

Plane Change En Route 1 51p 6 44p E UA 1551 0 738 <b>AKAR, SENEGAL</b> 9 31p J 10 05a† DL 416 0 752 2 15a 6 25a J DL 217 0 752 3 50a 7 45a J SA 203 0 343 <b>DAKAR, SENEGAL</b> 2 15a 6 25a J DL 217 0 752 8 40p E 9 20p† UA 82 0 777 <b>DELHI, INDIA</b> 2 25p J 8 00p† AI 102 0 77W 8 40p E 9 20p† UA 82 0 777 <b>DELHI, INDIA</b> 1 35a 9 35a J AI 101 0 77W 11 35p 4 45a† E UA 83 0 777 <b>DOHA, QATAR</b> 10 20pJ 6 40p† QR 702 0 77W <b>DOHA, QATAR</b> 8 09p 2 05p J QR 701 0 77W <b>UBAH, U.A.E</b> 10 40aJ 8 10a† EK 204 0 388 10 20pJ 10 55p† EK 206 1 77W 11 00pJ 8 30p† EK 202 0 388 <b>DUBAI, U.A.E</b> 2 25p 7 45a J EK 203 0 388 8 30a 1 50p J EK 201 0 388 9 05a 7 00p J EK 205 1 77W <b>DUBLIN, REP. OF IRELAND</b> 6 30pJ 5 15a† EI 104 0 330 7 00p E 7 00a† UA 23 0 752 7 05p J 6 50a† AA 290 0 757 8 40p J 8 25a† EI 108 0 330 10 00pJ 9 30a† DL 411 0 75W <b>DUBLIN, REP. OF IRELAND</b> 8 55a 11 50a J AA 291 0 757 9 00a 11 50a E UA 22 0 752 10 50a 1 25p J EI 105 0 330 11 15a 1 40p J DL 91 0 75W 3 30p 6 05p J EI 109 0 330 <b>DUSSELDORF, GERMANY</b>	From <b>GLASGOW, UNITED KINGDOM</b> X9 9 00a 11 45a E UA 102 0 752 To <b>GRAND CAYMAN, CAYMAN ISLANDS</b> 3 8 23a E 4 40p UA 1494 1 73G Plane Change En Route 146 8 30a J 12 24p B6 765 0 320 X23 8 30a J 12 30p KX 793 0 733 1 8 45a L 4 40p UA 1494 1 73G Plane Change En Route 3567 9 54a E 2 02p UA 1436 0 738 To <b>GRAND CAYMAN, CAYMAN ISLANDS</b> 146 1 25p 5 11p J B6 766 0 320 3567 2 52p 6 44p E UA 1449 0 738 X12 5 15p 9 00p J KX 792 0 733 To <b>GRENADA, WINDWARD ISLANDS</b> 6 12 36aJ 6 30a DL 462 0 752 26 1 59p J 7 25p BW 421 0 738 From <b>GRENADA, WINDWARD ISLANDS</b> 36 8 00a 11 55p J BW 420 0 738 6 7 05p 11 15p J DL 526 0 738 6 7 36p 11 37p J DL 526 0 738 To <b>GUADALAJARA, MEXICO</b> 238 7 29a E 2 27p UA 1436 0 738 Plane Change En Route From <b>GUADALAJARA, MEXICO</b> Consult Your Travel Representative To <b>GUATEMALA, GUATEMALA</b> 6 00a L 12 40p J 4 45p BW 14 0 738 3 7 25a L 6 00p J 7 20p BW 5 1 738 6 8 30a J 2 59p J 7 03p B6 59 0 320 From <b>KINGSTON, JAMAICA</b>	To <b>LISBON, PORTUGAL</b> X14 5 55p E 9 00a† TR 104 0 332 4567 8 10p E 6 10a† UA 54 0 752 From <b>LISBON, PORTUGAL</b> 155† 10 15a 1 35p E UA 65 0 752 X14 12 35p 3 50p ETP 103 0 332 To <b>LONDON, UNITED KINGDOM</b> C = London City H = Heathrow 7 30a J 7 40p HVS 029 0 346 7 50a E 8 00p HVS 018 0 333 8 30a J 8 15p HBA 178 0 744 9 10a J 8 25p HUA 922 0 763 9 50a J 9 45p HAA 142 0 779 5 30p E 6 20p† HUA 110 0 752 6 00p E 6 20a† HVS 004 0 333 6 10p J 6 20a† HAA 100 0 77W 6 21p J 6 35a† HDL 401 0 764 6 50p E 7 15a† CBA 002 0 318 7 15p E 7 25p HUA 29 0 777 7 20p J 7 20a HBA 176 0 777 7 25p J 7 35a HAA 106 0 77W 7 30p J 7 35a HVS 046 0 744 7 30p J 7 40a HHL 402 0 777 8 15p J 8 15a HBA 146 0 777 8 30p J 8 35a HAA 104 0 777 8 55p J 8 45a† HAA 172 0 744 8 55p E 9 00a† HVS 046 0 744 8 55p E 9 25a† HUA 17 0 752 9 00p J 9 00a† HUK 102 0 777 9 10p E 9 05p† HVS 002 0 744 9 15p E 9 25a† HDL 403 0 764 9 20p E 9 00a† HBA 100 0 777 9 30p J 9 25a HHL 401 0 777 9 50p J 10 05a† CBA 001 0 316 10 00p E 10 15a HUA 940 0 763 X3 10 25p E 10 00a HBA 186 0 788 10 35p J 10 50a† HVS 010 0 333	To <b>MANAGUA, NICARAGUA</b> 7 12 08p E 7 38p UA 1421 1 73G Plane Change En Route From <b>MANAGUA, NICARAGUA</b> 3 8 08a 5 53p L UA 1423 1 73G Plane Change En Route 6 8 08a 5 03p E UA 1423 1 73G 5 8 08a 7 25p E UA 1423 1 73G Plane Change En Route To <b>MANCHESTER, UNITED KINGDOM</b> 7 25p J 7 25a† AA 279 0 320 7 25p E 7 25p† UA 81 0 752 From <b>MANCHESTER, UNITED KINGDOM</b> 9 00a 12 10p E UA 85 0 752 10 30a 1 35p J AA 271 0 320 26 12 20p 2 30p J PK 221 0 777 To <b>MANILA, PHILIPPINES</b> 12 30pJ 10 50p† DL 175 1 744 Plane Change En Route From <b>MANILA, PHILIPPINES</b> 7 45p 1 14p J DL 175 1 744 To <b>MEDELLIN, COLOMBIA</b> 167 7 55p J 1 25p J AV 040 0 709 From <b>MEDELLIN, COLOMBIA</b> 557 11 45p J 5 10a† BV 042 10 330 557 11 45p J 5 10a† BV 042 10 330 To <b>MEXICO CITY, MEXICO</b> X5 12 15aJ 5 05a AM 401 0 330 X67 7 25a J 1 35a AQ 2943 0 330 8 15a E 9 00p HUK 102 0 777 8 15a E 9 00p HUK 102 0 777 15 12 54pJ 9 34p UA 530 1 330 From <b>MONTREAL, CANADA</b>
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## AIRPORT TRAFFIC REPORT

John F. Kennedy International Airport

Newark Liberty International Airport

LaGuardia Airport

Stewart International Airport

Atlantic City International Airport

Teterboro Airport

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April 1, 2014

## A remarkable year for our airport system

I am happy to share the Port Authority Aviation Department's 2013 Annual Traffic Report, which provides important statistics on air traffic at our regional aviation facilities, including comparative data on airports worldwide and the multitude of destinations our airports offer our customers.

### 2013 IN PERSPECTIVE

It was a remarkable year for our airport system as we celebrated a number of passenger records, including an all-time mark for most passengers served by the entire airport system – 112.5 million air travelers. This eclipsed the former mark of 110 million set in 2007, and was 3.2 million more than in 2012.

Six other records were set in 2013:

- Most international passengers, airport system: 39.6 million
- Most passengers, JFK: 50.4 million
- Most international passengers, JFK: 26.5 million
- Most passengers, LGA: 26.7 million
- Most domestic passengers, LGA: 24.9 million
- Most international passengers, LGA: 1.7 million

Our three major commercial airports showed growth in 2013: JFK was up 2.3 percent, EWR up 3 percent, and LGA up 3.9 percent.

## Our three major commercial airports showed growth in 2013

The Port Authority also expanded its aviation portfolio in 2013 as it took management control of Atlantic City International Airport. While the Atlantic City data is not included in 2013 regional totals because we did not assume management until midway through the year, current trends at Atlantic City will boost the region's base numbers by nearly a million passengers annually when we include it in the 2014 reports.

Unfortunately, the record-breaking passenger pace did not extend to cargo. Suffering from deep-seated structural impediments, cargo had been weak in the two preceding years. It began 2013 with a relatively small negative number, but ended the year with a decline of 4 percent. As a result, 2013 cargo volumes were at 2 million tons, comparable to the recession levels of 1991 and 2009.

### 2014 OUTLOOK

Although air travel in 2014 has started on a difficult note with multiple storms creating delays and cancellations, the outlook for the full year remains optimistic. We anticipate 2014 passenger traffic to grow by 2.3 percent, which would establish another all-time record.

The 2014 passenger prediction is predicated on stronger U.S. and global economic growth. More importantly, there are strong indications that the 2014 economy is poised to accelerate because all the components of the GDP – consumption, investment, government, and exports-imports – are aligned positively. On the other hand, cargo likely will continue to lag economic growth due to existing structural problems, such as a shift from air to trucking, the opening of other gateways, and a move by cargo operators away from our airports to those in the Midwest and West to improve proximity to Asian markets and reduce costs.

We anticipate  
2014 passenger  
traffic to grow  
by 2.3 percent

The attached statistics are a continuing reflection of the Aviation Department's desire to keep our stakeholders informed, and reaffirms our commitment to achieving regional prosperity through a unified system of airport facilities that offer safe and secure environments, an excellent customer experience, and environmentally sustainable and friendly services delivered by a first-rate staff.

A handwritten signature in black ink, appearing to read 'R. Tragale', with a stylized, cursive script.

