191,690	88.2%	41.8%	B6	62.3%	DL	25.3%
35	Dallas/Fort Worth, TX, US	181,520	58.5%	30.8%	AA	59.3%	DL	34.2%
36	New Orleans, Louisiana, US	179,170	97.5%	54.0%	B6	91.0%	DL	4.1%
37	Syracuse, New York, US	160,730	90.0%	43.4%	B6	77.2%	DL	13.4%
38	San Jose, California, US	146,820	98.8%	48.8%	B6	83.1%	AA	6.7%
39	Detroit, Michigan, US	146,730	49.4%	23.0%	NW	59.5%	DL	38.8%
40	Burlington, Vermont, US	145,400	89.1%	43.0%	B6	80.6%	DL	13.9%
41	Portland, Oregon, US	140,940	89.6%	39.4%	B6	50.1%	DL	36.3%
42	Aguadilla, Puerto Rico (US)	138,800	100.0%	69.5%	B6	100.0%	DL	0.0%
43	Portland, Maine, US	120,900	92.1%	50.8%	B6	77.8%	DL	13.6%
44	Charlotte Amalie, VI (US)	115,240	94.4%	79.6%	AA	94.1%	DL	5.4%
45	Sacramento, California, US	107,280	97.1%	38.5%	B6	72.2%	DL	12.0%
46	Sarasota/Bradenton, FL, US	99,250	99.2%	67.9%	B6	96.8%	DL	2.4%
47	Ontario/San Berndn, CA, US	98,420	98.7%	41.1%	B6	78.0%	US	9.2%
48	Cleveland, Ohio, US	83,520	51.3%	25.3%	DL	60.7%	AA	22.4%
49	Ponce, Puerto Rico (US)	78,120	100.0%	62.6%	B6	99.9%	AA	0.1%
50	Tucson, Arizona, US	77,040	97.0%	51.5%	B6	82.2%	AA	5.3%

**Total for top 50 Markets**

**20,641,730**

**94.8%**  
Percent Top  
50 Markets  
are of Total

**Kennedy Total**

**21,771,500**

**84.1%**  
Percent Pure  
Domestic O&D is  
of Total O&D

**47.5%**  
Percent O&D  
originating at  
the base

**64.3%**  
Percent O&D  
by Top Airline

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

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc...

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

## 2.7.1 EWR

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2007

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

### Newark Liberty International Airport

1	Orlando, Florida, US	1,615,200	89.5%	71.6%	CO	69.6%	B6	25.3%
2	Fort Lauderdale, FL, US	1,285,500	91.5%	61.6%	CO	68.0%	B6	25.4%
3	Chicago, Illinois, US	1,284,420	89.6%	52.7%	CO	45.7%	UA	27.8%
4	Atlanta, Georgia, US	1,106,210	84.5%	44.6%	DL	44.1%	CO	36.1%
5	Los Angeles, CA, US	1,024,980	87.8%	51.0%	CO	64.7%	AA	21.1%
6	San Francisco, CA, US	839,030	84.2%	51.3%	CO	67.9%	UA	25.6%
7	Las Vegas, Nevada, US	818,190	89.9%	78.7%	CO	84.2%	US	7.7%
8	Houston, Texas, US	787,010	51.1%	26.3%	CO	95.1%	US	1.5%
9	Miami, Florida, US	756,480	69.4%	50.1%	CO	52.8%	AA	43.6%
10	Tampa, Florida, US	755,290	88.0%	54.8%	CO	78.3%	B6	11.9%
11	West Palm Beach/Palm B, FL, US	735,490	93.8%	63.3%	CO	81.1%	B6	16.4%
12	Dallas/Fort Worth, TX, US	586,450	85.1%	45.8%	AA	52.7%	CO	41.9%
13	Phoenix, Arizona, US	543,420	90.1%	57.0%	CO	71.7%	US	18.9%
14	Fort Myers, Florida, US	496,760	93.1%	67.7%	CO	66.7%	B6	23.1%
15	San Juan, Puerto Rico (US)	488,660	82.0%	61.8%	CO	76.6%	AA	20.7%
16	Seattle/Tacoma, WA, US	462,950	84.7%	42.7%	CO	64.2%	AS	27.5%
17	Denver, Colorado, US	437,060	86.1%	52.4%	CO	59.7%	UA	33.4%
18	Boston, Massachusetts, US	427,800	66.8%	39.0%	CO	97.6%	AA	2.2%
19	Charlotte, North Carolina, US	394,410	79.7%	39.4%	US	53.7%	CO	22.6%
20	Minneapolis/St Pau, MN, US	357,430	76.6%	39.7%	NW	51.0%	CO	36.8%
21	San Diego, California, US	355,970	86.7%	56.5%	CO	85.2%	US	4.7%
22	Raleigh/Durham, NC, US	330,820	82.7%	44.6%	CO	65.9%	AA	24.6%
23	Washington, DC, US	307,490	54.9%	31.4%	CO	73.8%	XX	14.1%
24	Detroit, Michigan, US	301,580	67.5%	34.5%	NW	54.2%	CO	32.5%
25	Cleveland, Ohio, US	298,540	58.3%	30.4%	CO	99.1%	UA	0.4%
26	Jacksonville, Florida, US	236,370	88.4%	54.4%	CO	79.4%	XX	5.9%
27	Pittsburgh, PA, US	224,130	76.2%	38.9%	CO	51.4%	XX	26.9%
28	Santa Ana, California, US	215,890	94.7%	54.9%	CO	83.7%	AA	4.4%
29	New Orleans, Louisiana, US	207,130	85.3%	55.5%	CO	89.4%	US	3.8%
30	Salt Lake City, Utah, US	206,240	86.2%	56.5%	DL	65.4%	CO	27.9%
31	Portland, Oregon, US	201,640	81.4%	41.4%	CO	81.6%	AS	5.2%
32	Columbus, Ohio, US	200,310	83.2%	43.7%	CO	83.3%	XX	12.3%
33	St Louis, Missouri, US	198,230	85.3%	42.0%	AA	46.8%	CO	26.1%
34	Honolulu, Oahu, Hawaii, US	196,450	88.5%	71.7%	CO	69.6%	UA	8.1%
35	Austin, Texas, US	192,270	81.7%	43.8%	CO	88.7%	AA	7.9%
36	San Antonio, Texas, US	156,090	82.6%	50.6%	CO	90.5%	AA	5.2%
37	Kansas City, Missouri, US	146,240	81.5%	43.7%	CO	63.0%	XX	17.2%
38	Indianapolis, Indiana, US	145,710	79.0%	42.8%	CO	67.9%	XX	19.8%
39	Nashville, Tennessee, US	143,130	82.0%	44.5%	CO	47.5%	XX	37.9%
40	Sarasota/Bradenton, FL, US	124,880	94.4%	67.1%	CO	92.5%	DL	4.3%
41	Buffalo, New York, US	122,720	80.0%	42.1%	CO	75.6%	XX	23.5%
42	Milwaukee, Wisconsin, US	115,740	88.4%	43.7%	YX	40.9%	CO	27.5%
43	Memphis, Tennessee, US	227,620	81.1%	40.4%	NW	44.8%	CO	28.5%
44	San Jose, California, US	101,470	94.3%	51.5%	CO	68.0%	US	9.1%
45	Richmond Intl, Richmnd, VA, US	95,700	78.4%	41.4%	CO	54.5%	XX	43.3%
46	Charleston, South Carolina, US	95,660	85.9%	53.1%	CO	45.3%	XX	36.2%
47	Albuquerque, NM, US	95,640	88.8%	57.4%	CO	69.8%	AA	14.8%
48	Greensboro/High Point, NC, US	92,100	80.7%	42.8%	CO	48.0%	XX	46.6%
49	Aguadilla, Puerto Rico (US)	84,410	97.5%	67.1%	CO	97.6%	B6	2.4%
50	Norfolk/Va B/Pt/Ch, VA, US	83,190	68.0%	36.1%	CO	52.5%	XX	45.2%

**Total for top 50 Markets**

**20,706,100**

**88.3%**  
Percent Top 50 Markets are of Total

**Newark Liberty Total**

**23,437,310**

**83.6%**  
Percent Pure Domestic O&D is of Total O&D

**51.9%**  
Percent O&D originating at the base

**66.1%**  
Percent O&D by Top Airline

**22.5%**  
Percent O&D by 2nd Ranked Airline

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc...

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

## 2.7.1 LGA

Annual Total for 2007

## Top 50 Domestic Passenger Origin/Destination City Markets

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked	
						Percent of O&D		Percent of O&D
LaGuardia								
1	Chicago, Illinois, US	2,135,850	94.7%	41.3%	AA	44.9%	UA	31.6%
2	Atlanta, Georgia, US	1,639,650	91.3%	41.3%	DL	56.3%	FL	28.4%
3	Fort Lauderdale, FL, US	1,398,750	96.5%	54.7%	NK	36.0%	B6	32.9%
4	Washington, DC, US	1,120,620	95.3%	48.2%	DL	43.3%	US	39.2%
5	Miami, Florida, US	1,087,660	72.8%	44.3%	AA	88.5%	DL	8.8%
6	Boston, Massachusetts, US	1,060,830	96.5%	44.4%	DL	50.3%	US	41.1%
7	Dallas/Fort Worth, TX, US	934,350	91.5%	37.6%	AA	81.7%	TZ	4.3%
8	Detroit, Michigan, US	857,630	93.3%	39.7%	NW	66.0%	NK	20.1%
9	Orlando, Florida, US	765,450	96.7%	65.9%	DL	41.3%	AA	28.5%
10	Houston, Texas, US	594,250	85.4%	33.6%	CO	81.9%	TZ	6.6%
11	Denver, Colorado, US	593,510	97.6%	43.7%	UA	61.0%	F9	28.9%
12	Charlotte, North Carolina, US	546,390	91.1%	38.5%	US	67.0%	AA	13.8%
13	Tampa, Florida, US	395,360	98.1%	50.6%	DL	52.8%	AA	36.8%
14	West Palm Beach/Palm B, FL, US	393,490	99.4%	60.3%	DL	54.6%	B6	33.0%
15	Raleigh/Durham, NC, US	386,270	98.2%	43.4%	AA	50.2%	DL	22.4%
16	Minneapolis/St Pau, MN, US	348,400	91.0%	37.9%	NW	82.2%	AA	11.5%
17	Pittsburgh, PA, US	301,280	98.4%	39.8%	US	76.3%	AA	16.1%
18	St Louis, Missouri, US	299,670	98.6%	43.5%	AA	87.5%	US	2.4%
19	Cleveland, Ohio, US	286,290	98.7%	42.5%	CO	64.8%	AA	23.9%
20	Kansas City, Missouri, US	275,740	99.4%	39.1%	YX	74.7%	NW	6.8%
21	Columbus, Ohio, US	274,240	98.6%	41.6%	AA	32.8%	DL	29.1%
22	Myrtle Beach, SC, US	266,560	99.9%	70.0%	NK	85.7%	US	7.5%
23	Indianapolis, Indiana, US	236,000	99.2%	42.7%	XX	39.3%	US	28.7%
24	Nashville, Tennessee, US	209,610	98.5%	42.3%	AA	89.0%	US	4.3%
25	Milwaukee, Wisconsin, US	207,130	99.7%	40.7%	YX	88.5%	NW	3.6%
26	Los Angeles, CA, US	202,210	94.9%	43.0%	AA	22.1%	UA	17.9%
27	Richmond Intl, Richmnd, VA, US	182,570	99.0%	44.9%	US	46.4%	DL	27.2%
28	Cincinnati, Ohio, US	172,490	96.5%	41.4%	DL	77.8%	AA	17.3%
29	Jacksonville, Florida, US	171,580	98.4%	46.3%	DL	67.6%	US	15.0%
30	New Orleans, Louisiana, US	169,510	98.6%	55.1%	AA	38.9%	DL	36.8%
31	Buffalo, New York, US	168,930	98.9%	46.5%	US	54.9%	XX	44.2%
32	Greensboro/High Point, NC, US	149,950	99.0%	47.7%	DL	37.4%	XX	37.0%
33	Charleston, South Carolina, US	146,230	98.8%	58.9%	DL	52.9%	US	33.5%
34	Memphis, Tennessee, US	137,550	95.9%	44.8%	NW	72.4%	DL	7.8%
35	Las Vegas, Nevada, US	134,260	96.2%	75.0%	AA	22.2%	UA	18.6%
36	Savannah, Georgia, US	122,680	99.0%	59.9%	DL	63.3%	US	18.5%
37	San Francisco, CA, US	120,170	91.3%	42.0%	UA	36.8%	AA	20.2%
38	Louisville, Kentucky, US	108,680	99.2%	46.0%	XX	31.9%	US	31.4%
39	Phoenix, Arizona, US	108,400	98.5%	51.6%	AA	31.6%	NW	14.1%
40	Akron/Canton, Ohio, US	104,030	100.0%	40.5%	FL	97.2%	US	1.3%
41	San Antonio, Texas, US	99,060	99.1%	43.2%	AA	40.8%	CO	22.9%
42	Newport News/Wmsbg, VA, US	98,530	99.9%	44.4%	FL	95.9%	US	4.1%
43	Dayton, Ohio, US	96,200	99.6%	39.4%	US	65.4%	UA	13.9%
44	Austin, Texas, US	94,630	98.6%	38.7%	AA	62.8%	CO	17.4%
45	Albuquerque, NM, US	92,090	99.0%	50.7%	AA	44.9%	DL	18.8%
46	Rochester, New York, US	89,220	99.2%	46.8%	XX	56.1%	US	43.3%
47	Birmingham, Alabama, US	88,730	99.0%	33.6%	DL	68.6%	US	19.7%
48	Santa Ana, California, US	77,190	99.3%	38.5%	AA	41.2%	UA	23.3%
49	Portland, Maine, US	77,120	98.7%	50.1%	XX	50.1%	US	35.0%
50	Norfolk/Va B/Pt/Ch, VA, US	74,630	99.0%	48.6%	US	50.0%	XX	47.6%
Total for top 50 Markets		19,701,620	87.2%		Percent Top 50 Markets are of Total			
Newark Liberty Total		22,598,300	94.6%	45.3%	57.8%		23.8%	
			Percent Pure Domestic O&D is of Total O&D	Percent O&D originating at the base	Percent O&D by Top Airline		Percent O&D by 2nd Ranked Airline	