Ralph Tragale  
Assistant Director  
Aviation Customer, Industry and External Affairs



# John F. Kennedy International Airport

## HISTORY

- Construction for a new international airport began in 1942 under a New York City contract on the site of the Idlewild Golf Course in Queens, New York City.
- The Port Authority of New York and New Jersey began operating the soon-to-open airport on June 1, 1947, under a lease with the City of New York.
- On July 1, 1948, commercial flights began flying into and out of the newly opened New York International Airport.
- The airport was rededicated John F. Kennedy International Airport on December 24, 1963, in memory of the nation's 35th president.
- On February 7, 1964, the Beatles arrived for the first time in the United States and entertained reporters and the public at a press conference in the former International Arrivals Building. Over the decades, the airport has been a gateway for numerous presidents and dignitaries, including thousands who have arrived throughout the years for the annual United Nations Assembly.
- In 2000, JFK welcomed its one-billionth passenger.
- In 2004, the Port Authority and the City of New York concluded an agreement that ensures the agency's continued operation of JFK through 2050.
- JFK made airport history on March 19, 2007, when the A380, the world's largest passenger aircraft, touched down on U.S. soil for the first time in a route proving test, and again on August 1, 2008, when an Emirates Airline A380 landed at JFK—the first regularly scheduled arrival of the A380 in the United States.
- In 2013, JFK surpassed 50 million annual passengers for the first time in its history.

## SIZE AND LOCATION

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

## AVIATION ROLE

JFK has been recognized for decades as the premier U.S. gateway for passengers and cargo. JFK is the busiest airport in the New York City metropolitan area, and among the busiest in North America and the world. In 2013, the airport handled a record 50.4 million

passengers, and more than 1.3 million tons of cargo. The airport handled about 26.5 million international passengers in 2013, also an all-time record. About 80 airlines operate out of the airport, serving more than 150 nonstop destinations.

## EMPLOYMENT AND ECONOMIC IMPACT

About 37,000 people are employed at the airport. The airport contributes about \$37.3 billion in economic activity to the New York-New Jersey metropolitan region, generating about 256,000 total jobs and \$13.4 billion in annual wages.

## INVESTMENT

The City of New York invested about \$150 million in the original construction of the airport. Since then, the Port Authority has invested more than \$11 billion in JFK.

## REDEVELOPMENT

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

## CENTRAL TERMINAL AREA (CTA)

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

## TERMINALS

- A consortium of airlines – Air France, Japan Airlines, Korean Air, and Lufthansa – built the 11-gate international Terminal 1 on the site of the old Eastern Airlines Terminal. It opened in 1998.
- Delta Air Lines operates Terminal 2 and completed the expansion of Terminal 4 during 2013. Delta vacated Terminal 3 when the newly expanded Terminal 4 opened in May 2013. After 50 years of service to JFK, Terminal 3 was demolished.
- The 1.5-million-square-foot, common-use Terminal 4 opened in May 2001. Terminal 4 includes separate levels for departures and arrivals, consolidated ticketing and baggage operations, improved customer facilities, duty-free retail shops, and a wide variety of eateries. A Welcome Center opened in 2009. Delta Air Lines redeveloped a portion of the terminal by adding nine new gates, and other enhancements and amenities, which opened in 2013. JetBlue's Terminal 5 opened in 2008. The Port Authority provided nearly \$800 million toward the jointly financed, 26-gate, 635,000-square-foot terminal, which is designed to handle up to 20 million passengers per year. In 2012, JetBlue broke ground on T5i, a 145,000-square-foot expansion to accommodate JetBlue international arrivals. The project is expected to be complete in 2015.
- A \$251-million redevelopment project was completed at British Airways' Terminal 7. The project expanded and reconfigured the terminal for greater efficiency. Improvements included new ticketing and check-in areas, new retail outlets, and a new departure and arrival roadway system. United Airlines also operates out of Terminal 7.
- American Airlines' Terminal 8 opened in 2007 and serves domestic and international passengers on three concourses. Terminal 8 includes expanded check-in areas, top name-brand shops and eateries, and numerous services.
- The Port Authority has completed renovations of JFK's historic TWA Flight Center in advance of a redevelopment program to create hotel space and related services in the Central Terminal Area.

## ROADWAY ACCESS AND GROUND TRANSPORTATION

A roadway configuration in the Central Terminal Area divides the roadway network into five terminal areas so motorists can make direct connections

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

#### **AIRTRAIN JFK**

Opened in 2003, the light-rail system connects JFK with the Long Island Rail Road and New York City subway and bus lines. More than 6 million paid passengers used the system in 2013, and millions more rode the free portion of the system to connect between terminals, and to parking lots and rental car areas. Recent improvements include digital signage, expanded closed-circuit television and audio recording systems for monitoring critical communications.

#### **PARKING**

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

#### **CARGO**

JFK is one of the world's leading international air cargo centers. The airport offers nearly 4 million square feet of modern, state-of-the-art cargo warehouse and office space. The entire air cargo area is designated as a Foreign-Trade Zone. JFK serves the world's key air cargo markets through

a strong mix of long-haul, direct and nonstop all-cargo aircraft and wide-body passenger aircraft flights.

#### **RUNWAYS/TAXIWAYS**

JFK's runway system consists of two pairs of parallel runways (4L-22R, 4R-22L and 13L-31R, 13R-31L) aligned at right angles. Total runway length is nine miles.

- The Bay Runway reconstruction project expanded 13R-31L from 150 to 200 feet wide in 2011.
- All runways have high-intensity runway edge lighting, centerline and taxiway exit lighting, and are grooved to improve skid resistance and minimize hydroplaning.
- Taxiways total 25 miles in length. Standard width is 75 feet with 25-foot heavy-duty shoulders and 25-foot erosion control pavement on each side. Other features include the taxiway centerline light system and a sign system, illuminated at night to provide directional information for taxiing aircraft.
- The Port Authority invested \$200 million for taxiway and airside rehabilitation to prepare for the A380 aircraft, and more than \$150 million was dedicated to fund technical and customer service initiatives to combat airport delays.

#### **AIR TRAFFIC CONTROL TOWER**

The 321-foot air traffic control tower opened in 1994 and includes

communications, radar, and wind shear alert systems.

#### **SAFETY AND SECURITY**

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

# Newark Liberty International Airport

## HISTORY

- The metropolitan area's first major airport, Newark Airport was built by the City of Newark on 68 acres of marshland. After the airport's opening on October 1, 1928, it quickly became the world's busiest commercial airport.
- During World War II, the airport was operated by the Army Air Corps.
- After the Port Authority assumed responsibility for Newark Airport's operations on March 22, 1948, the agency added an instrument runway, a passenger terminal, a control tower, and an air cargo center.
- The Central Terminal Area was constructed and opened in 1973. Other construction during the early 1970s included the Port Authority Administration Building, the Central Heating and Refrigeration Plant, and taxiways and roadways.
- In 1989, a two-building maintenance complex opened.
- In 1996, the International Arrivals Facility opened in Terminal B, and the automated monorail began operating between terminals and parking lots.
- Terminal C opened in 1998 as the hub of Continental Airlines.
- In 2001, the monorail was extended to the Northeast Corridor and renamed AirTrain Newark.
- In 2002, the airport was renamed Newark Liberty International Airport to memorialize all those who lost their lives on September 11, 2001. Also in 2002, the Port Authority and the City of Newark agreed to extend the lease through 2065.

## SIZE AND LOCATION

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

## AVIATION ROLE

Newark Airport is among the busiest North American and international airports. In 2013, more than 35 million passengers used Newark Airport, including 11.3 million international passengers. Twenty-five airlines operate out of the airport, serving nearly 160 nonstop destinations.

## EMPLOYMENT AND ECONOMIC IMPACT

About 20,000 people are employed at Newark Airport. The airport contributes about \$22.9 billion in economic activity to the New York-New Jersey

metropolitan region, generating about 162,000 total jobs and \$8.3 billion in annual wages.

## INVESTMENT

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

## REDEVELOPMENT

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

## CENTRAL TERMINAL AREA (CTA)

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

## PASSENGER TERMINALS

- Construction of Terminal A began in October 1967, and the facility opened in August 1973. With 27 gates, the terminal branches out into three circular satellite buildings. The satellites contain flight departure lounges, and airline and passenger service facilities. The main terminal building measures approximately 800 by 165 feet. Planning for the redevelopment of Terminal A is well under way. A Welcome Center was recently added.
- Terminal B's modernization expanded the two-level facility into three levels. Highlights include new inline baggage screening systems and passenger screening systems, a new baggage claim hall, new departure areas, new ticket counters, additional passenger lounges and concessions, and a new Welcome Center. Terminal B has 15 international arrivals gates.
- Terminal C opened in 1998 Continental Airlines' Global Gateway project in 2001 added 600,000 square feet of space and turned the facility into a three-level terminal with two levels for departures. The C-3 concourse added 19 gates – bringing the terminal's total to 59 – a huge retail and concessions space, and U.S. Customs facilities. The state-of-the-art International Arrivals Facility, also completed by Continental,

added another 1,500-passengers-per-hour arrival capacity to Newark Liberty. A new Welcome Center also was added. In 2010, Continental merged with United Airlines.

## ROADWAYS

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

## AIRTRAIN NEWARK

AirTrain Newark, Newark Airport's automated monorail, opened for service on-airport between terminals and parking lots in 1996. The system was extended to a new station on the Northeast Corridor Rail Line in 2001, providing passengers with connections to NJ Transit and Amtrak trains for links between the airport and New York City, Philadelphia, points across New Jersey, and beyond. About 2.3 million paid riders used the system in 2012 to connect to the airport at the Northeast Corridor Rail Link station, along with millions of others who used the system free of charge to travel between passenger terminals, and to connect to parking lots and rental car areas.

## PARKING

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

## CARGO

Newark Airport is the overnight express package center for the NY/NJ region, offering a full range of short-, medium-, and long-haul services to domestic and international destinations. In 2010, FedEx agreed to continue hub operations at Newark Liberty and committed to a 20-year lease extension. FedEx also plans to install its largest rooftop solar electric system, which could provide more than 15 percent of the hub's energy needs. Newark Liberty handled about 820,000 tons of cargo in 2012.

## RUNWAYS AND TAXIWAYS

- The airport has two parallel runways (4R-22L and 4L-22R) and a third runway (11-29) that is primarily used for commuter aircraft traffic. Runway



4R-22L is 10,000 feet long by 150 feet wide, and Runway 4L-22R is 11,000 feet long by 150 feet wide. Both runways have displaced thresholds because of controlling obstructions. Visual aids include high-intensity edge and centerline lighting, and high-speed exit taxiway centerline lighting. More than 12 miles of 75-foot-wide taxiways link the three runways with the central terminal and cargo areas. A \$42 million rehabilitation of Runway 4R-22L was completed in 2012, and a \$47 million rehabilitation of Runway 4L-22R is in its initial stages.

- Runway 4R-22L is having its approach lighting system changed to an ALSP-2, and additional high-speeds P2 and P3 will be completed in 2013.
- The Port Authority is investing nearly \$32 million in a taxiway rehabilitation project that will include two new high-speed taxiways to reduce delays.