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc...

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



## 2.7.1 SWF

Annual Total for 2007

## Top 50 Domestic Passenger Origin/Destination City Markets

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked	
						Percent of O&D		Percent of O&D
1	Orlando, Florida, US	227,630	100.0%	76.7%	B6	71.2%	FL	26.2%
2	Fort Lauderdale, FL, US	168,680	99.9%	69.0%	B6	88.5%	FL	10.0%
3	Atlanta, Georgia, US	95,330	98.9%	50.8%	FL	74.0%	DL	23.2%
4	Tampa, Florida, US	72,760	100.0%	61.4%	FL	93.0%	US	4.6%
5	West Palm Beach/Palm B, FL, US	52,110	100.0%	73.8%	B6	80.0%	FL	15.3%
6	Detroit, Michigan, US	15,740	96.3%	48.4%	XX	80.1%	NW	9.9%
7	Chicago, Illinois, US	15,270	96.5%	60.3%	AA	78.3%	US	9.9%
8	Las Vegas, Nevada, US	11,630	99.8%	78.8%	FL	37.1%	US	28.6%
9	Dallas/Fort Worth, TX, US	11,110	99.1%	51.7%	FL	31.1%	AA	30.6%
10	Phila, PA/Camden, NJ, US	9,830	52.6%	32.5%	US	63.3%	XX	36.4%
11	Los Angeles, CA, US	9,270	98.9%	59.8%	AA	26.9%	FL	24.4%
12	Raleigh/Durham, NC, US	8,360	100.0%	49.6%	US	82.4%	FL	14.5%
13	Phoenix, Arizona, US	7,860	99.9%	60.8%	US	28.8%	FL	24.7%
14	Charlotte, North Carolina, US	7,810	96.3%	52.5%	US	65.7%	FL	26.5%
15	San Francisco, CA, US	7,600	99.6%	58.4%	AA	30.3%	US	22.6%
16	Fort Myers, Florida, US	7,290	100.0%	61.6%	FL	56.8%	US	24.1%
17	Denver, Colorado, US	6,960	99.9%	56.9%	NW	27.4%	FL	24.0%
18	Minneapolis/St Pau, MN, US	13,840	99.3%	54.1%	NW	44.3%	US	22.3%
19	Houston, Texas, US	5,780	100.0%	51.6%	FL	29.2%	US	24.4%
20	Kansas City, Missouri, US	5,600	100.0%	51.3%	NW	32.5%	FL	26.3%
21	St Louis, Missouri, US	5,520	100.0%	56.0%	AA	31.9%	NW	25.7%
22	Daytona Beach, Florida, US	5,150	100.0%	65.2%	FL	78.8%	DL	20.8%
23	Savannah, Georgia, US	5,030	100.0%	68.2%	FL	53.9%	DL	30.0%
24	Charleston, South Carolina, US	5,000	100.0%	60.2%	FL	51.2%	DL	28.4%
25	San Diego, California, US	4,910	100.0%	63.1%	AA	30.6%	FL	24.6%
26	Indianapolis, Indiana, US	4,790	99.6%	53.4%	NW	38.6%	US	38.0%
27	Austin, Texas, US	4,570	100.0%	46.4%	AA	65.4%	DL	28.9%
28	Pensacola, Florida, US	4,260	100.0%	60.1%	FL	79.8%	DL	15.0%
29	Nashville, Tennessee, US	4,180	100.0%	57.9%	US	44.5%	NW	28.0%
30	Seattle/Tacoma, WA, US	4,070	97.5%	59.7%	NW	26.3%	AA	20.2%
31	New Orleans, Louisiana, US	3,830	100.0%	67.1%	US	40.7%	FL	34.7%
32	Milwaukee, Wisconsin, US	3,530	100.0%	54.4%	NW	47.0%	US	23.0%
33	Sarasota/Bradenton, FL, US	3,400	99.7%	62.9%	FL	79.4%	DL	14.7%
34	Memphis, Tennessee, US	3,100	100.0%	56.5%	FL	49.4%	NW	23.6%
35	Dayton, Ohio, US	2,950	100.0%	44.1%	US	69.5%	NW	18.3%
36	Columbus, Ohio, US	2,460	100.0%	51.2%	US	48.8%	NW	45.9%
37	San Antonio, Texas, US	2,370	100.0%	56.5%	NW	34.6%	AA	31.7%
38	Portland, Oregon, US	2,280	99.1%	51.8%	DL	35.5%	AA	20.2%
39	Pittsburgh, PA, US	2,250	99.1%	50.2%	US	89.3%	NW	10.7%
40	Greensboro/High Point, NC, US	2,170	100.0%	52.1%	US	76.0%	DL	24.0%
41	Greenville/Sprtnbg, SC, US	1,850	100.0%	47.0%	US	63.2%	DL	33.0%
42	Wilmington, North Carolina, US	1,830	99.5%	43.2%	US	89.1%	DL	10.9%
43	Wichita, Kansas, US	1,730	100.0%	58.4%	FL	57.2%	AA	22.5%
44	Albuquerque, NM, US	1,720	100.0%	48.8%	DL	57.0%	AA	35.5%
45	Louisville, Kentucky, US	1,710	100.0%	49.7%	US	38.0%	NW	32.8%
46	Tucson, Arizona, US	1,640	100.0%	51.8%	AA	61.6%	DL	30.5%
47	Miami, Florida, US	3,240	98.5%	67.6%	US	55.6%	FL	27.2%
48	Richmond Intl, Richmnd, VA, US	1,590	100.0%	38.4%	US	100.0%	0	0.0%
49	Columbia, South Carolina, US	1,560	100.0%	50.6%	US	76.3%	DL	23.1%
50	Myrtle Beach, SC, US	1,540	100.0%	64.3%	US	57.8%	DL	42.2%
<b>Total for top 50 Markets</b>		<b>854,690</b>	<b>94.4%</b> Percent Top 50 Markets are of Total					
<b>Stewart Total</b>		<b>905,050</b>	<b>99.1%</b> Percent Pure Domestic O&D is of Total O&D	<b>64.3%</b> Percent O&D originating at the base	<b>72.1%</b> Percent O&D by Top Airline		<b>19.4%</b> Percent O&D by 2nd Ranked Airline	

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc...

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



## 2.7.1 Region

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2007

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

### Region

1	Fort Lauderdale, FL, US	3,867,840	94.7%	59.5%	B6	43.6%	CO	22.6%
2	Chicago, Illinois, US	3,867,340	91.7%	46.0%	AA	34.8%	UA	26.8%
3	Orlando, Florida, US	3,763,470	91.8%	69.0%	B6	40.0%	CO	29.9%
4	Los Angeles, CA, US	3,251,300	85.0%	42.9%	AA	38.9%	CO	20.8%
5	Atlanta, Georgia, US	3,138,040	84.8%	41.2%	DL	54.7%	FL	23.6%
6	Miami, Florida, US	2,654,570	63.4%	41.7%	AA	75.9%	CO	15.1%
7	San Francisco, CA, US	2,557,770	83.3%	43.9%	UA	26.4%	AA	23.8%
8	Boston, Massachusetts, US	2,066,140	80.4%	39.7%	DL	35.3%	US	21.1%
9	Las Vegas, Nevada, US	1,941,760	91.5%	76.6%	CO	35.9%	B6	21.5%
10	Tampa, Florida, US	1,880,160	91.2%	53.6%	CO	31.5%	B6	29.0%
11	Washington, DC, US	1,874,560	81.2%	41.7%	DL	34.2%	US	23.5%
12	West Palm Beach/Palm B, FL, US	1,839,510	96.6%	63.2%	B6	45.7%	CO	32.4%
13	Houston, Texas, US	1,724,800	69.8%	32.0%	CO	82.0%	B6	8.4%
14	Dallas/Fort Worth, TX, US	1,713,430	85.9%	39.7%	AA	69.1%	CO	15.7%
15	San Juan, Puerto Rico (US)	1,665,330	79.5%	55.4%	AA	46.7%	B6	22.6%
16	Detroit, Michigan, US	1,321,680	82.6%	36.7%	NW	61.9%	NK	13.0%
17	Denver, Colorado, US	1,239,520	93.0%	49.2%	UA	41.4%	CO	21.4%
18	Charlotte, North Carolina, US	1,173,900	87.4%	41.4%	US	53.1%	B6	15.0%
19	Phoenix, Arizona, US	1,094,480	92.2%	54.9%	CO	37.2%	US	22.1%
20	Minneapolis/St Pau, MN, US	1,051,700	86.4%	38.6%	NW	64.6%	CO	12.6%
21	Raleigh/Durham, NC, US	1,046,380	85.8%	42.3%	AA	35.6%	CO	20.8%
22	Seattle/Tacoma, WA, US	1,014,710	85.1%	41.5%	CO	29.8%	DL	24.7%
23	San Diego, California, US	956,820	88.0%	50.5%	CO	32.3%	AA	25.8%
24	Fort Myers, Florida, US	925,740	96.0%	67.7%	B6	52.7%	CO	35.8%
25	Buffalo, New York, US	910,350	93.9%	47.0%	B6	59.6%	XX	12.4%
26	Pittsburgh, PA, US	765,340	87.4%	39.8%	US	36.3%	B6	21.3%
27	Columbus, Ohio, US	691,130	89.8%	41.3%	CO	25.1%	DL	20.8%
28	Cleveland, Ohio, US	669,970	74.8%	35.0%	CO	72.6%	AA	13.1%
29	Jacksonville, Florida, US	611,700	94.2%	52.2%	CO	30.7%	B6	29.2%
30	Salt Lake City, Utah, US	564,070	85.2%	49.9%	DL	68.4%	CO	10.7%
31	New Orleans, Louisiana, US	559,640	93.4%	55.0%	CO	34.4%	B6	29.1%
32	Nashville, Tennessee, US	551,010	90.7%	43.4%	AA	34.7%	B6	23.1%
33	St Louis, Missouri, US	549,160	90.2%	41.5%	AA	68.4%	CO	9.6%
34	Austin, Texas, US	488,740	89.5%	43.5%	CO	38.8%	B6	30.4%
35	Rochester, New York, US	485,050	89.8%	41.2%	B6	54.2%	XX	17.9%
36	Richmond Intl, Richmnd, VA, US	471,550	90.4%	42.9%	B6	25.3%	XX	21.7%
37	Kansas City, Missouri, US	445,510	92.5%	40.5%	YX	46.8%	CO	20.9%
38	Long Beach, California, US	430,580	99.6%	47.4%	B6	98.6%	US	0.9%
39	Indianapolis, Indiana, US	420,670	89.6%	41.9%	XX	32.0%	CO	24.0%
40	Portland, Oregon, US	413,370	87.0%	39.9%	CO	40.7%	B6	17.1%
41	Burbank, California, US	399,720	99.8%	44.6%	B6	94.1%	US	1.7%
42	Oakland, California, US	395,240	99.1%	43.3%	B6	81.2%	UA	4.4%
43	Cincinnati, Ohio, US	350,190	79.3%	35.2%	DL	70.9%	CO	10.4%
44	Myrtle Beach, SC, US	337,220	98.2%	70.7%	NK	67.8%	CO	15.4%
45	Milwaukee, Wisconsin, US	331,650	95.5%	41.7%	YX	69.6%	CO	10.1%
46	Santa Ana, California, US	322,120	96.0%	49.6%	CO	58.4%	AA	15.7%
47	Honolulu, Oahu, Hawaii, US	306,260	87.1%	67.9%	CO	46.5%	AA	15.7%
48	San Jose, California, US	292,950	97.3%	48.3%	B6	41.6%	CO	24.6%
49	Syracuse, New York, US	279,490	87.3%	43.1%	B6	44.4%	XX	33.5%
50	San Antonio, Texas, US	277,580	88.6%	47.4%	CO	61.1%	AA	20.2%

**Total for top 50 Markets**

**59,951,210**

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

**Regional Total**

**68,712,160**

**87.6%**  
Percent Pure Domestic O&D is of Total O&D

**48.5%**  
Percent O&D originating at the base

**47.0%**  
Percent O&D by Top Airline

**21.8%**  
Percent O&D by 2nd Ranked Airline

This table is derived from the **United States DOT 10% sample Origin & Destination Survey**. This table reflects a factor of 10 adjustment to the raw sample. The airline codes shown for the top two airlines in each market are industry standard IATA codes which are used for publishing airline schedules. B6 for example, is JetBlue, NK is Spirit, CO Continental, AA American, etc...

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

## 2.7.2 JFK

## Top 50 International Passenger City Markets in 2007

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London,UK	1,945,254	72.3	1,024,276	73.5	2,969,530
2	Paris,France	838,212	84.2	358,047	79.9	1,196,259
3	Frankfurt,Germany	564,805	77.1	106,722	71.6	671,527
4	Santiago,Dominican Republic	-	-	636,916	79.2	636,916
5	Santo Domingo,Dominican Republic	-	-	624,141	79.0	624,141
6	Tokyo,Japan	410,587	81.2	150,951	81.3	561,538
7	Tel Aviv,Israel	538,904	89.0	3,906	66.9	542,810
8	Rome,Italy	256,387	80.2	253,765	85.7	510,152
9	Incheon,South Korea	489,090	79.1	4,406	-	493,496
10	Amsterdam,Netherlands	373,536	84.7	112,742	76.5	486,278
11	Mexico City,Mexico	330,114	70.1	145,948	68.2	476,062
12	Sao Paulo,Brazil	250,214	76.6	210,052	79.3	460,266
13	Dublin,Ireland	352,629	79.5	106,667	90.6	459,296
14	Dubai,United Arab Emirates	450,125	74.0	251	74.2	450,376
15	Madrid,Spain	331,632	84.1	118,385	85.9	450,017
16	Zurich,Switzerland	239,615	85.5	106,449	67.9	346,064
17	Cancun,Mexico	2,250	53.2	284,044	75.4	286,294
18	Hong Kong,Hong Kong(China)	282,506	72.3	227	-	282,733
19	Milan,Italy	173,211	81.5	101,285	77.4	274,496
20	Montego Bay,Jamaica	60,939	81.8	198,586	83.6	259,525
21	Istanbul,Turkey	163,290	79.6	95,225	84.0	258,515
22	Athens,Greece	151,363	73.1	102,635	79.1	253,998
23	Aruba,Aruba	-	-	249,514	75.2	249,514
24	Shannon,Ireland	155,588	76.3	93,139	82.5	248,727
25	Port of Spain,Trinidad	127,328	81.2	101,459	74.0	228,787
26	Moscow,Russia	114,500	70.5	107,879	82.5	222,379
27	Bermuda,Bermuda	-	-	221,911	63.2	221,911
28	Brussels,Belgium	-	-	221,694	73.2	221,694
29	Kingston,Jamaica	172,115	79.3	25,525	87.2	197,640
30	Punta Cana,Dominican Republic	-	0.0	195,165	77.4	195,165
31	Mumbai,India	82,565	41.3	110,129	84.8	192,694
32	Manchester,UK	109,290	73.6	80,108	75.8	189,398
33	Beijing,China	178,387	88.8	9	-	178,396
34	Buenos Aires,Argentina	36,670	68.9	138,738	86.4	175,408
35	Munich,Germany	174,667	88.5	-	-	174,667
36	Cairo,Egypt	173,192	74.4	-	-	173,192
37	Port Au Prince,Haiti	-	-	162,241	79.1	162,241
38	Nassau,Bahamas	-	-	160,448	79.3	160,448
39	Kiev,Ukraine	85,476	81.8	71,687	82.1	157,163
40	Vancouver,Canada British Columbia	156,125	74.1	31	-	156,156
41	Warsaw,Poland	148,340	89.0	-	-	148,340
42	Toronto,Canada Ontario	63	76.7	146,999	70.9	147,062
43	Georgetown,Guyana	55,210	73.5	89,473	72.6	144,683
44	San Salvador,El Salvador	142,355	73.9	-	-	142,355
45	Montreal,Canada Quebec	-	-	142,233	71.1	142,233
46	Barcelona,Spain	19,224	-	121,226	85.8	140,450
47	Helsinki,Finland	139,784	83.2	-	-	139,784
48	Budapest,Hungary	68,537	77.3	70,845	76.4	139,382
49	Bridget,Barbados	35,972	73.6	99,804	78.0	135,776
50	Vienna,Austria	133,260	75.2	-	-	133,260
@Kennedy Top 50 T100 markets		10,513,311		7,355,883		17,869,194
@Kennedy Bottom 51 to 158 T100 markets		2,704,804		892,848		3,597,652
@Kennedy International Total of All T100 markets		13,218,115		8,248,731		21,466,846

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

**Note \*:** Where blank there is little or no nonstop service available --therefore no meaningful load factor.

## 2.7.2 EWR

## Top 50 International Passenger City Markets in 2007

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London,UK	732,617	74.7	294,783	78.8	1,027,400
2	Paris,France	210,362	81.5	320,329	77.4	530,691
3	Tel Aviv,Israel	164,265	84.4	359,360	88.8	523,625
4	Frankfurt,Germany	287,987	82.7	120,713	74.7	408,700
5	Toronto,Canada Ontario	170,255	70.3	236,521	69.0	406,776
6	Amsterdam,Netherlands	119,029	86.4	228,875	76.1	347,904
7	Rome,Italy	142,946	82.1	160,739	83.4	303,685
8	Lisbon,Portugal	142,221	71.7	133,116	75.3	275,337
9	Copenhagen,Denmark	162,727	80.8	92,414	80.6	255,141
10	Stockholm,Sweden	157,984	75.2	88,978	82.0	246,962
11	Cancun,Mexico	-	-	243,134	82.2	243,134
12	Milan,Italy	114,031	74.1	107,949	78.7	221,980
13	Manchester,UK	201	70.4	213,598	84.1	213,799
14	Montreal,Canada Quebec	71,118	61.8	126,908	73.5	198,026
15	Madrid,Spain	-	-	187,372	82.2	187,372
16	Dublin,Ireland	-	-	176,705	89.8	176,705
17	Delhi,India	-	-	172,667	84.0	172,667
18	Hong Kong,Hong Kong(China)	-	-	172,060	86.2	172,060
19	Tokyo,Japan	-	-	163,610	80.0	163,610
20	Mexico City,Mexico	-	-	158,175	79.0	158,175
21	Edinburgh,UK	-	-	150,117	80.1	150,117
22	Beijing,China	-	-	144,893	77.6	144,893
23	San Jose,Costa Rica	-	-	142,905	82.6	142,905
24	Brussels,Belgium	-	-	142,044	75.6	142,044
25	Santo Domingo,Dominican Republic	-	-	138,851	86.3	138,851
26	Mumbai,India	98,943	-	33,485	74.1	132,428
27	Glasgow,UK	-	-	132,016	82.4	132,016
28	Aruba,Aruba	-	-	128,833	88.0	128,833
29	Santiago,Dominican Republic	-	-	126,358	86.3	126,358
30	Shannon,Ireland	-	-	123,485	85.9	123,485
31	Bermuda,Bermuda	-	-	120,226	79.9	120,226
32	Zurich,Switzerland	25,622	79.3	92,792	73.5	118,414
33	Geneva,Switzerland	-	-	115,859	73.5	115,859
34	Punta Cana,Dominican Republic	-	-	112,816	83.2	112,816
35	Birmingham,UK	-	-	111,115	87.5	111,115
36	Cologne,Germany	21,982	67.4	87,188	75.8	109,170
37	Nassau,Bahamas	-	-	107,515	87.7	107,515
38	Belfast,UK	-	-	102,025	86.5	102,025
39	Singapore,Singapore	101,790	77.0	-	0.0	101,790
40	Sao Paulo,Brazil	-	-	99,699	79.2	99,699
41	Barcelona,Spain	-	-	98,388	80.9	98,388
42	Halifax,Canada Nova Scotia	-	-	97,491	70.1	97,491
43	Oslo,Norway	-	-	94,371	84.3	94,371
44	Lima,Peru	-	-	93,832	83.4	93,832
45	Bristol,UK	-	-	92,083	80.5	92,083
46	Warsaw,Poland	89,960	85.8	-	0.0	89,960
47	Berlin,Germany	-	-	88,886	74.1	88,886
48	Panama City,Panama	-	-	85,757	77.0	85,757
49	Hamburg,Germany	-	-	84,285	73.4	84,285
50	Montego Bay,Jamaica	47,017	69.1	35,900	85.1	82,917
@Newark Liberty Top 50 T100 markets		2,861,057		6,741,221		9,602,278
@Newark Bottom 51 to 104 T100 markets		249,108		755,128		1,004,236
@Newark Liberty International Total of All T100 markets		3,110,165		7,496,349		10,606,514