#### **PORT AUTHORITY ADMINISTRATION BUILDING**

In 2002, reconstruction of the landmark Newark Liberty International Airport

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

#### **AIR TRAFFIC CONTROL TOWER**

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

#### **SAFETY AND SECURITY**

- The Port Authority has invested hundreds of millions of dollars to make Newark Liberty and all its airports the vanguard of aviation safety and security. Recent initiatives include enhanced security access control systems, hardened perimeters, widespread and expanded use of closed-circuit television cameras, and a \$120 million project to implement additional bollard barrier systems on terminal frontages.

- Efforts by the Port Authority and more than 1,000 members of the National Alliance to Advance NextGen have moved our nation's airports closer to implementing a state-of-the-art satellite-based system of air traffic management that will greatly improve efficiency and safety in our airspace. Newark Liberty is one of a handful of U.S. airports to implement NextGen technologies.

- The airport includes an Engineered Materials Arresting System (EMAS), comprised of specially designed aerated cement blocks that crumble under the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency. One end of Runway 11-29 features EMAS and another is planned for the opposite end.

## HISTORY

- At the turn of the century, the airport site, then commonly known as North Beach, was occupied by the Gala Amusement Park.
- In 1929, the 105-acre site was purchased by the Curtiss-Wright Co. and developed into a private flying field. Originally called the Glenn H. Curtiss Airport, it later became known as Curtiss-Wright Field.
- The City of New York purchased Curtiss-Wright Field in 1935 and renamed it North Beach Airport. On September 9, 1937, ground was broken for a new airport, which, on October 15, 1939, was dedicated as New York City Municipal Airport.
- Eighteen days later, on November 2, 1939, the airport was renamed New York Municipal Airport-LaGuardia Field to honor New York City's Mayor, Fiorello LaGuardia, who had been instrumental in founding the airport.
- On December 2, 1939, the airport opened to commercial traffic. It soon became known simply as LaGuardia Airport.
- The Port Authority of New York and New Jersey began operating LaGuardia Airport in 1947.

## SIZE AND LOCATION

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

## AVIATION ROLE

LaGuardia Airport is one of the nation's leading domestic gateways for business travel, and is the primary business/short-haul airport for New York City. LaGuardia Airport set a new all-time record in 2013 with more than 26.7 million passengers, including a record 1.7 million international passengers. Eleven airlines serve more than 65 nonstop destinations at LaGuardia Airport, which relative to its size holds the distinction of being the most efficient airport in the world, handling more passengers per acre per year than any other airport.

## EMPLOYMENT AND ECONOMIC IMPACT

LaGuardia Airport employs about 11,000 people. The airport contributes about \$15.6 billion in economic activity to the New York-New Jersey metropolitan region, generating about 116,000 total jobs and \$5.7 billion in annual wages.

## INVESTMENT

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

## REDEVELOPMENT

Planning is well under way for a \$2.4 billion redevelopment of Terminal B and a \$1.2 billion investment in airport infrastructure. An \$86 million electrical substation currently under construction will provide a more reliable and robust source of power for the airport. In 2010, the Port Authority completed the airport's new Police Crisis Command Center and Aircraft Rescue and Firefighting Facility.

## PASSENGER TERMINALS

- Originally known as the Overseas Terminal, then the Marine Air Terminal (MAT), Terminal A is the original airport terminal building. It served international flights on flying boats through the 1940s. On September 1, 1991, Delta Air Lines began shuttle operations to Boston and Washington, D.C. at Terminal A, which accommodates six gates. In 2011, Delta added daily shuttle service to Chicago. General aviation also operates from the terminal through a fixed-based operator. In 1995, Terminal A was designated an historic landmark. A \$7 million restoration of the terminal was completed in 2004.
- Dedicated on April 17, 1964, Terminal B (also known as the Central Terminal Building) serves most of the airport's scheduled domestic airlines. It is 1,300 feet long and 180 feet wide, with approximately 750,000 square feet of floor space. Originally constructed at a cost of \$36 million and then expanded and modernized for \$340 million in the 1990s, the terminal consists of a four-story central section, two three-story wings, and four concourses that accommodate 35 aircraft contact gate positions. The terminal offers two food courts, Welcome Centers in the east and west wings, and MetroCard dispensing machines for those who wish to use New York City public transportation.
- Opened in September 1992 and costing \$200 million, Terminal C comprises approximately 300,000 square feet of space with 21 aircraft contact gates. Operated by Delta Air Lines and hosting US Airways and Canadian carrier WestJet, the terminal features an innovative mix of food, retail, and concessions integrated into the gate holdroom areas and a Welcome Center on the arrivals level.

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

## PARKING

LaGuardia Airport offers more than 6,400 public parking spaces, including a 2,650-space, five-level parking garage; E-Z Pass Plus in all parking lots; Express Pay machines in Lots 2, 4, and 5; and a 55-space metered lot. In 2011, the airport introduced a Premium Parking program that enables customers the ability to reserved parking spaces. In 2013, the Port Authority's Board of Commissioners authorized a new \$82.9 million East Parking Garage, a critical early step toward the airport's modernization that will culminate with the replacement of Terminal B.

## RUNWAYS

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

## AIR TRAFFIC CONTROL TOWER

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

**SECURITY AND SAFETY**

- The Port Authority has invested billions to make LaGuardia and all its airports the vanguard of aviation safety and security. Recent initiatives include enhanced security access control systems, hardened perimeters, widespread and expanded use of closed-circuit television cameras, and a \$120 million project to implement additional bollard barrier systems on terminal frontages.
- Efforts by the Port Authority and more than 1,000 members of the National

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

- LaGuardia's runways feature Engineered Materials Arresting Systems (EMAS), comprised of specially

designed aerated cement blocks that crumble under the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency. Currently, two of LaGuardia's four runway ends feature EMAS with EMAS scheduled to be installed on the remaining two by the end of 2015.

## HISTORY

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

## SIZE AND LOCATION

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

## AVIATION ROLE

Stewart Airport is an economical, convenient alternative to the New York/New Jersey metropolitan region's airports. Several commercial and charter

airlines operate at the airport, offering direct access to a number of major U.S. hubs with connections to virtually anywhere in the world. Stewart handled more than 320,000 passengers and nearly 17,500 tons of cargo in 2013.

## EMPLOYMENT AND ECONOMIC IMPACT

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

## INVESTMENT

A project slated to invest approximately \$100 million to rehabilitate and modernize both runways is under way and expected to be completed in mid-2015, representing the largest investment ever made in a single project in Stewart's history. Since the Port Authority took over Stewart Airport in November 2007, it has invested an additional \$100 million-plus to make improvements. Investments planned for 2014 include \$42 million in improvements to infrastructure, safety and security projects, parking, roadways, terminal upgrades, customer service, and amenities.

## REDEVELOPMENT

In 1991, Stewart International became the first facility to receive \$5 million in funding under the Federal Aviation Administration's (FAA) Military Airport Program for capital improvements to airports that were formerly military facilities or military/civil aircraft-use facilities. That same year, the FAA awarded Stewart a \$900,000 grant to fund a master plan update, conduct an environmental review, and prepare a noise study. The airport also received \$13 million in federal funding for infrastructure rehabilitation. In 1992, the FAA awarded another \$3 million for terminal expansion and redesign. A 50,000-square-foot air cargo building opened in 1990. In 2007, the Port Authority initiated its redevelopment program. Recent upgrades include a Federal Inspection Services facility to accommodate international flights. In December 2011, the Port Authority Board of Commissioners approved a \$20 million expansion of the airport's passenger terminal. Design work is under way for the expansion. Construction is expected to begin in 2015, and the project will be complete in 2017. The Port Authority also is

building a new \$10 million regional crime lab for the New York State Police as part of an agreement that ensures the police force continues to guard and protect the airport.

## PASSENGER TERMINAL

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

## ROADWAY ACCESS AND GROUND TRANSPORTATION

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

## PARKING

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

## CARGO

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

## RUNWAYS

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

#### **AIR TRAFFIC CONTROL TOWER**

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

#### **SECURITY AND SAFETY**

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



## HISTORY

- Opened in 1910, Atlantic City International Airport was one of the nation's first municipal airfields and accommodated both land and sea planes.
- In 1940, Atlantic City's government purchased a vast parcel of land comprising 4,312 acres and a reservoir for the construction of a more modern airport to replace its 1910 facility. Construction began in 1941 and was completed in earnest to meet the national security needs of a nation at war.
- In 1942, the U.S. Navy leased the airport from Atlantic City and, on April 24, 1943, commissioned the Naval Air Station Atlantic City (NASAC). The airport became a base for the Navy's Fighter Training Unit, the Air Development Squadron 3, which developed and tested war strategy, and the Combat Information Center, a precursor to today's air traffic control tower.
- In 1958, the US Navy decommissioned the airport. The airport's lease reverted to its original owner, Atlantic City. The city transferred the lease of all but 84 acres to the U.S. government. The Federal Aviation Administration (FAA) operated the airport from 1958 to 1992. Atlantic City held reversionary interest in the lease, which stipulated that ownership of the property may revert to Atlantic City if the FAA no longer has use of the airport. The city retained 84 acres in Egg Harbor Township, NJ, where the Civil Terminal Building and related support facilities stood.
- On September 24, 1992, the South Jersey Transportation Authority (SJTA) acquired the Civil Terminal Building from Atlantic City and the city's reversionary interest in lands owned by the United States. The SJTA agreed to operate the airport as a public airport for the useful life of the airport facilities.
- On July 1, 2013, the Port Authority of New York and New Jersey entered into a 15-year agreement with the South Jersey Transportation Authority to provide management services at Atlantic City International Airport.

## SIZE AND LOCATION

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

## AVIATION ROLE

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

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

## EMPLOYMENT AND ECONOMIC IMPACT

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

## REDEVELOPMENT

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

On July 12, 2013, Atlantic City International Airport opened a new 40,700-square-foot Airport Rescue and Fire Fighting (ARFF) station.

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

## PASSENGER TERMINAL

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

## PARKING

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

## RUNWAYS

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

## AIR TRAFFIC CONTROL TOWER

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

## SAFETY AND SECURITY

Atlantic City Airport is a designated test site for emerging security technologies

through a Cooperative Research and Development Agreement with the U.S. Department of Homeland Security's Transportation Security Laboratory.

## HISTORY

- Teterboro Airport is the oldest operating airport in the New York City metropolitan region.
- Walter C. Teter acquired the property in 1917, and the first flight took place in 1919.
- During World War I, North American Aviation operated a manufacturing plant on the site. After the war, the airport served as a base of operation for Anthony Fokker, the Dutch aircraft designer.
- During World War II, the U.S. Army and U.S. Air Force operated the airport.
- The Port Authority purchased the airport on April 1, 1949, from Fred L. Wehran, a private owner.
- The airport was leased to Pan Am World Airways by the Port Authority in 1970. The airport then passed to its successor organization, Johnson Controls, until December 1, 2000, when the Port Authority re-assumed full responsibility for the operation of the airport.

## SIZE AND LOCATION

Teterboro Airport covers 827 acres. It borders the municipalities of Teterboro, Hasbrouck Heights, Little Ferry, Moonachie, and Wood-Ridge in Bergen County, N.J., at the intersection of U.S. Highway 46 and Route 17.

## AVIATION ROLE

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

## EMPLOYMENT AND ECONOMIC IMPACT

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

## INVESTMENT

Since 1970, about \$375 million has been invested to upgrade the airport's facilities and open new areas of service to the aviation community.

## REDEVELOPMENT

Plans were under way in 2014 to develop 25 acres of unimproved land at Teterboro that will deliver more efficient operations by better meeting the needs of newer, more efficient aircraft through improvements to aeronautical areas. Primary improvements include three

new 40,000-square-foot hangars, one new 30,000-square-foot hangar, a modernized terminal building, and paved parking for as many as 40 aircraft.

## BUSINESS SERVICES

- Fixed-Based Operations – Teterboro Airport is served by five fixed-based operators that provide a range of services for private aircraft.
- Charter/Aircraft Leasing – Companies can charter an aircraft either to supplement their own aircraft or to travel if they do not own an airplane.
- Cargo – Teterboro Airport provides services for couriers. It is also the hub for many small-package cargo shipments.
- Public Service – Teterboro Airport serves as the primary receiving point for hearts and other human organs used for life-saving transplant operations performed at medical centers throughout the region.
- International Travel – Customs clearance services are available at the airport.

## FACILITIES

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

## RUNWAYS AND TAXIWAYS

Runway 6-24 (NE/SW) is 6,015 feet long and 150 feet wide, and is equipped with High Intensity Runway Edge Lights (HIREL). Runway 6 approach has an Instrument Landing System (ILS) and a Medium Intensity Approach Lighting System-R (MALS-R). Runway 24 approach is equipped with a Precision Approach Path Indicator (PAPI) and Runway End Identifier Lights (REILS). Runway 6-24 underwent a complete rehabilitation in 2010, during which centerline lights were added to the runway and Touchdown Zone (TDZ) lights were added to Runway 6.

Runway 1-19 (North/South) is 7,000 feet long and 150 feet wide, and is equipped with HIREL and REILS. Runway 19 approach is equipped with a PAPI and Runway 1 approach is equipped with a Visual Approach Slope Indicator (VASI). Runway 19 approach has an ILS. Runway 1-19 was overlaid and grooved in the summer of 2000, which

included the installation of centerline lights and TDZ lights for Runway 19. Runway 1 is the preferred runway for noise abatement procedures. Runway 1-19 was rehabilitated in 2011, and included work to relocate nearby Redneck Avenue to create a Runway Safety Area and the installation of an EMAS.

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

## CERTIFICATION STATUS

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

## AIRCRAFT MOVEMENTS

2013 – 155,032  
2010 – 149,530  
2000 – 182,888  
1990 – 191,118  
1980 – 231,074

## AIR TRAFFIC CONTROL TOWER

The control tower, which is open 24 hours a day, was constructed on the east side of the airport by the FAA and went into operation on October 29, 1975. A new tower is in design and expected to enter operations in 2017.

## SAFETY AND SECURITY

- An Engineered Materials Arresting System (EMAS) was installed at the north end of Runway 6-24 at Teterboro Airport in 2006. It is comprised of beds of specially designed aerated cement blocks. These blocks crumble under the weight of an aircraft, enabling a plane to stop safely and quickly in the event of an emergency. Two additional EMAS were installed on the south end

of Runway 1-19 and the south end of Runway 6-24.

- The Port Authority has invested hundreds of millions of dollars to make Teterboro and all its airports the vanguard of aviation safety and security. Recent initiatives include enhanced security access control systems, hardened perimeters, widespread and expanded use of closed-circuit television cameras, and a \$120 million project to implement additional bollard barrier systems on terminal frontages.
- Efforts by the Port Authority and more than 1,000 members of the National Alliance to Advance NextGen have moved our nation's airports closer to implementing a state-of-the-art satellite-based system of air traffic management that will greatly improve efficiency and safety in our airspaces.







### 1.1.1 JFK

## COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2000 to 2013

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2000	106,102	672	10,410	87,722	2,480	13,324	220,710
2001	109,386	1,857	9,905	48,104	2,339	8,710	180,301
2002	113,473	93	9,899	45,027	1,910	10,364	180,766
2003	120,002	221	8,850	34,096	2,697	8,290	174,156
2004	141,019	204	8,933	43,963	1,769	8,734	204,622
2005	150,258	204	8,193	59,909	1,792	9,886	230,242
2006	166,970	217	7,419	64,904	1,247	9,656	250,413
2007	192,606	215	7,586	91,499	1,398	9,654	302,958
2008	187,501	50	6,820	83,354	1,679	8,621	288,025
2009	177,208	30	5,723	81,214	1,486	7,143	272,804
2010	168,811	39	5,942	68,644	1,266	7,743	252,445
2011	171,153	25	5,588	73,247	1,384	8,098	259,495
2012	175,552	22	5,363	58,814	880	9,724	250,355
2013	175,688	18	5,397	57,084	536	9,662	248,385

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2000	103,120	2,615	13,927	4,179	697	—	124,538
2001	92,982	1,873	13,477	4,112	835	—	113,279
2002	87,366	1,909	13,999	2,859	758	—	106,891
2003	85,402	1,961	15,163	2,700	936	—	106,162
2004	94,219	1,382	15,027	3,726	1,110	—	115,464
2005	97,527	1,268	14,380	5,208	1,325	—	119,708
2006	106,491	1,023	13,417	5,813	1,270	—	128,014
2007	118,233	1,823	13,311	6,229	1,200	—	140,796
2008	125,785	488	10,926	11,962	1,205	—	150,366
2009	123,444	171	7,839	10,497	531	—	142,482
2010	124,710	188	9,387	9,711	529	—	144,525
2011	127,323	182	9,668	11,739	323	—	149,235
2012	130,864	693	8,539	11,124	153	—	151,373
2013	138,645	133	8,016	10,864	138	—	157,796

#### Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2000	209,222	3,287	24,337	91,901	3,177	13,324	345,248
2001	202,368	3,730	23,382	52,216	3,174	8,710	293,580
2002	200,839	2,002	23,898	47,886	2,668	10,364	287,657
2003	205,404	2,182	24,013	36,796	3,633	8,290	280,318
2004	235,238	1,586	23,960	47,689	2,879	8,734	320,086
2005	247,785	1,472	22,573	65,117	3,117	9,886	349,950
2006	273,461	1,240	20,836	70,717	2,517	9,656	378,427
2007	310,839	2,038	20,897	97,728	2,598	9,654	443,754
2008	313,286	538	17,746	95,316	2,884	8,621	438,391
2009	300,652	201	13,562	91,711	2,017	7,143	415,286
2010	293,521	227	15,329	78,355	1,795	7,743	396,970
2011	298,476	207	15,256	84,986	1,707	8,098	408,730
2012	306,416	715	13,902	69,938	1,033	9,724	401,728
2013	314,333	151	13,413	67,948	674	9,662	406,181

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	257,589	1,150	27,894	77,978	1,202	19,750	385,563
2001	240,827	859	26,553	89,968	1,415	14,778	374,400
2002	204,996	729	24,057	96,839	970	15,260	342,851
2003	189,214	1,255	24,469	110,717	668	14,064	340,387
2004	188,233	515	25,058	135,415	436	15,095	364,752
2005	180,606	322	24,719	138,979	362	14,992	359,980
2006	185,996	221	25,337	136,353	364	14,376	362,647
2007	181,414	386	23,902	126,779	206	14,786	347,473
2008	164,519	239	21,799	141,431	341	12,736	341,065
2009	144,577	418	18,475	144,368	408	11,443	319,689
2010	131,384	339	19,008	150,671	374	11,599	313,375
2011	138,804	524	18,736	142,164	367	11,420	312,015
2012	142,829	393	17,690	145,419	1,056	11,009	318,396
2013	144,757	400	16,897	145,979	1,604	11,341	320,978

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	57,536	1,680	1,970	3,353	187	—	64,726
2001	54,915	1,811	1,728	6,355	60	—	64,869
2002	51,299	1,078	2,133	7,979	477	—	62,966
2003	51,704	1,237	2,255	10,769	527	—	66,492
2004	57,192	668	2,069	11,989	776	—	72,694
2005	60,348	187	2,119	13,278	332	—	76,264
2006	62,082	131	2,900	17,277	221	—	82,611
2007	66,806	33	3,305	18,265	48	—	88,457
2008	71,356	85	3,363	18,135	46	—	92,985
2009	67,466	106	3,122	21,397	41	—	92,132
2010	72,439	178	3,134	20,113	81	—	95,945
2011	75,232	111	3,142	19,459	65	—	98,009
2012	72,690	78	2,406	20,499	58	—	95,731
2013	69,822	62	1,643	21,163	76	—	92,766

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	315,125	2,830	29,864	81,331	1,389	19,750	450,289
2001	295,742	2,670	28,281	96,323	1,475	14,778	439,269
2002	256,295	1,807	26,190	104,818	1,447	15,260	405,817
2003	240,918	2,492	26,724	121,486	1,195	14,064	406,879
2004	245,425	1,183	27,127	147,404	1,212	15,095	437,446
2005	240,954	509	26,838	152,257	694	14,992	436,244
2006	248,078	352	28,237	153,630	585	14,376	445,258
2007	248,220	419	27,207	145,044	254	14,786	435,930
2008	235,875	324	25,162	159,566	387	12,736	434,050
2009	212,043	524	21,597	165,765	449	11,443	411,821
2010	203,823	517	22,142	170,784	455	11,599	409,320
2011	214,036	635	21,878	161,623	432	11,420	410,024
2012	215,519	471	20,096	165,918	1,114	11,009	414,127
2013	214,579	462	18,540	167,142	1,680	11,341	413,744

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

### 1.1.1 LGA

## COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2000 to 2013

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	232,988	239	–	103,658	1,387	18,992	357,264
2001	220,029	201	–	117,403	804	11,100	349,537
2002	187,812	91	–	141,362	522	13,530	343,317
2003	184,113	142	–	156,718	728	14,206	355,907
2004	192,263	141	–	169,657	831	14,777	377,669
2005	191,910	103	–	168,980	582	15,706	377,281
2006	189,222	59	–	173,975	333	14,390	377,979
2007	181,482	90	–	174,447	314	13,990	370,323
2008	175,060	52	–	169,650	490	10,866	356,118
2009	156,940	96	–	164,919	693	8,835	331,483
2010	161,675	88	–	165,636	498	9,416	337,313
2011	159,391	89	–	174,674	700	9,035	343,889
2012	161,560	154	–	169,142	599	9,239	340,694
2013	156,247	70	–	172,402	559	9,292	338,570