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

## 2.7.2 LGA

## Top 10 International Passenger City Markets in 2007

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	Toronto,Canada Ontario	525,620	75.5	240,644	69.9	766,264
2	Montreal,Canada Quebec	242,162	69.8	2,255	65.4	244,417
3	Nassau,Bahamas	-	-	81,751	76.4	81,751
4	Ottawa,Canada Ontario	57,735	67.1	-	-	57,735
5	Halifax,Canada Nova Scotia	18,365	69.7	17,438	61.0	35,803
6	Bermuda,Bermuda	-	-	21,341	47.6	21,341
7	Aruba,Aruba	-	-	10,704	73.5	10,704
8	Freeport,Bahamas	-	-	6,524	65.7	6,524
9	Shanghai,China	-	-	5,028	-	5,028
10	Montego Bay,Jamaica	-	-	4,515	79.1	4,515
11	Buenos Aires,Argentina	-	-	4,363	-	4,363
12	Cancun,Mexico	-	-	2,385	-	2,385
13	Puerto Plata,Dominican Republic	-	-	2,076	-	2,076
14	Kingston,Jamaica	-	-	1,974	-	1,974
15	Port of Spain,Trinidad	-	-	1,495	-	1,495
16	Beijing,China	-	-	1,444	-	1,444
17	Santo Domingo,Dominican Republic	-	-	1,178	-	1,178
18	Punta Cana,Dominican Republic	-	-	1,126	-	1,126
19	Quito,Ecuador	-	-	983	-	983
20	Tegucigalpa,Honduras	-	-	858	-	858
21	Puerto Vallarta,Mexico	-	-	654	-	654
22	Grand Cayman Island,West Indies	-	-	510	-	510
23	Cozumel,Mexico	-	-	381	-	381
24	Montevideo,Uruguay	-	-	358	-	358
25	San Jose,Mexico	-	-	247	-	247
26	Caracas,Venezuela	-	-	238	-	238
27	Bridget,Barbados	-	-	234	-	234
28	Mexico City,Mexico	-	-	226	-	226
29	Belize,Belize	-	-	225	-	225
30	San Jose,Costa Rica	-	-	222	-	222
31	Managua,Nicaragua	-	-	214	-	214
32	St.Martin,Netherland Antilles	-	-	141	62.1	141
33	Vancouver,Canada British Columbia	-	-	137	-	137
34	Winnipeg,Canada Manetoba	-	-	130	-	130
35	Maracaibo,Venezuela	-	-	41	-	41
36	Guatemala City,Guatemala	-	-	27	-	27
37	Providenciales,Turks & Caicos Islands	-	-	22	-	22
38	Calgary,Canada Alberta	-	-	18	-	18
39	Liberia,Costa Rica	-	-	11	-	11
40	Santiago,Dominican Republic	-	-	3	-	3
41	-	-	-	-	-	-
42	-	-	-	-	-	-
43	-	-	-	-	-	-
44	-	-	-	-	-	-
45	-	-	-	-	-	-
46	-	-	-	-	-	-
47	-	-	-	-	-	-
48	-	-	-	-	-	-
49	-	-	-	-	-	-
50	-	-	-	-	-	-
@LaGuardia Top 50 T100 markets		843,882		412,121		1,256,003
@LaGuardia Bottom 51 plus T100 markets		-		-		-
@LaGuardia International Total of All T100 markets		843,882		412,121		1,256,003

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

## 2.7.2 SWF

## Top 10 International Passenger City Markets in 2007

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	Copenhagen, Denmark	233	-	-	91.1	<b>233</b>
2	Keflavik, Iceland	-	-	92	53.2	<b>92</b>
3	Hamilton, Canada Ontario	34	83.3	-	-	<b>34</b>
4	Freeport, Bahamas	-	-	4	-	<b>4</b>
5						
6						
7						
8						
9						
10						
<b>@Stewart Top 10 T100 markets</b>		<b>267</b>		<b>96</b>		<b>363</b>
<b>@Stewart Bottom 11 plus T100 markets</b>		<b>-</b>		<b>-</b>		<b>-</b>
<b>@Stewart Total of All T100 markets</b>		<b>267</b>		<b>96</b>		<b>363</b>

## 2.7.2 REGION

## Top 50 International Passenger City Markets in 2007

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London,UK	2,677,871	73.5	1,319,059	75.5	3,996,930
2	Paris,France	1,048,574	85.5	678,376	80.5	1,726,950
3	Toronto,Canada Ontario	695,938	70.8	624,164	71.7	1,320,102
4	Frankfurt,Germany	852,792	79.9	227,435	79.7	1,080,227
5	Tel Aviv,Israel	703,169	86.7	363,266	83.3	1,066,435
6	Amsterdam,Netherlands	492,565	85.6	341,617	78.5	834,182
7	Rome,Italy	399,333	81.2	414,504	84.6	813,837
8	Santo Domingo,Dominican Republic	-	-	764,170	55.1	764,170
9	Santiago,Dominican Republic	-	-	763,277	55.2	763,277
10	Tokyo,Japan	410,587	81.2	314,561	80.7	725,148
11	Madrid,Spain	331,632	84.1	305,757	85.5	637,389
12	Dublin,Ireland	352,629	79.5	283,372	90.2	636,001
13	Mexico City,Mexico	330,114	70.1	304,349	49.1	634,463
14	Montreal,Canada Quebec	313,280	65.8	271,396	65.9	584,676
15	Sao Paulo,Brazil	250,214	76.6	309,751	79.3	559,965
16	Cancun,Mexico	2,250	53.2	529,563	52.6	531,813
17	Milan,Italy	287,242	77.8	209,234	82.2	496,476
18	Incheon,South Korea	489,090	79.1	4,406	-	493,496
19	Zurich,Switzerland	265,237	82.4	199,241	70.7	464,478
20	Hong Kong,Hong Kong(China)	282,506	72.3	172,287	60.9	454,793
21	Dubai,United Arab Emirates	450,125	74.0	251	74.2	450,376
22	Manchester,UK	109,491	72.0	293,706	84.5	403,197
23	Aruba,Aruba	-	-	389,051	78.9	389,051
24	Shannon,Ireland	155,588	76.3	216,624	88.3	372,212
25	Brussels,Belgium	-	-	363,738	77.5	363,738
26	Bermuda,Bermuda	-	-	363,478	63.6	363,478
27	Nassau,Bahamas	-	-	349,714	60.9	349,714
28	Montego Bay,Jamaica	107,956	75.5	239,001	86.3	346,957
29	Mumbai,India	181,508	20.7	143,614	79.4	325,122
30	Beijing,China	178,387	88.8	146,346	39.6	324,733
31	Punta Cana,Dominican Republic	-	-	309,107	40.1	309,107
32	Athens,Greece	151,363	73.1	154,596	75.2	305,959
33	Lisbon,Portugal	142,221	71.7	133,116	76.3	275,337
34	Istanbul,Turkey	163,290	79.6	95,225	84.0	258,515
35	Copenhagen,Denmark	162,960	40.4	92,414	89.8	255,374
36	Port of Spain,Trinidad	127,328	81.2	126,681	55.0	254,009
37	Stockholm,Sweden	157,984	75.2	88,978	86.7	246,962
38	Barcelona,Spain	19,224	-	219,614	84.7	238,838
39	Warsaw,Poland	238,300	87.4	-	-	238,300
40	Cologne,Germany	147,350	65.8	87,388	57.5	234,738
41	Delhi,India	60,993	-	172,667	84.0	233,660
42	San Jose,Costa Rica	87,348	78.2	145,132	27.5	232,480
43	Geneva,Switzerland	108,832	77.1	115,859	73.5	224,691
44	Moscow,Russia	114,502	42.1	107,879	82.5	222,381
45	Munich,Germany	215,363	85.7	-	-	215,363
46	Kingston,Jamaica	179,919	39.7	27,499	43.6	207,418
47	Taipei,Taiwan	197,538	39.3	-	-	197,538
48	Buenos Aires,Argentina	36,670	68.9	157,689	28.8	194,359
49	Berlin,Germany	199	57.7	185,928	76.3	186,127
50	Vancouver,Canada British Columbia	156,125	60.1	22,303	29.6	178,428
<b>@Regional Top 50 T100 markets</b>		<b>13,835,587</b>		<b>13,147,383</b>		<b>26,982,970</b>
<b>@Regional Bottom 51 to 187 T100 markets</b>		<b>3,336,842</b>		<b>3,009,914</b>		<b>6,346,756</b>
<b>@Regional International Total of All T100 markets</b>		<b>17,172,429</b>		<b>16,157,297</b>		<b>33,329,726</b>

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

## Profile of Departing Passengers

	JFK	EWR	LGA	REGION
<b>Unweighted Base Size</b>	3,322	1,606	1,611	6,539
<b>Passenger Type</b>				
Departing	69.2%	69.4%	86.8%	73.3%
Connecting	30.8%	30.6%	13.2%	26.7%
<b>Type of Flight</b>				
Domestic	60.5%	71.3%	91.3%	71.4%
International	39.5%	28.7%	8.7%	28.6%
<b>First Trip Through This Terminal</b>	46.7%	26.8%	28.4%	35.5%
<b>First Trip Through This Airport</b>	20.2%	18.4%	16.6%	18.7%
<b>Trip Origin</b>				
Home	19.2%	15.3%	32.1%	20.8%
Hotel	36.0%	44.9%	34.8%	38.8%
Staying with Friends/Relatives	13.9%	11.3%	16.5%	13.6%
Another Airport	19.9%	16.7%	6.4%	15.7%
Work	7.9%	9.8%	7.7%	8.5%
Other	3.0%	2.0%	2.6%	2.6%
<b>Trip Origin Location</b>				
<b>New York</b>	<b>59.2%</b>	<b>20.9%</b>	<b>83.4%</b>	<b>51.5%</b>
<b>NYC</b>	<b>43.9%</b>	<b>16.6%</b>	<b>67.7%</b>	<b>39.9%</b>
<b>Manhattan</b>	<b>27.6%</b>	<b>13.1%</b>	<b>48.3%</b>	<b>27.4%</b>
Manhattan - below 14th St.	3.9%	1.8%	5.5%	3.6%
Manhattan - 14th - 96th St.	21.0%	9.8%	38.6%	21.1%
Manhattan - above 96th St.	2.7%	1.5%	4.3%	2.7%
Bronx	1.7%	0.4%	3.3%	1.6%
Brooklyn	6.9%	1.3%	7.7%	5.1%
Queens	6.8%	0.3%	8.1%	4.9%
Staten Island	0.8%	1.5%	0.2%	0.9%
Westchester	2.5%	0.8%	4.2%	2.3%
Long Island	8.6%	0.5%	8.4%	5.8%
Rockland	0.5%	0.6%	0.7%	0.6%
Upstate NY	3.7%	2.4%	2.3%	2.9%
New Jersey	5.0%	46.9%	3.7%	19.2%
Connecticut	3.9%	1.4%	4.4%	3.1%
Pennsylvania	2.2%	2.8%	0.5%	2.0%
Other US	16.7%	15.0%	6.8%	13.8%
Outside US	12.9%	13.1%	1.3%	10.3%
<b>Trip Purpose</b>				
Leisure/Vacation/Visiting	62.5%	57.2%	54.3%	58.8%
Business Only	19.0%	29.5%	31.5%	25.5%
Both Business/Non-Business	4.4%	4.2%	5.8%	4.7%
School related	6.6%	3.1%	2.5%	4.5%
Illness/Bereavement	1.8%	1.9%	2.7%	2.0%
Moving/Relocation	2.5%	1.4%	0.8%	1.7%
Other	3.2%	2.7%	2.3%	2.8%
<b>Leisure Only (Net)</b>	<b>76.6%</b>	<b>66.3%</b>	<b>62.6%</b>	<b>69.8%</b>
<b>Any Business (Net)</b>	<b>23.4%</b>	<b>33.7%</b>	<b>37.4%</b>	<b>30.2%</b>
<b>Check-in Location</b>				
Main counter	51.1%	39.4%	30.1%	41.5%
Self check-in kiosk	29.3%	23.7%	42.3%	31.0%
Printed Boarding Pass at Home	10.0%	24.4%	11.1%	15.1%
Curbside	9.6%	12.4%	16.6%	12.4%
<b>Avg. Dwell Time: Local (in mins.)</b>	<b>117</b>	<b>104</b>	<b>99</b>	<b>108</b>
<b>Avg. Dwell Time for Connectors (in mins.)</b>	<b>181</b>	<b>155</b>	<b>106</b>	<b>162</b>
<b>Accompanied By Wellwisher</b>	<b>8.7%</b>	<b>6.4%</b>	<b>4.7%</b>	<b>7.0%</b>