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	20,038	7	–	2,588	5	–	22,638
2001	19,294	13	–	174	8	–	19,489
2002	17,080	7	–	2,023	12	–	19,122
2003	15,527	1	–	3,520	6	–	19,054
2004	15,034	–	–	7,065	7	–	22,106
2005	17,467	2	–	6,117	4	–	23,590
2006	13,782	–	–	8,174	15	–	21,971
2007	12,615	12	–	8,586	11	–	21,224
2008	12,599	19	–	10,155	17	–	22,790
2009	11,093	2	–	11,783	27	–	22,905
2010	11,570	15	–	12,695	23	–	24,303
2011	10,835	20	–	11,099	27	–	21,981
2012	15,012	–	–	14,269	14	–	29,295
2013	16,460	2	–	16,501	32	–	32,995

#### Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	253,026	246	–	106,246	1,392	18,992	379,902
2001	239,323	214	–	117,577	812	11,100	369,026
2002	204,892	98	–	143,385	534	13,530	362,439
2003	199,640	143	–	160,238	734	14,206	374,961
2004	207,297	141	–	176,722	838	14,777	399,775
2005	209,377	105	–	175,097	586	15,706	400,871
2006	203,004	59	–	182,149	348	14,390	399,950
2007	194,097	102	–	183,033	325	13,990	391,547
2008	187,659	71	–	179,805	507	10,866	378,908
2009	168,033	98	–	176,702	720	8,835	354,388
2010	173,245	103	–	178,331	521	9,416	361,616
2011	170,226	109	–	185,773	727	9,035	365,870
2012	176,572	154	–	183,411	613	9,239	369,989
2013	172,707	72	–	188,903	591	9,292	371,565

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	9,215	—	—	—	—	—	9,215
2001	6,947	—	—	—	—	—	6,947
2002	7,732	—	—	—	—	—	7,732
2003	9,931	—	—	—	—	—	9,931
2004	11,967	—	—	—	—	—	11,967
2005	11,708	—	—	—	—	—	11,708
2006	543	32	1,559	7,230	141	73,644	83,149
2007	6,783	—	1,520	7,748	8	71,100	87,159
2008	5,441	—	1,602	6,740	12	58,840	72,635
2009	1,454	—	933	5,417	23	36,738	44,565
2010	1,426	—	903	5,349	194	39,175	47,047
2011	1,651	—	1,160	5,827	178	37,672	46,488
2012	1,768	—	1,261	5,699	130	33,286	42,144
2013	1,729	—	1,278	4,515	95	31,266	38,883

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	6	—	—	—	—	—	6
2001	9	—	—	—	—	—	9
2002	3	—	—	—	—	—	3
2003	9	—	—	—	—	—	9
2004	11	—	—	—	—	—	11
2005	28	—	—	—	—	—	28
2006	25	2	34	8	—	—	69
2007	—	—	20	—	—	—	20
2008	—	—	8	—	—	—	8
2009	—	—	3	—	3	—	6
2010	—	—	—	—	—	—	—
2011	—	20	1	—	21	—	42
2012	—	—	12	—	1	—	13
2013	—	—	20	—	2	—	22

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	9,221	—	—	—	—	—	9,221
2001	6,956	—	—	—	—	—	6,956
2002	7,735	—	—	—	—	—	7,735
2003	9,940	—	—	—	—	—	9,940
2004	11,978	—	—	—	—	—	11,978
2005	11,736	—	—	—	—	—	11,736
2006	568	34	1,593	7,238	141	73,644	83,218
2007	6,783	—	1,540	7,748	8	71,100	87,179
2008	5,441	—	1,610	6,740	12	58,840	72,643
2009	1,454	—	936	5,417	26	36,738	44,571
2010	1,426	—	903	5,349	194	39,175	47,047
2011	1,651	20	1,161	5,827	199	37,672	46,530
2012	1,768	—	1,273	5,699	131	33,286	42,157
2013	1,729	—	1,298	4,515	97	31,266	38,905

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2000	14,518	—	—	—	—	29,879	44,397
2001	11,990	3,951	—	—	—	27,437	43,378
2002	11,977	3,370	—	—	—	29,666	45,013
2003	13,341	2,755	—	—	—	27,558	43,654
2004	14,230	3,129	—	—	—	29,667	47,026
2005	13,347	3,349	—	—	—	29,972	46,668
2006	13,627	4,001	—	—	—	30,605	48,233
2007	14,176	3,642	—	—	—	25,199	43,017
2008	11,218	3,298	—	—	—	24,905	39,421
2009	10,419	2,496	—	—	—	22,650	35,565
2010	12,957	2,639	—	—	—	22,671	38,267
2011	9,893	2,505	—	—	—	20,814	33,212
2012	8,723	2,187	—	—	—	20,223	31,133
2013	6,971	2,641	—	—	177	20,416	30,205

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2000	—	—	—	—	—	—	—
2001	—	36	—	—	—	—	36
2002	—	—	—	—	—	—	—
2003	—	—	—	—	—	—	—
2004	—	2	—	—	—	—	2
2005	—	3	—	—	—	—	3
2006	—	—	—	—	—	—	—
2007	—	1	—	—	—	—	1
2008	—	—	—	—	—	—	—
2009	—	—	—	—	—	—	—
2010	—	—	—	—	—	—	—
2011	—	—	—	—	—	—	—
2012	—	23	—	—	—	—	23
2013	—	37	—	—	—	—	37

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2000	14,518	—	—	—	—	29,879	44,397
2001	11,990	3,987	—	—	—	27,437	43,414
2002	11,977	3,370	—	—	—	29,666	45,013
2003	13,341	2,755	—	—	—	27,558	43,654
2004	14,230	3,131	—	—	—	29,667	47,028
2005	13,347	3,352	—	—	—	29,972	46,671
2006	13,627	4,001	—	—	—	30,605	48,233
2007	14,176	3,643	—	—	—	25,199	43,018
2008	11,218	3,298	—	—	—	24,905	39,421
2009	10,419	2,496	—	—	—	22,650	35,565
2010	12,957	2,639	—	—	—	22,671	38,267
2011	9,893	2,505	—	—	—	20,814	33,212
2012	8,723	2,210	—	—	—	20,223	31,156
2013	6,971	2,678	—	—	177	20,416	30,242



## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2000	—	—	—	—	—	182,888	182,888
2001	—	—	—	—	—	175,980	175,980
2002	—	—	—	—	—	200,599	200,599
2003	—	—	—	—	—	193,807	193,807
2004	—	—	—	—	—	202,400	202,400
2005	—	—	—	—	—	196,129	196,129
2006	—	—	—	—	—	187,840	187,840
2007	—	—	—	—	—	182,101	182,101
2008	—	—	—	—	—	162,433	162,433
2009	—	—	—	—	—	137,890	137,890
2010	—	—	—	—	—	149,530	149,530
2011	—	—	—	—	—	152,247	152,247
2012	—	—	—	—	—	147,476	147,476
2013	—	—	—	—	—	155,032	155,032

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2000	—	—	—	—	—	—	—
2001	—	—	—	—	—	—	—
2002	—	—	—	—	—	—	—
2003	—	—	—	—	—	—	—
2004	—	—	—	—	—	—	—
2005	—	—	—	—	—	—	—
2006	—	—	—	—	—	—	—
2007	—	—	—	—	—	—	—
2008	—	—	—	—	—	—	—
2009	—	—	—	—	—	—	—
2010	—	—	—	—	—	—	—
2011	—	—	—	—	—	—	—
2012	—	—	—	—	—	—	—
2013	—	—	—	—	—	—	—

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2000	—	—	—	—	—	182,888	182,888
2001	—	—	—	—	—	175,980	175,980
2002	—	—	—	—	—	200,599	200,599
2003	—	—	—	—	—	193,807	193,807
2004	—	—	—	—	—	202,400	202,400
2005	—	—	—	—	—	196,129	196,129
2006	—	—	—	—	—	187,840	187,840
2007	—	—	—	—	—	182,101	182,101
2008	—	—	—	—	—	162,433	162,433
2009	—	—	—	—	—	137,890	137,890
2010	—	—	—	—	—	149,530	149,530
2011	—	—	—	—	—	152,247	152,247
2012	—	—	—	—	—	147,476	147,476
2013	—	—	—	—	—	155,032	155,032

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

## 1.1.1 REGION

# COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2000 to 2013

### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	605,894	2,061	38,304	269,358	5,069	234,954	1,155,640
2001	577,189	2,917	36,458	255,475	4,558	210,568	1,087,165
2002	514,013	913	33,956	283,228	3,402	239,753	1,075,265
2003	503,260	1,618	33,319	301,531	4,093	230,367	1,074,188
2004	533,482	860	33,991	349,035	3,036	241,006	1,161,410
2005	534,482	629	32,912	367,868	2,736	236,713	1,175,340
2006	542,731	529	34,315	382,462	2,085	299,906	1,262,028
2007	562,285	691	33,008	400,473	1,926	291,631	1,290,014
2008	532,521	341	30,221	401,175	2,522	253,496	1,220,276
2009	480,179	544	25,131	395,918	2,610	202,049	1,106,431
2010	463,296	466	25,853	390,300	2,332	217,463	1,099,710
2011	470,999	638	25,484	395,912	2,629	218,472	1,114,134
2012	481,709	569	24,314	379,074	2,665	210,734	1,099,065
2013	478,421	488	23,572	379,980	2,794	216,593	1,101,848

### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	180,700	4,302	15,897	10,120	889	—	211,908
2001	167,200	3,697	15,205	10,641	903	—	197,646
2002	155,748	2,994	16,132	12,861	1,247	—	188,982
2003	152,642	3,199	17,418	16,989	1,469	—	191,717
2004	166,456	2,050	17,096	22,780	1,893	—	210,275
2005	175,370	1,457	16,499	24,603	1,661	—	219,590
2006	182,380	1,156	16,351	31,272	1,506	—	232,665
2007	197,654	1,868	16,636	33,080	1,259	—	250,497
2008	209,740	592	14,297	40,252	1,268	—	266,149
2009	202,003	279	10,964	43,677	602	—	257,525
2010	208,719	381	12,521	42,519	633	—	264,773
2011	213,390	333	12,811	42,297	436	—	269,267
2012	218,566	771	10,957	45,892	226	—	276,412
2013	224,927	197	9,679	48,528	248	—	283,579

### Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2000	786,594	6,363	54,201	279,478	5,958	234,954	1,367,548
2001	744,389	6,614	51,663	266,116	5,461	210,568	1,284,811
2002	669,761	3,907	50,088	296,089	4,649	239,753	1,264,247
2003	655,902	4,817	50,737	318,520	5,562	230,367	1,265,905
2004	699,938	2,910	51,087	371,815	4,929	241,006	1,371,685
2005	709,852	2,086	49,411	392,471	4,397	236,713	1,394,930
2006	725,111	1,685	50,666	413,734	3,591	299,906	1,494,693
2007	759,939	2,559	49,644	433,553	3,185	291,631	1,540,511
2008	742,261	933	44,518	441,427	3,790	253,496	1,486,425
2009	682,182	823	36,095	439,595	3,212	202,049	1,363,956
2010	672,015	847	38,374	432,819	2,965	217,463	1,364,483
2011	684,389	971	38,295	438,209	3,065	218,472	1,383,401
2012	700,275	1,340	35,271	424,966	2,891	210,734	1,375,477
2013	703,348	685	33,251	428,508	3,042	216,593	1,385,427

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

**Note:** Region totals do not include ACY.

## 1.1.2 JFK

# COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2013

### Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	14,104	—	484	4,702	29	570	19,889	-1.2%
Feb	12,437	2	402	4,146	45	584	17,616	-10%
Mar	15,027	1	438	4,710	37	786	20,999	-5%
Apr	14,350	—	423	4,603	24	704	20,104	-3%
May	14,930	2	444	4,852	36	776	21,040	0.4%
Jun	15,107	1	418	4,791	42	888	21,247	-2.4%
Jul	16,046	1	438	5,210	72	1,028	22,795	1.6%
Aug	16,094	2	465	5,360	56	874	22,851	2.8%
Sep	14,324	1	408	4,720	47	1,166	20,666	-1.6%
Oct	14,705	—	497	4,933	41	872	21,048	10.3%
Nov	13,873	4	443	4,693	23	716	19,752	0.9%
Dec	14,691	4	537	4,364	84	698	20,378	-1.8%
<b>Total 2013</b>	<b>175,688</b>	<b>18</b>	<b>5,397</b>	<b>57,084</b>	<b>536</b>	<b>9,662</b>	<b>248,385</b>	<b>-0.8%</b>
<b>% Change 2012 to 2013</b>	<b>0.1%</b>	<b>-18.2%</b>	<b>0.6%</b>	<b>-2.9%</b>	<b>-39.1%</b>	<b>-0.6%</b>	<b>-0.8%</b>	

### International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	10,652	8	630	849	9	—	12,148	4.8%
Feb	9,511	11	541	709	15	—	10,787	-0.4%
Mar	11,179	35	692	840	3	—	12,749	3.1%
Apr	10,974	2	657	790	4	—	12,427	2.3%
May	11,486	2	684	841	9	—	13,022	3.9%
Jun	12,180	4	687	898	15	—	13,784	3.2%
Jul	13,597	9	700	1,053	17	—	15,376	4.4%
Aug	13,654	10	686	1,096	5	—	15,451	5.4%
Sep	11,425	4	658	983	11	—	13,081	0.5%
Oct	11,334	7	678	1,030	21	—	13,070	13.3%
Nov	10,703	10	706	912	9	—	12,340	4.2%
Dec	11,950	31	697	863	20	—	13,561	6.3%
<b>Total 2013</b>	<b>138,645</b>	<b>133</b>	<b>8,016</b>	<b>10,864</b>	<b>138</b>	<b>—</b>	<b>157,796</b>	<b>4.2%</b>
<b>% Change 2012 to 2013</b>	<b>5.9%</b>	<b>-80.8%</b>	<b>-6.1%</b>	<b>-2.3%</b>	<b>-9.8%</b>	<b>—</b>	<b>4.2%</b>	

### Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	24,756	8	1,114	5,551	38	570	32,037	1%
Feb	21,948	13	943	4,855	60	584	28,403	-6.6%
Mar	26,206	36	1,130	5,550	40	786	33,748	-2.1%
Apr	25,324	2	1,080	5,393	28	704	32,531	-1%
May	26,416	4	1,128	5,693	45	776	34,062	1.7%
Jun	27,287	5	1,105	5,689	57	888	35,031	-0.3%
Jul	29,643	10	1,138	6,263	89	1,028	38,171	2.7%
Aug	29,748	12	1,151	6,456	61	874	38,302	3.8%
Sep	25,749	5	1,066	5,703	58	1,166	33,747	-0.8%
Oct	26,039	7	1,175	5,963	62	872	34,118	11.4%
Nov	24,576	14	1,149	5,605	32	716	32,092	2.2%
Dec	26,641	35	1,234	5,227	104	698	33,939	1.3%
<b>Total 2013</b>	<b>314,333</b>	<b>151</b>	<b>13,413</b>	<b>67,948</b>	<b>674</b>	<b>9,662</b>	<b>406,181</b>	<b>1.1%</b>
<b>% Change 2012 to 2013</b>	<b>2.6%</b>	<b>-78.9%</b>	<b>-3.5%</b>	<b>-2.8%</b>	<b>-34.8%</b>	<b>-0.6%</b>	<b>1.1%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	11,364	35	1,394	11,742	106	654	25,295	1.1%
Feb	10,199	40	1,327	10,473	105	814	22,958	-7.3%
Mar	12,017	48	1,389	12,533	110	766	26,863	-3.8%
Apr	12,602	38	1,377	12,270	109	1,014	27,410	-0.1%
May	12,338	15	1,489	12,824	115	1,102	27,883	2.4%
Jun	12,245	12	1,344	11,951	119	940	26,611	-2.8%
Jul	12,678	4	1,320	12,628	150	1,010	27,790	2%
Aug	12,744	29	1,437	12,846	153	840	28,049	-8.5%
Sep	11,581	30	1,200	12,271	157	982	26,221	2.7%
Oct	12,430	35	1,476	12,928	129	1,209	28,207	14%
Nov	12,029	57	1,296	12,162	185	1,002	26,731	2.9%
Dec	12,530	57	1,848	11,351	166	1,008	26,960	10.1%
<b>Total 2013</b>	<b>144,757</b>	<b>400</b>	<b>16,897</b>	<b>145,979</b>	<b>1,604</b>	<b>11,341</b>	<b>320,978</b>	<b>0.8%</b>
% Change								
<b>2012 to 2013</b>	<b>1.3%</b>	<b>1.8%</b>	<b>-4.5%</b>	<b>0.4%</b>	<b>51.9%</b>	<b>3%</b>	<b>0.8%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	6,006	2	178	1,660	2	—	7,848	-1.3%
Feb	5,223	5	162	1,607	12	—	7,009	-7%
Mar	6,169	4	168	1,770	8	—	8,119	-3.9%
Apr	6,257	4	168	1,687	5	—	8,121	-2.2%
May	6,065	8	175	1,791	8	—	8,047	-2.1%
Jun	6,252	-	146	1,627	3	—	8,028	-3.8%
Jul	6,477	5	127	1,790	6	—	8,405	-4.5%
Aug	6,284	-	109	1,906	9	—	8,308	-4.2%
Sep	5,271	1	101	1,890	4	—	7,267	-4.6%
Oct	5,416	2	114	2,014	3	—	7,549	4.6%
Nov	5,100	16	101	1,732	2	—	6,951	-2%
Dec	5,302	15	94	1,689	14	—	7,114	-5.5%
<b>Total 2013</b>	<b>69,822</b>	<b>62</b>	<b>1,643</b>	<b>21,163</b>	<b>76</b>	<b>—</b>	<b>92,766</b>	<b>-3.1%</b>
% Change								
<b>2012 to 2013</b>	<b>-3.9%</b>	<b>-20.5%</b>	<b>-31.7%</b>	<b>3.2%</b>	<b>31%</b>	<b>—</b>	<b>-3.1%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	17,370	37	1,572	13,402	108	654	33,143	0.5%
Feb	15,422	45	1,489	12,080	117	814	29,967	-7.2%
Mar	18,186	52	1,557	14,303	118	766	34,982	-3.8%
Apr	18,859	42	1,545	13,957	114	1,014	35,531	-0.6%
May	18,403	23	1,664	14,615	123	1,102	35,930	1.4%
Jun	18,497	12	1,490	13,578	122	940	34,639	-3.1%
Jul	19,155	9	1,447	14,418	156	1,010	36,195	0.4%
Aug	19,028	29	1,546	14,752	162	840	36,357	-7.5%
Sep	16,852	31	1,301	14,161	161	982	33,488	1%
Oct	17,846	37	1,590	14,942	132	1,209	35,756	11.9%
Nov	17,129	73	1,397	13,894	187	1,002	33,682	1.8%
Dec	17,832	72	1,942	13,040	180	1,008	34,074	6.4%
<b>Total 2013</b>	<b>214,579</b>	<b>462</b>	<b>18,540</b>	<b>167,142</b>	<b>1,680</b>	<b>11,341</b>	<b>413,744</b>	<b>-0.1%</b>
% Change								
<b>2012 to 2013</b>	<b>-0.4%</b>	<b>-1.9%</b>	<b>-7.7%</b>	<b>0.7%</b>	<b>50.8%</b>	<b>3%</b>	<b>-0.1%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	12,700	5	–	14,213	29	724	27,671	-0.2%
Feb	11,587	1	–	12,415	50	650	24,703	-11.4%
Mar	13,463	3	–	14,378	40	824	28,708	-4.7%
Apr	13,306	10	–	14,776	41	714	28,847	-2.2%
May	13,459	11	–	14,559	58	720	28,807	-3.2%
Jun	13,040	–	–	14,057	53	800	27,950	-2.6%
Jul	13,243	14	–	14,250	57	790	28,354	0.7%
Aug	13,703	4	–	15,659	42	798	30,206	2%
Sep	12,649	8	–	14,105	70	922	27,754	-0.2%
Oct	13,523	2	–	15,811	43	832	30,211	11.6%
Nov	12,803	7	–	13,885	30	770	27,495	-0.2%
Dec	12,771	5	–	14,294	46	748	27,864	4%
<b>Total 2013</b>	<b>156,247</b>	<b>70</b>	<b>–</b>	<b>172,402</b>	<b>559</b>	<b>9,292</b>	<b>338,570</b>	<b>-0.6%</b>
<b>% Change</b>								
<b>2012 to 2013</b>	<b>-3.3%</b>	<b>-54.5%</b>	<b>–</b>	<b>1.9%</b>	<b>-6.7%</b>	<b>0.6%</b>	<b>-0.6%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	1,440	–	–	1,299	2	–	2,741	39.8%
Feb	1,210	–	–	1,136	1	–	2,347	21.7%
Mar	1,410	–	–	1,400	2	–	2,812	35.2%
Apr	1,418	2	–	1,306	1	–	2,727	36.1%
May	1,651	–	–	1,237	3	–	2,891	36.8%
Jun	1,524	–	–	1,171	5	–	2,700	15.9%
Jul	1,477	–	–	1,320	–	–	2,797	0.8%
Aug	1,253	–	–	1,697	2	–	2,952	-4.1%
Sep	1,379	–	–	1,404	3	–	2,786	-5.1%
Oct	1,473	–	–	1,538	4	–	3,015	7.4%
Nov	1,197	–	–	1,480	5	–	2,682	0%
Dec	1,028	–	–	1,513	4	–	2,545	-2%
<b>Total 2013</b>	<b>16,460</b>	<b>2</b>	<b>–</b>	<b>16,501</b>	<b>32</b>	<b>–</b>	<b>32,995</b>	<b>12.6%</b>
<b>% Change</b>								
<b>2012 to 2013</b>	<b>9.6%</b>	<b>–</b>	<b>–</b>	<b>15.6%</b>	<b>128.6%</b>	<b>–</b>	<b>12.6%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	14,140	5	–	15,512	31	724	30,412	2.4%
Feb	12,797	1	–	13,551	51	650	27,050	-9.3%
Mar	14,873	3	–	15,778	42	824	31,520	-2.1%
Apr	14,724	12	–	16,082	42	714	31,574	0.2%
May	15,110	11	–	15,796	61	720	31,698	-0.6%
Jun	14,564	–	–	15,228	58	800	30,650	-1.3%
Jul	14,720	14	–	15,570	57	790	31,151	0.7%
Aug	14,956	4	–	17,356	44	798	33,158	1.4%
Sep	14,028	8	–	15,509	73	922	30,540	-0.7%
Oct	14,996	2	–	17,349	47	832	33,226	11.2%
Nov	14,000	7	–	15,365	35	770	30,177	-0.1%
Dec	13,799	5	–	15,807	50	748	30,409	3.5%
<b>Total 2013</b>	<b>172,707</b>	<b>72</b>	<b>–</b>	<b>188,903</b>	<b>591</b>	<b>9,292</b>	<b>371,565</b>	<b>0.4%</b>
<b>% Change</b>								
<b>2012 to 2013</b>	<b>-2.2%</b>	<b>-53.2%</b>	<b>–</b>	<b>3%</b>	<b>-3.6%</b>	<b>0.6%</b>	<b>0.4%</b>	