Source: PANYNJ Spring 2007 Terminal By Terminal Customer Satisfaction Study

## Profile of Departing Passengers

	JFK	EWR	LGA	REGION
<b>Food-Beverage Purchase</b>				
<b><u>Bought Food/Beverage</u></b>	<u>69.0%</u>	<u>68.5%</u>	<u>63.2%</u>	<u>67.5%</u>
Pre-security	14.2%	11.4%	13.4%	13.0%
Post security	52.8%	59.3%	51.3%	54.7%
<b>Food-Beverage Purchase Motivation</b>				
Impromptu purchase	43.6%	43.8%	40.3%	43.0%
Planned purchase in advance	32.1%	37.7%	34.5%	34.6%
Bought an item to consume on plane	22.0%	21.0%	27.2%	22.8%
Avg. \$ Spent	\$11.73	\$9.74	\$9.65	\$10.53
Unweighted Base Size	2288	1073	991	4352
<b>Retail Item Purchase</b>				
<b><u>Bought Retail Item</u></b>	<u>29.5%</u>	<u>23.1%</u>	<u>24.6%</u>	<u>26.1%</u>
Pre-security	6.3%	3.6%	5.6%	5.2%
Post security	18.7%	19.8%	19.2%	19.2%
<b>Retail Purchase Motivation</b>				
Impromptu purchase	42.7%	55.4%	55.4%	49.4%
Planned purchase in advance	34.3%	35.8%	36.9%	35.4%
Bought something forgot to pack	8.3%	7.2%	5.1%	7.2%
Avg. \$ Spent	\$27.68	\$22.53	\$14.66	\$23.14
Unweighted Base Size	1021	360	363	1744
<b>Avg. Number of Bags Checked</b>	1.5	1.3	1.2	1.4
<b>Avg. Number of Carry-on Bags</b>	1.3	1.3	1.3	1.3
<b>Avg. Travel Party Size</b>	1.7	1.7	1.7	1.7
<b>Kids under 18 in party</b>	6%	5%	6%	6%
<b>Carrying WiFi enabled laptop</b>	24.1%	26.4%	24.5%	25.0%
<b><u>Requested Special Assistance</u></b>	<u>2.4%</u>	<u>5.1%</u>	<u>4.1%</u>	<u>3.8%</u>
Wheelchair	1.3%	1.8%	1.1%	1.4%
Motorized Golf Cart	0.4%	0.7%	0.1%	0.4%
<b>Trips Through LGA</b>	0.8	0.6	4.9	1.7
<b>Trips Through JFK</b>	3.6	0.6	1.2	2.0
<b>Trips Through EWR</b>	0.3	5.1	0.6	2.1
<b>Trips Through SWF</b>	0.0	0.1	0.0	0.1
<b>Trips Through Philadelphia Int'l</b>	0.2	0.2	0.2	0.2
<b>Trips Through CT Airports</b>	0.2	0.1	0.3	0.2
<b>Trips Through All Other Airports</b>	1.8	2.0	2.0	1.9
<b>Residency</b>				
United States	74.7%	81.1%	88.5%	80.1%
Other North America	3.7%	5.3%	5.8%	4.8%
South America	1.2%	0.6%	0.9%	0.9%
Europe	11.6%	9.1%	1.9%	8.5%
Middle East	1.2%	0.8%	0.2%	0.8%
Africa	0.9%	0.0%	0.2%	0.4%
Asia	4.2%	1.9%	1.3%	2.7%
Oceania	1.0%	0.1%	0.7%	0.6%
Other	1.5%	1.0%	0.5%	1.1%

Source: PANYNJ Spring 2007 Terminal By Terminal Customer Satisfaction Study



## Profile of Departing Passengers

	JFK	EWR	LGA	REGION
<b>Gender</b>				
Male	48.5%	53.1%	47.2%	49.8%
Female	51.5%	46.9%	52.8%	50.2%
<b>Age</b>				
18-24	23.0%	11.6%	13.7%	16.9%
25-34	27.4%	22.4%	22.3%	24.5%
35-44	19.4%	21.3%	20.0%	20.2%
45-54	14.1%	20.8%	20.7%	17.9%
55-64	10.6%	17.3%	17.5%	14.5%
65-74	4.2%	5.1%	5.3%	4.8%
75+	1.2%	1.4%	0.5%	1.1%
Mean age	37.7	42.8	42.0	40.4
Unweighted Base Size	3267	1562	1556	6385
<b>Annual Household Income</b>				
Under \$25,000	11.2%	7.4%	5.5%	8.5%
\$25,000 - \$29,999	4.8%	2.8%	2.6%	3.6%
\$30,000 - \$39,999	7.2%	3.6%	6.1%	5.7%
\$40,000 - \$49,999	7.2%	6.2%	5.7%	6.5%
\$50,000 - \$59,999	7.8%	5.7%	7.5%	7.0%
\$60,000 - \$69,999	7.0%	6.5%	5.9%	6.6%
\$70,000 - \$79,999	6.2%	5.6%	7.8%	6.4%
\$80,000 - \$89,999	5.7%	6.2%	7.7%	6.4%
\$90,000 - \$99,999	4.2%	4.9%	5.8%	4.8%
\$100,000 - \$124,999	10.8%	12.2%	10.5%	11.2%
\$125,000 - \$149,999	5.8%	9.1%	7.7%	7.4%
\$150,000 - \$174,999	5.3%	7.1%	5.4%	5.9%
\$175,000 - \$199,999	2.8%	5.8%	4.6%	4.3%
\$200,000 - \$249,999	4.9%	7.8%	4.4%	5.8%
\$250,000 - \$299,999	2.6%	3.7%	2.7%	3.0%
\$300,000 or more	6.6%	5.3%	10.0%	7.0%
Mean income (in \$000's)	\$94.9	\$105.9	\$103.3	\$101.0
Unweighted Base Size	2145	1086	1191	4422

Source: PANYNJ Spring 2007 plus Terminal By Terminal Customer Satisfaction Study

C A R G O

T R A N S P O R T

### 3.1.1

## Top 50 Domestic Airport Comparisons

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

2007	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2006-2007
	1	MEMPHIS, TN (MEM)	4 233 465	4.0
	2	HONG KONG, CN (HKG)	4 158 617	4.5
	3	ANCHORAGE, AK* (ANC)	3 115 650	0.6
	4	LOUISVILLE, KY (SDF)	2 290 900	4.8
	5	MIAMI, FL (MIA)	2 119 703	5.0
	6	LOS ANGELES, CA (LAX)	2 069 983	(1.5)
	7	<b>KENNEDY INTERNATIONAL, NY (JFK)</b>	<b>1 758 805</b>	<b>(2.8)</b>
	8	CHICAGO, IL (ORD)	1 680 367	(2.2)
	9	INDIANAPOLIS, IN (IND)	1 164 599	1.2
	10	<b>NEWARK LIBERTY+B14, NJ (EWR)</b>	<b>1 039 661</b>	<b>(2.7)</b>
	11	DALLAS/FT WORTH, TX (DFW)	799 121	(3.5)
	12	ATLANTA, GA (ATL)	793 886	(3.5)
	13	OAKLAND, CA (OAK)	713 864	(2.9)
	14	SAN FRANCISCO, CA (SFO)	617 841	(5.8)
	15	PHILADELPHIA, PA (PHL)	599 045	1.9
	16	HOUSTON, TX (IAH)	452 640	0.8
	17	TOLEDO, OH (TOL)	398 863	2.4
	18	WASHINGTON, DC (IAD)	395 203	2.2
	19	SEATTLE/TACOMA, WA (SEA)	352 275	(6.5)
	20	BOSTON, MA (BOS)	328 536	(8.3)
	21	DENVER, CO (DEN)	286 915	(7.7)
	22	PHOENIX, AZ (PHX)	283 090	(10.5)
	23	PORTLAND, OR (PDX)	280 804	(1.8)
	24	MINNEAPOLIS/ST PAUL, MN (MSP)	275 309	(9.3)
	25	FORTH WORTH, TX (AFW)	259 109	(5.7)
	26	SAN JUAN, PR (SJU)	258 409	(2.3)
	27	DETROIT, MI (DTW)	246 231	4.2
	28	ORLANDO, FL (MCO)	216 901	2.5
	29	SALT LAKE CITY, UT (SLC)	195 863	(2.0)
	30	HARTFORD/SPRINGFIELD, CT (BDL)	179 598	(2.4)
	31	SAN DIEGO, CA (SAN)	154 661	(25.7)
	32	CHARLOTTE, NC (CLT)	153 984	(16.3)
	33	FORT LAUDERDALE, FL (FLL)	151 256	(7.4)
	34	SAN ANTONIO, TX (SAT)	140 882	(0.8)
	35	KANSAS CITY, MO (MCI)	140 676	(5.5)
	36	BALTIMORE, MD (BWI)	127 120	(7.0)
	37	RALEIGH-DURHAM, NC (RDU)	121 473	2.8
	38	COLUMBIA, SC (CAE)	116 435	(1.3)
	39	COLUMBUS, OH (LCK)	110 240	(12.1)
	40	TAMPA, FL (TPA)	107 526	(10.6)
	41	AUSTIN, TX (AUS)	105 329	(8.4)
	42	LAS VEGAS, NV (LAS)	101 068	(9.6)
	43	DES MOINES, IA (DSM)	100 743	(1.8)
	44	MILWAUKEE, WI (MKE)	97 266	(4.8)
	45	MANCHESTER, NH (MHT)	96 723	9.7
	46	CLEVELAND, OH (CLE)	95 505	(6.2)
	47	OMAHA, NE (OMA)	94 762	0.5
	48	PITTSBURGH, PA (PIT)	92 886	(0.5)
	49	ST LOUIS, MO (STL)	91 883	(6.2)
	50	SAN JOSE, CA (SJC)	91 413	(9.5)
	90	<b>STEWART AIRPORT, NY (SWF)</b>	<b>18 635</b>	<b>(6.3)</b>
	98	<b>LAGUARDIA AIRPORT (LGA)</b>	<b>11 750</b>	<b>(40.4)</b>

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2007

### 3.1.2

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

## Top 50 Worldwide Airport Comparisons

2007	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2005-2006
	1	MEMPHIS, TN (MEM)	4 233 465	4.0
	2	HONG KONG, CN (HKG)	4 158 617	4.5
	3	ANCHORAGE, AK* (ANC)	3 115 650	0.6
	4	SEOUL, KR (ICN)	2 817 018	9.4
	5	SHANGHAI, CN (PVG)	2 750 027	15.5
	6	PARIS, FR (CDG)	2 532 971	7.8
	7	TOKYO, JP (NRT)	2 483 101	(1.2)
	8	FRANKFURT, DE (FRA)	2 390 916	1.9
	9	LOUISVILLE, KY (SDF)	2 290 900	4.8
	10	MIAMI, FL (MIA)	2 119 703	5.0
	11	SINGAPORE, SG (SIN)	2 114 387	(0.7)
	12	LOS ANGELES, CA (LAX)	2 069 983	(1.5)
	13	DUBAI, AE (DXB)	1 839 194	11.0
	14	AMSTERDAM, NL (AMS)	1 820 321	5.4
	15	TAIPEI, TW (TPE)	1 769 942	(5.5)
	16	KENNEDY INTERNATIONAL, NY (JFK)	1 758 805	(2.8)
	17	CHICAGO, IL (ORD)	1 680 367	(2.2)
	18	LONDON, GB (LHR)	1 538 710	3.9
	19	BANGKOK, TH (BKK)	1 344 807	3.2
	20	BEIJING, CN (PEK)	1 312 892	15.8
	21	INDIANAPOLIS, IN (IND)	1 164 599	1.2
	22	NEWARK LIBERTY, NJ (EWR)	1 039 661	(2.7)
	23	LUXEMBOURG, LU (LUX)	944 385	14.0
	24	TOKYO, JP (HND)	938 665	1.7
	25	OSAKA, JP (KIX)	932 541	0.5
	26	BRUSSELS, BE (BRU)	803 234	2.1
	27	DALLAS/FT WORTH, TX (DFW)	799 121	(3.5)
	28	ATLANTA, GA (ATL)	793 886	(3.5)
	29	COLOGNE, DE (CGN)	782 902	2.8
	30	GUANGZHOU, CN (CAN)	766 014	6.4
	31	KUALA LUMPUR, MY (KUL)	714 307	(3.7)
	32	OAKLAND, CA (OAK)	713 864	(2.9)
	33	SHENZHEN, CN (SZX)	679 081	10.1
	34	SAN FRANCISCO, CA (SFO)	617 841	(5.8)
	35	PHILADELPHIA, PA (PHL)	599 045	1.9
	36	MUMBAI, IN (BOM)	591 309	12.1
	37	TORONTO, ON, CA (YYZ)	563 703	0.1
	38	LIEGE, BE (LGG)	539 847	20.6
	39	SAO PAULO, BR (GRU)	538 458	(1.5)
	40	MILAN, IT (MXP)	535 904	16.0
	41	ONTARIO, CA (ONT)	532 753	(1.9)
	42	NEW DELHI, IN (DEL)	477 253	8.7
	43	MEXICO CITY, MX (MEX)	453 469	(1.3)
	44	HOUSTON, TX (IAH)	452 640	0.8
	45	JAKARTA, ID (CGK)	440 238	4.0
	46	SHANGHAI, CN (SHA)	428 590	6.9
	47	MANILA, PH (MNL)	426 759	(5.6)
	48	BAHRAIN, BH (BAH)	417 410	5.6
	49	TOLEDO, OH (TOL)	398 863	2.4
	50	JOHANNESBURG, ZA (JNB)	397 742	12.3
	286	NEW WINDSOR, NY (SWF)	18 635	1.0
	319	LAGUARDIA AIRPORT, NY (LGA)	11 750	(40.4)

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2007

### 3.2.1

## Revenue Freight In Short Tons

*Annual Totals 1994 to 2007*

#### Domestic

YEAR	EWB	JFK	LGA	SWF	REGION
1994	694,495	435,908	38,505	884	1,169,792
1995	778,652	393,602	28,746	645	1,201,645
1996	798,395	388,390	26,433	472	1,213,690
1997	845,939	421,293	25,620	1,669	1,294,521
1998	844,719	390,742	22,878	191	1,258,530
1999	842,637	449,739	21,639	10	1,314,025
2000	824,598	457,539	19,299	571	1,302,007
2001	705,963	390,430	15,765	429	1,112,587
2002	728,039	426,711	11,321	926	1,166,997
2003	738,065	460,798	11,989	1,155	1,212,008
2004	739,005	446,339	13,817	1,147	1,200,308
2005	718,495	402,286	15,689	174	1,136,643
2006	717,003	361,057	13,752	17,302	1,109,114
2007	698,768	356,115	9,375	18,125	1,082,382

#### International

YEAR	EWB	JFK	LGA	SWF	REGION
1994	178,204	1,064,024	1870	0	1,244,098
1995	179,767	1,244,075	1,738	17	1,425,597
1996	177,511	1,279,160	1,257	0	1,457,928
1997	223,606	1,280,991	1,032	0	1,505,629
1998	229,923	1,235,391	921	0	1,466,235
1999	242,023	1,303,082	753	0	1,545,858
2000	245,781	1,406,883	887	0	1,653,551
2001	212,741	1,131,068	709	0	1,344,518
2002	181,733	1,259,840	388	0	1,441,961
2003	237,530	1,279,245	344	0	1,517,118
2004	256,251	1,347,109	279	0	1,603,639
2005	239,108	1,318,813	317.41	0	1,558,238
2006	256,012	1,345,330	246.02	480	1,602,069
2007	254,788	1,301,088	219.68	0	1,556,095

#### Domestic and International

YEAR	EWB	JFK	LGA	SWF	REGION
1994	872,699	1,499,932	40,375	884	2,413,890
1995	958,419	1,637,677	30,484	662	2,627,242
1996	975,906	1,667,550	27,690	472	2,671,618
1997	1,069,545	1,702,285	26,652	1,669	2,800,151
1998	1,074,642	1,626,133	23,799	191	2,724,765
1999	1,084,660	1,752,821	22,392	10	2,859,883
2000	1,070,380	1,864,422	20,186	571	2,955,559
2001	918,705	1,521,498	16,474	429	2,457,105
2002	909,772	1,686,551	11,709	926	2,608,957
2003	975,595	1,740,043	12,333	1,155	2,729,126
2004	995,256	1,793,448	14,096	1,147	2,803,947
2005	957,603	1,721,099	16,006	174	2,694,882
2006	973,015	1,706,387	13,998	17,782	2,711,183
2007	953,556	1,657,203	9,595	18,125	2,638,478

### 3.2.2

## Revenue Freight In Short Tons

Monthly Totals 2007

#### Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2005-2006
Jan	55,760	28,206	895	1,396	86,257	-1.5%
Feb	52,302	25,800	757	1,346	80,205	-5.4%
Mar	60,222	30,236	825	1,592	92,876	-8.3%
Apr	54,470	31,104	897	1,324	87,795	-0.7%
May	60,483	31,048	865	1,544	93,941	1.8%
Jun	59,353	29,887	709	1,538	91,487	-4.1%
Jul	54,954	29,360	683	1,312	86,309	2.2%
Aug	62,192	32,001	758	1,600	96,550	2.8%
Sep	55,741	29,518	704	1,438	87,401	-5.8%
Oct	62,246	30,526	805	1,585	95,163	0.9%
Nov	59,277	30,597	742	1,762	92,379	-4.1%
Dec	61,767	27,831	736	1,687	92,020	-5.8%
<b>Total 2007</b>	<b>698,767</b>	<b>356,114</b>	<b>9,376</b>	<b>18,124</b>	<b>1,082,383</b>	<b>-2.4%</b>
<b>% Change</b>						
<b>2006 to 2007</b>	<b>-2.5%</b>	<b>-1.4%</b>	<b>-31.8%</b>	<b>4.7%</b>	<b>-2.4%</b>	

#### International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2005-2006
Jan	19,746	101,403	14	0	121,163	1.1%
Feb	21,638	100,775	13	0	122,426	4.7%
Mar	23,446	118,283	28	0	141,757	-2.9%
Apr	20,134	105,909	25	0	126,069	-2.9%
May	20,616	107,712	17	0	128,345	0.2%
Jun	21,134	110,208	16	0	131,358	1.2%
Jul	20,372	109,762	14	0	130,148	-4.2%
Aug	20,415	104,453	11	0	124,879	-7.9%
Sep	21,149	110,118	13	0	131,281	-4.9%
Oct	22,158	114,898	26	0	137,082	-3.5%
Nov	21,906	110,521	20	0	132,447	-5.1%
Dec	22,074	107,045	21	0	129,140	-8.0%
<b>Total 2007</b>	<b>254,788</b>	<b>1,301,087</b>	<b>218</b>	<b>0</b>	<b>1,556,095</b>	<b>-2.9%</b>
<b>% Change</b>						
<b>2006 to 2007</b>	<b>-0.5%</b>	<b>-3.3%</b>	<b>-11.0%</b>	<b>-100.0%</b>	<b>-2.9%</b>	

#### Domestic and International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2005-2006
Jan	75,506	129,609	909	1,396	207,420	0.0%
Feb	73,940	126,575	770	1,346	202,631	0.5%
Mar	83,668	148,519	854	1,592	234,633	-5.1%
Apr	74,604	137,014	923	1,324	213,864	-2.0%
May	81,099	138,761	881	1,544	222,286	0.8%
Jun	80,487	140,095	726	1,538	222,845	-1.1%
Jul	75,326	139,122	697	1,312	216,457	-1.7%
Aug	82,606	136,453	769	1,600	221,429	-3.5%
Sep	76,890	139,636	717	1,438	218,682	-5.3%
Oct	84,404	145,425	831	1,585	232,245	-1.8%
Nov	81,184	141,118	762	1,762	224,826	-4.7%
Dec	83,841	134,876	756	1,687	221,160	-7.1%
<b>Total 2007</b>	<b>953,555</b>	<b>1,657,203</b>	<b>9,595</b>	<b>18,124</b>	<b>2,638,478</b>	<b>-2.7%</b>
<b>% Change</b>						
<b>2006 to 2007</b>	<b>-2.0%</b>	<b>-2.9%</b>	<b>-31.4%</b>	<b>1.9%</b>	<b>-2.7%</b>	

### 3.3.1 REGION

## Revenue Freight In Short Tons

US Customs Data: Annual Totals 1998-2007 by International Market

#### Imports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
1998	348,511	405,082	33,430	11,321	18,600	2,892	4,453	824,289
1999	422,569	437,886	35,232	14,007	18,751	3,330	4,899	936,675
2000	475,694	456,109	38,470	16,217	16,740	3,214	6,191	1,012,636
2001	367,859	391,803	32,305	13,266	14,302	3,418	5,399	828,353
2002	466,645	371,513	32,880	19,730	13,419	4,413	4,488	913,089
2003	445,035	365,555	33,257	19,820	12,783	3,334	4,772	884,556
2004	497,369	364,663	33,023	20,061	13,617	3,801	4,673	937,207
2005	499,237	334,217	33,075	13,412	13,054	2,479	4,358	899,831
2006	490,579	341,996	31,894	19,305	13,461	2,945	4,038	904,118
2007	471,001	365,110	31,115	15,877	12,683	2,910	5,531	904,227

#### Exports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
1998	203,572	276,455	30,632	11,205	6,483	12,209	2,696	543,253
1999	221,762	272,032	25,739	11,070	8,910	13,290	3,918	556,721
2000	244,829	282,011	24,342	10,253	10,098	13,359	3,574	588,466
2001	187,151	236,183	16,421	10,150	8,797	10,467	2,497	471,666
2002	184,702	212,863	11,745	8,313	7,631	10,055	5,223	440,541
2003	199,501	208,335	11,931	8,865	7,399	10,996	4,538	451,565
2004	240,701	236,257	13,961	10,981	7,917	12,890	638	523,344
2005	246,945	252,635	14,275	13,806	8,691	13,397	629	550,378
2006	275,589	282,113	15,211	15,784	8,987	13,799	929	612,412
2007	298,427	315,968	21,625	19,084	9,303	15,135	1,232	680,774

#### Total

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
1998	552,084	681,536	64,063	22,526	25,083	15,101	7,149	1,367,542
1999	644,330	709,918	60,972	25,077	27,661	16,621	8,817	1,493,395
2000	720,523	738,120	62,812	26,470	26,838	16,573	9,765	1,601,101
2001	555,010	627,986	48,726	23,416	23,100	13,886	7,896	1,300,019
2002	651,347	584,376	44,625	28,044	21,050	14,469	9,711	1,353,630
2003	644,536	573,890	45,188	28,685	20,181	14,330	9,310	1,336,121
2004	738,070	600,920	46,984	31,042	21,534	16,691	5,311	1,460,552
2005	746,181	586,853	47,351	27,217	21,745	15,876	4,986	1,450,209
2006	766,168	624,109	47,105	34,989	22,448	16,744	4,967	1,516,530
2007	769,428	681,078	52,740	34,961	21,986	18,045	6,763	1,585,001