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



## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	136	—	114	364	5	2,073	2,692	-15.7%
Feb	135	—	106	311	1	1,839	2,392	-36.7%
Mar	185	—	112	390	2	2,701	3,390	-17%
Apr	134	—	106	378	6	2,861	3,485	0.4%
May	124	—	104	387	15	3,068	3,698	11.4%
Jun	126	—	106	356	7	3,093	3,688	-1%
Jul	184	—	121	389	2	3,087	3,783	-2.2%
Aug	179	—	104	403	16	2,882	3,584	-9.3%
Sep	126	—	89	381	12	2,806	3,414	0.7%
Oct	128	—	116	404	4	2,694	3,346	1.7%
Nov	136	—	95	375	13	2,455	3,074	-14.9%
Dec	136	—	105	377	12	1,707	2,337	-4.9%
<b>Total 2013</b>	<b>1,729</b>	<b>—</b>	<b>1,278</b>	<b>4,515</b>	<b>95</b>	<b>31,266</b>	<b>38,883</b>	<b>-7.7%</b>
<b>% Change 2012 to 2013</b>	<b>-2.2%</b>	<b>—</b>	<b>1.3%</b>	<b>-20.8%</b>	<b>-26.9%</b>	<b>-6.1%</b>	<b>-7.7%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	—	—	2	—	—	—	2	100%
Feb	—	—	4	—	—	—	4	100%
Mar	—	—	—	—	—	—	—	—
Apr	—	—	2	—	—	—	2	100%
May	—	—	—	—	—	—	—	0%
Jun	—	—	2	—	—	—	2	100%
Jul	—	—	2	—	1	—	3	100%
Aug	—	—	1	—	1	—	2	0%
Sep	—	—	—	—	—	—	—	—
Oct	—	—	—	—	—	—	—	—
Nov	—	—	2	—	—	—	2	-71.4%
Dec	—	—	5	—	—	—	5	25%
<b>Total 2013</b>	<b>—</b>	<b>—</b>	<b>20</b>	<b>—</b>	<b>2</b>	<b>—</b>	<b>22</b>	<b>69.2%</b>
<b>% Change 2012 to 2013</b>	<b>—</b>	<b>—</b>	<b>66.7%</b>	<b>—</b>	<b>100%</b>	<b>—</b>	<b>69.2%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	136	—	116	364	5	2,073	2,694	-15.7%
Feb	135	—	110	311	1	1,839	2,396	-36.6%
Mar	185	—	112	390	2	2,701	3,390	-17.2%
Apr	134	—	108	378	6	2,861	3,487	0.3%
May	124	—	104	387	15	3,068	3,698	11.4%
Jun	126	—	108	356	7	3,093	3,690	-1%
Jul	184	—	123	389	3	3,087	3,786	-2.1%
Aug	179	—	105	403	17	2,882	3,586	-9.3%
Sep	126	—	89	381	12	2,806	3,414	0.7%
Oct	128	—	116	404	4	2,694	3,346	1.7%
Nov	136	—	97	375	13	2,455	3,076	-15.1%
Dec	136	—	110	377	12	1,707	2,342	-4.9%
<b>Total 2013</b>	<b>1,729</b>	<b>—</b>	<b>1,298</b>	<b>4,515</b>	<b>97</b>	<b>31,266</b>	<b>38,905</b>	<b>-7.7%</b>
<b>% Change 2012 to 2013</b>	<b>-2.2%</b>	<b>—</b>	<b>1%</b>	<b>-20.8%</b>	<b>-26.5%</b>	<b>-6.1%</b>	<b>-7.7%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION *	TOTAL	% CHANGE 2012-13
Jan	528	188	—	—	2	1,332	2,048	-7.4%
Feb	492	188	—	—	—	1,240	1,920	-2.7%
Mar	558	231	—	—	—	1,593	2,382	-5.9%
Apr	564	206	—	—	24	1,677	2,447	-9.1%
May	697	231	—	—	5	1,800	2,728	-3.2%
Jun	661	247	—	—	17	1,929	2,837	-7.6%
Jul	674	231	—	—	91	1,930	2,835	-4.9%
Aug	682	248	—	—	10	2,343	3,273	1.2%
Sep	494	252	—	—	13	2,211	2,957	9.8%
Oct	496	216	—	—	2	1,464	2,176	-12.4%
Nov	576	220	—	—	4	1,556	2,352	2.7%
Dec	549	183	—	—	9	1,341	2,073	2.6%
<b>Total 2013</b>	<b>6,971</b>	<b>2,641</b>			<b>177</b>	<b>20,416</b>	<b>30,205</b>	<b>-3.1%</b>
<b>% Change</b>								
<b>2012 to 2013</b>	<b>-20.1%</b>	<b>21%</b>	<b>—</b>	<b>—</b>	<b>247%</b>	<b>1%</b>	<b>-3.1%</b>	<b>-3.1%</b>

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION *	TOTAL	% CHANGE 2012-13
Jan	—	2	—	—	—	—	2	0%
Feb	—	4	—	—	—	—	4	100%
Mar	—	2	—	—	—	—	2	-50%
Apr	—	3	—	—	—	—	3	50%
May	—	3	—	—	—	—	3	-25%
Jun	—	5	—	—	—	—	5	400%
Jul	—	3	—	—	—	—	3	0%
Aug	—	6	—	—	—	—	6	200%
Sep	—	2	—	—	—	—	2	0%
Oct	—	3	—	—	—	—	3	50%
Nov	—	2	—	—	—	—	2	0%
Dec	—	2	—	—	—	—	2	0%
<b>Total 2013</b>	<b>—</b>	<b>37</b>					<b>37</b>	
<b>% Change</b>								
<b>2012 to 2013</b>		<b>60.9%</b>	<b>—</b>	<b>—</b>	<b>—</b>		<b>60.9%</b>	<b>60.9%</b>

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION *	TOTAL	% CHANGE 2012-13
Jan	528	190	—	—	2	1,332	2,052	-7.4%
Feb	492	192	—	—	—	1,240	1,924	-2.7%
Mar	558	233	—	—	—	1,593	2,384	-5.9%
Apr	564	209	—	—	24	1,677	2,474	-9.1%
May	697	234	—	—	5	1,800	2,736	-3.1%
Jun	661	252	—	—	17	1,929	2,859	-7.4%
Jul	674	234	—	—	91	1,930	2,929	-4.8%
Aug	682	254	—	—	10	2,343	3,289	1.3%
Sep	494	254	—	—	13	2,211	2,972	9.8%
Oct	496	219	—	—	2	1,464	2,181	-12.4%
Nov	576	222	—	—	4	1,556	2,358	2.7%
Dec	549	185	—	—	9	1,341	2,084	1.6%
<b>Total 2013</b>	<b>6,971</b>	<b>2,678</b>			<b>177</b>	<b>20,416</b>	<b>30,242</b>	<b>-2.9%</b>
<b>% Change</b>								
<b>2012 to 2013</b>	<b>-20.1%</b>	<b>21.4%</b>	<b>—</b>	<b>—</b>	<b>247%</b>	<b>1%</b>	<b>-2.9%</b>	<b>-2.9%</b>

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	—	—	—	—	—	11,081	11,081	3%
Feb	—	—	—	—	—	11,105	11,105	-8.3%
Mar	—	—	—	—	—	12,441	12,441	1.3%
Apr	—	—	—	—	—	13,370	13,370	8.2%
May	—	—	—	—	—	14,814	14,814	6.5%
Jun	—	—	—	—	—	12,758	12,758	-2.3%
Jul	—	—	—	—	—	11,891	11,891	15.1%
Aug	—	—	—	—	—	11,355	11,355	4.5%
Sep	—	—	—	—	—	14,498	14,498	11%
Oct	—	—	—	—	—	14,557	14,557	7%
Nov	—	—	—	—	—	13,738	13,738	9.7%
Dec	—	—	—	—	—	13,424	13,424	6.5%
<b>Total 2013</b>	—	—	—	—	—	<b>155,032</b>	<b>155,032</b>	<b>5.1%</b>
<b>% Change 2012 to 2013</b>	—	—	—	—	—	<b>5.1%</b>	<b>5.1%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	—	—	—	—	—	—	—	—
Feb	—	—	—	—	—	—	—	—
Mar	—	—	—	—	—	—	—	—
Apr	—	—	—	—	—	—	—	—
May	—	—	—	—	—	—	—	—
Jun	—	—	—	—	—	—	—	—
Jul	—	—	—	—	—	—	—	—
Aug	—	—	—	—	—	—	—	—
Sep	—	—	—	—	—	—	—	—
Oct	—	—	—	—	—	—	—	—
Nov	—	—	—	—	—	—	—	—
Dec	—	—	—	—	—	—	—	—
<b>Total 2013</b>	—	—	—	—	—	—	—	—
<b>% Change 2012 to 2013</b>	—	—	—	—	—	—	—	—