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

### 3.3.2 REGION

## Revenue Freight In Short Tons

Top 10 U.S. Trading Districts by Air 2007

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	904,227	\$ 94,613,112	19.0%	22.8%
2	Chicago, IL	686,723	53,016,772	14.5%	12.8%
3	Miami, FL	604,265	10,485,546	12.7%	2.5%
4	Los Angeles, CA	578,251	38,410,911	12.2%	9.3%
5	Anchorage, AK	303,742	34,556,171	6.4%	8.3%
6	Savannah, GA	262,282	22,855,949	5.5%	5.5%
7	New Orleans, LA	250,661	30,577,689	5.3%	7.4%
8	San Francisco, CA	222,196	32,006,158	4.7%	7.7%
9	Dallas/Fort Worth, TX	190,610	23,426,288	4.0%	5.6%
10	Cleveland, OH	187,941	15,539,289	4.0%	3.7%
<b>All Others</b>		<b>562,262</b>	<b>\$ 59,773,259</b>	<b>11.7%</b>	<b>14.4%</b>
<b>Total</b>		<b>4,753,160</b>	<b>\$ 415,261,144</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	680,774	\$ 80,889,450	18.3%	22.1%
2	Chicago, IL	524,613	33,490,430	14.1%	9.2%
3	Los Angeles, CA	459,238	41,735,921	12.4%	11.4%
4	Miami, FL	370,455	24,400,977	10.0%	6.7%
5	San Francisco, CA	193,820	30,350,293	5.2%	8.3%
6	Cleveland, OH	186,858	21,028,957	5.0%	5.8%
7	Savannah, GA	177,881	12,511,981	4.8%	3.4%
8	New Orleans, LA	177,545	21,324,612	4.8%	5.8%
9	Dallas/Fort Worth, TX	148,970	18,905,654	4.0%	5.2%
10	Houston/Galveston, TX	124,094	8,006,727	3.3%	2.2%
<b>All Others</b>		<b>674,958</b>	<b>\$ 73,319,611</b>	<b>18.1%</b>	<b>19.9%</b>
<b>Total</b>		<b>3,719,206</b>	<b>\$ 365,964,613</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	1,585,001	\$ 175,502,562	18.7%	22.5%
2	Chicago, IL	1,211,336	86,507,202	14.3%	11.1%
3	Los Angeles, CA	1,037,489	80,146,832	12.2%	10.3%
4	Miami, FL	974,720	34,886,523	11.5%	4.5%
5	Savannah, GA	440,163	35,367,930	5.2%	4.5%
6	New Orleans, LA	428,206	51,902,300	5.1%	6.6%
7	San Francisco, CA	416,016	62,356,451	4.9%	8.0%
8	Anchorage, AK	384,311	45,295,911	4.5%	5.8%
9	Cleveland, OH	374,799	36,568,245	4.4%	4.7%
10	Dallas/Fort Worth, TX	339,580	42,331,942	4.0%	5.4%
<b>All Others</b>		<b>1,280,745</b>	<b>\$ 130,359,859</b>	<b>15.2%</b>	<b>16.6%</b>
<b>Total</b>		<b>8,472,366</b>	<b>\$ 781,225,757</b>	<b>100.0%</b>	<b>100.0%</b>

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



### 3.3.3 REGION

## Revenue Freight In Short Tons

Top 10 Air Trade Commodities in the NY/NJ Region 2007

RANK	COMMODITY	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	119,099	\$ 10,749,834	13.2%	11.4%
2	WOVEN APPAREL	101,659	3,671,639	11.2%	3.9%
3	ELECTRICAL MACHINERY	90,078	7,759,071	10.0%	8.2%
4	KNIT APPAREL	82,690	2,099,121	9.2%	2.2%
5	OPTICAL, MEDICAL INSTRUMENTS	46,170	6,008,123	5.1%	6.4%
6	FISH AND SEAFOOD	35,416	203,630	3.9%	0.2%
7	FOOTWEAR	32,731	1,113,032	3.6%	1.2%
8	PLASTIC	27,755	530,847	3.1%	0.6%
9	LEATHER ART;SADDLRY, ETC.	22,246	1,207,181	2.5%	1.3%
10	RETURNED GOODS	21,293	4,319,858	2.4%	4.6%
<b>All Others</b>		<b>330,090</b>	<b>\$ 56,950,776</b>	<b>35.8%</b>	<b>60.0%</b>
<b>Total</b>		<b>904,227</b>	<b>\$ 94,613,112</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	COMMODITY	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	116,620	\$ 13,524,313	17.1%	16.7%
2	ELECTRICAL MACHINERY	62,892	9,971,994	9.2%	12.3%
3	OPTICAL, MEDICAL INSTRUMENTS	45,485	8,196,851	6.7%	10.1%
4	PLASTIC	36,470	877,699	5.4%	1.1%
5	IRON AND STEEL PRODUCTS	35,454	381,316	5.2%	0.5%
6	IRON AND STEEL	31,216	69,775	4.6%	0.1%
7	BOOKS, NEWSPAPERS	23,934	598,947	3.5%	0.7%
8	PERFUMERY, COSMETIC PRODUC	21,044	580,171	3.1%	0.7%
9	PAPER, PAPERBOARD	20,412	98,008	3.0%	0.1%
10	TANNING, DYE, PAINT	20,331	182,915	3.0%	0.2%
<b>All Others</b>		<b>266,916</b>	<b>\$ 46,407,461</b>	<b>39.2%</b>	<b>57.5%</b>
<b>Total</b>		<b>680,774</b>	<b>\$ 80,889,450</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	COMMODITY	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	206,538	\$ 24,274,147	13.0%	13.8%
2	ELECTRICAL MACHINERY	144,745	17,731,064	9.1%	10.1%
3	WOVEN APPAREL	133,978	3,788,969	8.5%	2.2%
4	OPTICAL, MEDICAL INSTRUMENTS	99,387	14,204,975	6.3%	8.1%
5	KNIT APPAREL	89,674	2,175,140	5.7%	1.2%
6	PLASTIC	60,265	1,408,545	3.8%	0.8%
7	FISH AND SEAFOOD	52,256	375,766	3.3%	0.2%
8	IRON AND STEEL PRODUCTS	37,991	541,363	2.4%	0.3%
9	BOOKS, NEWSPAPERS	36,702	853,490	2.3%	0.5%
10	IRON AND STEEL	35,146	88,663	2.2%	0.1%
<b>All Others</b>		<b>688,319</b>	<b>\$ 110,060,440</b>	<b>43.4%</b>	<b>62.7%</b>
<b>Total</b>		<b>1,585,001</b>	<b>\$ 175,502,562</b>	<b>100.0%</b>	<b>100.0%</b>

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

## 2007 Revenue Freight by Airline

## Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	AMERICAN	160,945	9.7%
2	FEDERAL EXPRESS	143,257	18.4%
3	KOREAN	81,795	23.3%
4	CHINA AIRLINES (CAL)	71,236	27.6%
5	LUFTHANSA CARGO	70,475	31.8%
6	ASIANA	68,090	36.0%
7	DELTA	63,552	39.8%
8	BRITISH AIRWAYS	58,631	43.3%
9	CATHAY PACIFIC	49,571	46.3%
10	JAPAN AIRLINES	49,084	49.3%
11	AIR FRANCE	44,197	51.9%
12	EVA	40,315	54.4%
13	UNITED PARCEL	39,782	56.8%
14	KALITTA AIR LLC	39,459	59.2%
15	ASTAR AIR/DHL	39,178	61.5%
TOTAL AIRPORT ALL AIRLINES		1,657,203	

## EWR 3.4.1

## 2007 Revenue Freight by Airline

## Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	513,961	53.9%
2	UNITED PARCEL	145,810	69.2%
3	CONTINENTAL	130,127	82.8%
4	ABX AIR INC	25,508	85.5%
5	VIRGIN ATLANTIC	15,660	87.2%
6	SAS	14,271	88.7%
7	KALITTA AIR LLC	12,341	89.9%
8	AIR TRANSPORT INT'L.(BAX Inc.	12,282	91.2%
9	BRITISH AIRWAYS	11,813	92.5%
10	LUFTHANSA	11,012	93.6%
11	AIR PORTUGAL(TAP)	6,072	94.3%
12	ASTAR AIR/DHL	5,197	94.8%
13	ALITALIA	4,787	95.3%
14	EVA	4,370	95.8%
15	KITTY HAWK AIR CARGO	4,315	96.2%
TOTAL AIRPORT ALL AIRLINES		953,556	

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

## 2007 Revenue Freight by Airline

## Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	DELTA	5,245	54.7%
2	UNITED	1,059	65.7%
3	CONTINENTAL	779	73.8%
4	US AIRWAYS	674	80.8%
5	MIDWEST AIRLINES, INC.	375	84.8%
6	FRONTIER AIRLINES	324	88.1%
7	JETBLUE AIRWAYS	225	90.5%
8	NORTHWEST	201	92.6%
9	AIR CANADA	163	94.3%
10	ATA AIRLINES	138	95.7%
11	AMERICAN EAGLE	119	96.9%
12	SPIRIT AIRLINES	92	97.9%
13	AMERICAN	82	98.8%
14	USAIR EXP: AIR WISCONSIN	35	99.1%
15	USAIR EXP-PIEDMONT	32	99.5%
TOTAL AIRPORT ALL AIRLINES		9,595	

## SWF 3.4.1

## 2007 Revenue Freight by Airline

## Top 5 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	8,326	45.9%
2	UNITED PARCEL	5,389	75.7%
3	ABX AIR INC	4,405	100.0%
4	USAIR EXP-PIEDMONT	3	100.0%
5	USAIR EXP: AIR WISCONSIN	1	100.0%
TOTAL AIRPORT ALL AIRLINES		18,125	

## REGION 3.4.1

## 2007 Revenue Freight by Airline

## Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	665,544	25.2%
2	UNITED PARCEL	190,982	32.5%
3	AMERICAN	162,337	38.6%
4	CONTINENTAL	130,906	43.6%
5	KOREAN	81,795	46.7%
6	CHINA AIRLINES (CAL)	71,236	49.4%
7	DELTA	70,503	52.0%
8	LUFTHANSA CARGO	70,475	54.7%
9	BRITISH AIRWAYS	70,443	57.4%
10	ASIANA	68,090	60.0%
11	KALITTA AIR LLC	51,800	61.9%
12	CATHAY PACIFIC	49,571	63.8%
13	JAPAN AIRLINES	49,084	65.7%
14	VIRGIN ATLANTIC	48,041	67.5%
15	AIR FRANCE	47,732	69.3%
TOTAL AIRPORT ALL AIRLINES		2,638,479	

### 3.5.1

## Revenue Mail In Short Tons

Annual Totals 1994 to 2007

#### Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
1994	71,466	69,578	60,748	907	202,699
1995	74,366	72,626	69,478	1,342	217,812
1996	67,747	86,398	66,728	1,340	222,213
1997	78,756	85,277	64,144	0	228,177
1998	113,015	101,479	49,428	384	264,306
1999	115,162	106,419	55,335	194	277,111
2000	116,675	99,194	56,493	209	272,572
2001	66,386	88,015	42,476	133	197,010
2002	31,258	44,004	22,350	0	97,612
2003	71,533	45,325	17,740	4	134,603
2004	81,434	39,387	14,269	2	135,092
2005	66,590	31,057	8,997	6	106,650
2006	37,719	38,060	4,568	111	80,457
2007	35,565	39,456	396	1	75,418

#### International

YEAR	EWR	JFK	LGA	SWF	REGION
1994	6,015	42,951	1,623	0	50,589
1995	10,452	44,900	2,241	0	57,593
1996	12,871	50,348	1,244	0	64,463
1997	7,460	48,860	1,711	0	58,031
1998	7,119	43,143	2,564	0	52,826
1999	5,957	46,819	1,715	0	54,492
2000	6,339	41,714	1,755	0	49,808
2001	6,481	38,920	1,295	0	46,695
2002	7,888	42,295	1,468	0	51,652
2003	13,058	39,432	1,291	0	53,781
2004	9,130	49,351	950	0	59,431
2005	23,579	48,862	1,300	0	73,740
2006	57,940	61,809	1,150	153	121,052
2007	73,497	75,921	1,691	0	151,110

#### Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
1994	77,481	112,529	62,371	907	253,288
1995	84,818	117,526	71,719	1,342	275,405
1996	80,618	136,746	67,972	1,340	286,676
1997	86,216	134,137	65,855	0	286,208
1998	120,134	144,622	51,992	384	317,132
1999	121,120	153,238	57,051	194	331,603
2000	123,015	140,908	58,248	209	322,380
2001	72,867	126,934	43,771	133	243,706
2002	39,147	86,299	23,818	0	149,264
2003	84,591	84,757	19,032	4	188,384
2004	90,564	88,738	15,219	2	194,524
2005	90,169	79,919	10,296	6	180,390
2006	95,658	99,869	5,718	264	201,509
2007	109,062	115,377	2,087	1	226,527

### 3.5.2

Monthly Totals 2007

## Revenue Mail In Short Tons

Domestic						REGIONAL CHANGE	
	MONTH	EWR	JFK	LGA	SWF	REGION	2006 to 2007
	Jan	3,241	3,763	0	0	7,004	-2.2%
	Feb	2,899	3,272	1	0	6,172	1.3%
	Mar	3,580	4,242	1	0	7,822	15.4%
	Apr	3,198	3,837	62	0	7,098	9.6%
	May	3,167	3,287	46	1	6,500	11.4%
	Jun	2,465	2,168	2	0	4,635	-25.4%
	Jul	2,366	2,052	1	0	4,420	-24.9%
	Aug	2,214	2,588	1	0	4,802	-21.5%
	Sep	3,189	3,527	21	0	6,737	6.9%
	Oct	3,171	3,536	77	0	6,785	-7.7%
	Nov	3,203	3,285	100	0	6,589	-8.6%
	Dec	2,872	3,898	85	0	6,854	-24.0%
	Total 2007	35,565	39,455	397	1	75,418	-6.3%
	% Change						
	2006 to 2007	-5.7%	3.7%	-91.3%	NA	-6.3%	

International	REGIONAL CHANGE						
	MONTH	EWR	JFK	LGA	SWF	REGION	2006 to 2007
	Jan	5,429	5,603	157	0	11,189	22.2%
	Feb	5,161	5,724	142	0	11,027	39.8%
	Mar	5,951	6,488	169	0	12,608	39.7%
	Apr	5,591	5,844	163	0	11,599	25.4%
	May	5,313	5,928	143	0	11,384	19.1%
	Jun	5,908	5,907	135	0	11,950	33.0%
	Jul	5,539	5,415	127	0	11,081	36.9%
	Aug	5,408	5,976	132	0	11,516	30.8%
Sep	5,678	6,049	136	0	11,864	34.3%	
Oct	6,173	6,840	140	0	13,153	16.6%	
Nov	7,707	6,812	84	0	14,603	10.4%	
Dec	9,639	9,333	164	0	19,136	13.0%	
Total 2007	73,497	75,919	1,692	0	151,110	24.8%	
% Change							
2006 to 2007	26.9%	22.8%	47.3%	NA	24.8%		

Domestic and International						REGIONAL CHANGE	
	MONTH	EWR	JFK	LGA	SWF	REGION	2006 to 2007
	Jan	8,670	9,366	157	0	18,193	11.4%
	Feb	8,059	8,997	142	0	17,198	23.0%
	Mar	9,531	10,729	170	0	20,431	29.3%
	Apr	8,789	9,682	225	0	18,697	18.9%
	May	8,480	9,215	188	1	17,884	16.2%
	Jun	8,373	8,075	137	0	16,585	9.1%
	Jul	7,905	7,468	127	0	15,500	10.8%
	Aug	7,622	8,564	133	0	16,319	9.4%
	Sep	8,867	9,577	157	0	18,600	22.9%
	Oct	9,344	10,377	217	0	19,938	7.0%
	Nov	10,910	10,097	184	0	21,192	3.7%
	Dec	12,511	13,230	249	0	25,990	0.1%
	Total 2007	109,061	115,377	2,086	1	226,527	12.4%
	% Change						
	2006 to 2007	14.0%	15.5%	-63.5%	NA	12.4%	

G R O U N D  
T R A N S P O R T A T I O N  
&  
A I R P O R T  
E C O N O M I C  
I M P A C T

#### 4.1.1

*Annual Totals 1994 to 2007*

## Airport Bus Passengers

Number of Passengers					
	YEAR	EWR	JFK	LGA	SWF **
	1994	694,422	896,765	663,886	2,255,073
	1995	628,233	910,435	618,711	2,157,379
	1996	696,528	885,308	575,677	2,157,513
	1997	738,577	771,037	494,731	2,004,345
	1998	794,141	539,198	331,162	1,664,501
	1999	758,674	620,274	377,300	1,756,248
	2000	663,591	575,493	444,632	1,683,716
	2001	484,571	499,986	390,853	1,375,410
	2002	308,998	482,691	377,459	1,169,148
	2003	314,272	532,165	386,948	1,233,385
	2004	387,828	571,048	421,746	1,380,622
	2005	374,322	570,468	425,547	1,370,337
	2006	229,507	514,561	407,838	1,151,906
	2007	224,856	498,755	383,394	1,107,005

**SWF \*\*: Leprechaun Lines shuttle service is to be added in the 2008 Annual Traffic Report**

<b>1994 through 2001 Routes</b>	<b>JFK</b>	<ol style="list-style-type: none"> <li>1. JFK - Manhattan and return</li> <li>2. JFK - Brooklyn and return</li> <li>3. JFK - Jamaica - LGA</li> </ol>
	<b>EWR</b>	EWR - Manhattan and return
	<b>LGA</b>	<ol style="list-style-type: none"> <li>1. LGA - Manhattan and return</li> <li>2. LGA - Brooklyn and return</li> <li>3. LGA - Jamaica - JFK</li> </ol>

**Note:** Passenger counts for JFK & LGA prior to November 1997 cannot be verified.  
The transportation company providing that service was replaced with a new operator.

## 4.2.1

*Annual Totals 1994 to 2007*

## Paid Parked Cars

YEAR	EWR	JFK	LGA*	SWF **	REGION
1994	5,308,487	4,710,434	2,214,460	-	12,233,381
1995	4,573,597	5,037,500	2,239,985	-	11,851,082
1996	5,011,818	4,550,674	2,271,157	-	11,833,649
1997	5,567,921	4,664,820	2,394,168	-	12,626,909
1998	5,816,318	4,710,692	2,651,302	-	13,178,312
1999	5,935,846	4,736,602	2,790,760	-	13,463,208
2000	5,921,144	4,726,660	2,942,561	-	13,590,365
2001	5,396,562	4,493,573	2,619,336	-	12,509,471
2002	4,844,475	4,724,885	2,542,071	-	12,111,431
2003	4,398,127	4,958,635	2,314,150	-	11,670,912
2004	4,397,346	5,196,064	2,305,507	-	11,898,917
2005	4,306,993	4,762,364	2,250,659	-	11,320,016
2006	4,466,632	4,283,499	2,092,066	124,608	10,966,805
2007	4,246,706	4,753,459	1,874,350	404,505	11,279,020

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

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



### 4.3.1

Annual Totals 1994 to 2007

## NYC Subway and New Jersey Transit

Ridership	JFK	NEWARK LIBERTY			TOTAL MASS & RAPID TRANSIT	
	Subway & AirTrain Combined*	NEW JERSEY TRANSIT				
	YEAR	AIRTRAIN	EXPRESS #300	AIRLINK#302		
	1994	1,150,770	-	818,586	311,133	2,280,489
	1995	1,152,414	-	683,601	217,330	2,053,345
	1996	1,209,258	-	782,100	247,623	2,238,981
	1997	1,737,245	-	630,938	272,799	2,640,982
	1998	1,564,148	-	576,089	275,954	2,416,191
	1999	1,332,108	-	543,674	296,328	2,172,110
	2000	-	-	521,679	288,081	809,760
	2001	-	127,152	419,286	251,644	798,082
	2002	1,102,702	1,008,821	306,300	-	2,417,823
	2003	1,275,414	1,178,822	300,784	-	2,755,020
	2004	2,594,236	1,368,067	293,250	-	4,255,553
	2005	3,411,762	1,445,035	272,357	-	5,129,154
	2006	3,950,014	1,588,163	386,227	-	5,924,404
	2007	4,393,258	1,793,796	407,987	-	6,595,041

#### 1989 -4/15/90

JFK Express data include air passengers, airport employees, Aqueduct Race Track patrons, and commuters to Manhattan;

#### 1990 - 1992

JFK Express ceased operation on April 15, 1990.

Total JFK Express riders from 1/1/90 to 4/15/90 = **228,771**.

From 4/16/90 to 12/31/90: Includes A and C train riders who used the free Long Term Parking Lot Bus = 682,535.

New Jersey Transit Routes: Airlink #302: EWR - Newark and return. Discontinue 12/4/01.

From 11/1/92 to 12/31/92: Includes A train riders only who used the free Long Term Parking Lot Bus = 173,576.

C train service to JFK was terminated in October, 1992.

#### 1997

Express Bus #300: EWR - Manhattan and return. Handled by Olympia Trails as of 4/5/97.

#### 2000-2003

Subway numbers were not reported for 2000 to 2001.

2002 Passenger count for riders who utilize Howard Beach Subway Station Only.

2003 JFK AirTrain began operation on December 17, 2003. Hereafter, AirTrain and JFK Subway numbers will be combined into AirTrain: Started operation Oct. 21, 2002. EWR - Penn Station and return. Includes Amtrak riders.

**New Jersey Transit Routes:** Airlink route#302: EWR to Newark and return. Discontinued 12/4/2001

**Express Bus #300:** EWR to Manhattan and return. Handled by Olympia Trails as of 4/5/1997

**AirTrain:** Started operation on October 21, 2002. EWR to Penn Station and return. Includes Amtrak riders

#### 4.4.1

*Annual Totals 1994 to 2007*

## Airport Employment

YEAR	EWR	JFK	LGA*	SWF	REGION
1990	15,627	46,057	10,472		72,156
1991	15,677	40,284	9,249		65,210
1992	17,032	35,862	9,598		62,492
1993	17,821	35,154	10,272		63,247
1994	18,572	37,365	9,180		65,117
1995	n/a	n/a	n/a		n/a
1996	n/a	n/a	n/a		n/a
1997	n/a	n/a	n/a		n/a
1998	n/a	n/a	n/a		n/a
1999	24,270	37,396	10,034		71,700
2000	n/a	n/a	n/a		n/a
2001	n/a	n/a	n/a		n/a
2002**	20,000	29,500	9,400		58,900
2003	n/a	n/a	n/a		n/a
2004	18,352	29,519	7,874		55,745
2005	n/a	30,988	9,110		n/a
2006	n/a	32,350	9,172		n/a
2007***	20,900	34,576	8,796	n/a	64,272
2008	22,124	35,527	9,689	n/a	67,340

**Note\*:** n/a = Airport not surveyed for this year.

**Note\*\*:** In 2002 and afterwards, the numbers shown are derived from a different method from that used prior. The earlier period figures were based on surveys of employers at the airports. The current method counts registered employees having either access to the ramp or airfield and others not having access to the ramp, such as those working in concessions, janitorial, check-in or customer service service employees.

**Note\*\*\*:** At Newark, in August 2007 there were 18,277 employees with ramp access. Those not having access were estimated based on a June 2008 count.

#### 4.6.1

## Economic Impact of the Aviation Industry\*

New York/New Jersey Region

### IMPACT

2004  
(latest  
available)

EWR	JFK	LGA	REGION
-----	-----	-----	--------

Jobs **				
Operations	93,510	140,980	44,400	278,890
Investment	4,850	8,970	680	14,500
Tourism	59,010	78,530	54,740	192,280
Total	157,370	228,480	99,820	485,670

Wages				
Operations \$	4,410	6,670	2,034	\$13,114
Investment \$	240	451	33	\$724
Tourism \$	2,032	2,691	1,892	\$6,615
Total	6,682	9,812	3,959	\$20,453

Sales				
Operations \$	12,353	19,019	5,724	\$37,096
Investment \$	803	1,435	114	\$2,352
Tourism \$	5,391	7,157	5,019	\$17,567
Total	18,547	27,611	10,857	\$57,015

Cargo (Included in operations above)				
Jobs	29,530	46,120	950	76,600
Wages\$	2,581	2,492	57	5,130
Sales\$	5,118	7,404	127	12,649

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

All monetary values are in millions of 2004 dollars. Jobs include direct and indirect employees.

\*NOTE: Economic impact data is updated about every four years.

## Credits

David A. Paterson, Governor, State of New York  
Jon S. Corzine, Governor, State of New Jersey

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

Anthony R. Coscia, Chairman, Board of Commissioners  
Christopher O. Ward, Executive Director  
William R. DeCota, Director, Aviation Department

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