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	—	—	—	—	—	11,081	11,081	3%
Feb	—	—	—	—	—	11,105	11,105	-8.3%
Mar	—	—	—	—	—	12,441	12,441	1.3%
Apr	—	—	—	—	—	13,370	13,370	8.2%
May	—	—	—	—	—	14,814	14,814	6.5%
Jun	—	—	—	—	—	12,758	12,758	-2.3%
Jul	—	—	—	—	—	11,891	11,891	15.1%
Aug	—	—	—	—	—	11,355	11,355	4.5%
Sep	—	—	—	—	—	14,498	14,498	11%
Oct	—	—	—	—	—	14,557	14,557	7%
Nov	—	—	—	—	—	13,738	13,738	9.7%
Dec	—	—	—	—	—	13,424	13,424	6.5%
<b>Total 2013</b>	—	—	—	—	—	<b>155,032</b>	<b>155,032</b>	<b>5.1%</b>
<b>% Change 2012 to 2013</b>	—	—	—	—	—	<b>5.1%</b>	<b>5.1%</b>	

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

## 1.1.2 REGION

# COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2013

### Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	38,304	40	1,992	31,021	169	15,102	86,628	-0.2%
Feb	34,358	43	1,835	27,345	201	14,992	78,774	-10.6%
Mar	40,692	52	1,939	32,011	189	17,518	92,401	-4.3%
Apr	40,392	48	1,906	32,027	180	18,663	93,216	-0.3%
May	40,851	28	2,037	32,622	224	20,480	96,242	1.1%
Jun	40,518	13	1,868	31,155	221	18,479	92,254	-2.5%
Jul	42,151	19	1,879	32,477	281	17,806	94,613	2.8%
Aug	42,720	35	2,006	34,268	267	16,749	96,045	-1.3%
Sep	38,680	39	1,697	31,477	286	20,374	92,553	1.9%
Oct	40,786	37	2,089	34,076	217	20,164	97,369	10.9%
Nov	38,841	68	1,834	31,115	251	18,681	90,790	1.7%
Dec	40,128	66	2,490	30,386	308	17,585	90,963	4.4%
<b>Total 2013</b>	<b>478,421</b>	<b>488</b>	<b>23,572</b>	<b>379,980</b>	<b>2,794</b>	<b>216,593</b>	<b>1,101,848</b>	<b>0.3%</b>
% Change								
<b>2012 to 2013</b>	<b>-0.7%</b>	<b>-14.2%</b>	<b>-3.1%</b>	<b>0.2%</b>	<b>4.8%</b>	<b>2.8%</b>	<b>0.3%</b>	

### International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	18,098	10	810	3,808	13	—	22,739	5.7%
Feb	15,944	16	707	3,452	28	—	20,147	-0.7%
Mar	18,758	39	860	4,010	13	—	23,680	3.5%
Apr	18,649	8	827	3,783	10	—	23,277	3.7%
May	19,202	10	859	3,869	20	—	23,960	4.8%
Jun	19,956	4	835	3,696	23	—	24,514	2%
Jul	21,551	14	829	4,163	24	—	26,581	1.1%
Aug	21,191	10	796	4,699	17	—	26,713	1.1%
Sep	18,075	5	759	4,277	18	—	23,134	-1.9%
Oct	18,223	9	792	4,582	28	—	23,634	9.6%
Nov	17,000	26	809	4,124	16	—	21,975	1.6%
Dec	18,280	46	796	4,065	38	—	23,225	1.5%
<b>Total 2013</b>	<b>224,927</b>	<b>197</b>	<b>9,679</b>	<b>48,528</b>	<b>248</b>	<b>—</b>	<b>283,579</b>	<b>2.6%</b>
% Change								
<b>2012 to 2013</b>	<b>2.9%</b>	<b>-74.4%</b>	<b>-11.7%</b>	<b>5.7%</b>	<b>9.7%</b>	<b>—</b>	<b>2.6%</b>	

### Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2012-13
Jan	56,402	50	2,802	34,829	182	15,102	109,367	3.9%
Feb	50,302	59	2,542	30,797	229	14,992	98,921	5.3%
Mar	59,450	91	2,799	36,021	202	17,518	116,081	-1.1%
Apr	59,041	56	2,733	35,810	190	18,663	116,493	1.7%
May	60,053	38	2,896	36,491	244	20,480	120,202	-0.1%
Jun	60,474	17	2,703	34,851	244	18,479	116,768	-1.4%
Jul	63,702	33	2,708	36,640	305	17,806	121,194	-1.3%
Aug	63,911	45	2,802	38,967	284	16,749	122,758	7.5%
Sep	56,755	44	2,456	35,754	304	20,374	115,687	-0.1%
Oct	59,009	46	2,881	38,658	245	20,164	121,003	-5.3%
Nov	55,841	94	2,643	35,239	267	18,681	112,765	-1.1%
Dec	58,408	112	3,286	34,451	346	17,585	114,188	-5.2%
<b>Total 2013</b>	<b>703,348</b>	<b>685</b>	<b>33,251</b>	<b>428,508</b>	<b>3,042</b>	<b>216,593</b>	<b>1,385,427</b>	<b>0.1%</b>
% Change								
<b>2012 to 2013</b>	<b>0.4%</b>	<b>-48.9%</b>	<b>-5.7%</b>	<b>0.8%</b>	<b>5.2%</b>	<b>2.8%</b>	<b>0.7%</b>	

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

Note: Region totals do not include ACY.

## JFK

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2000	212,504	8,206	4,968	18,606	3,653	10,798	72,490	14,086	345,311
2001	173,427	6,874	5,074	19,695	3,653	9,874	60,831	14,162	293,590
2002	173,994	6,772	3,663	19,698	3,725	9,184	56,195	14,426	287,657
2003	166,198	7,958	4,425	19,817	3,896	8,425	54,247	15,352	280,318
2004	194,943	9,679	5,178	21,667	3,954	9,679	58,312	16,674	320,086
2005	219,672	10,570	6,604	20,816	4,142	10,093	60,385	17,668	349,950
2006	239,670	10,743	8,052	20,813	5,115	11,146	65,960	16,928	378,427
2007	293,130	9,828	8,285	23,424	7,558	12,092	72,271	17,166	443,754
2008	278,965	9,060	13,850	25,577	8,243	11,806	74,939	15,951	438,391
2009	263,832	8,972	11,289	29,220	7,228	11,854	68,822	14,069	415,286
2010	242,987	9,458	10,221	31,713	6,625	12,763	67,762	15,441	396,970
2011	249,969	9,526	11,871	31,942	5,441	13,207	70,700	16,074	408,730
2012	239,333	11,022	11,139	33,281	6,915	15,349	68,763	15,926	401,728
2013	237,035	11,350	11,065	35,880	8,902	15,409	70,167	16,373	406,181

## EWR

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2000	379,925	5,638	17,062	6,325	4,146	5,226	30,104	1,863	450,289
2001	368,833	5,567	19,440	6,947	3,625	4,799	27,912	2,146	439,269
2002	337,475	5,376	17,533	7,696	3,941	3,995	27,903	1,898	405,817
2003	335,196	5,191	20,031	8,359	3,690	3,932	28,758	1,722	406,879
2004	358,833	5,919	21,358	9,662	3,918	4,354	31,365	2,037	437,446
2005	354,556	5,424	21,084	8,912	4,075	4,474	34,716	3,003	436,244
2006	356,035	6,612	22,304	8,225	3,719	5,125	39,869	3,369	445,258
2007	342,280	5,193	22,536	8,849	3,908	4,688	45,259	3,217	435,930
2008	337,154	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,050
2009	316,516	3,173	30,200	8,534	3,699	4,649	41,476	3,574	411,821
2010	310,754	2,621	32,137	8,926	3,918	4,669	42,332	3,963	409,320
2011	310,180	1,835	32,486	8,703	3,529	4,770	44,682	3,839	410,024
2012	316,447	1,949	34,040	8,846	3,483	5,635	40,189	3,538	414,127
2013	319,011	1,967	33,346	8,181	3,634	5,631	38,586	3,388	413,744

## LGA

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2000	362,278	2	21,473	1,165	—	—	—	—	384,918
2001	348,734	—	17,441	1,696	—	—	—	—	367,871
2002	343,317	—	17,377	1,745	—	—	—	—	362,439
2003	355,906	1	17,138	1,916	—	—	—	—	374,961
2004	377,669	—	19,908	2,198	—	—	—	—	399,775
2005	377,281	—	21,556	2,034	—	—	—	—	400,871
2006	377,979	—	20,831	1,140	—	—	—	—	399,950
2007	370,323	—	20,048	1,176	—	—	—	—	391,547
2008	356,118	—	22,076	714	—	—	—	—	378,908
2009	331,483	—	22,573	332	—	—	—	—	354,388
2010	337,313	—	23,957	346	—	—	—	—	361,616
2011	343,889	—	21,924	57	—	—	—	—	365,870
2012	340,694	—	28,652	643	—	—	—	—	369,989
2013	338,570	—	31,701	1,294	—	—	—	—	371,565

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

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

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

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

## SWF

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2000	9,215	—	2	—	2	—	2	—	9,221
2001	6,947	—	1	—	1	—	7	—	6,956
2002	7,732	—	2	—	—	—	1	—	7,735
2003	9,931	—	2	3	—	—	2	2	9,940
2004	11,967	—	2	—	1	1	5	2	11,978
2005	11,708	—	3	—	1	—	20	4	11,736
2006	83,149	—	35	2	—	1	31	—	83,218
2007	87,159	—	—	—	—	—	20	—	87,179
2008	72,635	—	—	—	—	—	8	—	72,643
2009	44,565	—	—	—	—	—	6	—	44,571
2010	47,047	—	—	—	—	—	—	—	47,047
2011	46,488	—	—	—	41	—	1	—	46,530
2012	42,144	—	—	—	—	—	13	—	42,157
2013	38,883	—	—	—	—	—	22	—	38,905

## REGION

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2000	1,146,810	13,846	43,505	26,096	7,801	16,024	102,596	15,949	1,372,627
2001	1,073,921	12,441	42,308	28,338	7,279	14,673	88,750	16,308	1,284,018
2002	1,063,117	12,148	38,575	29,139	7,666	13,179	84,099	16,324	1,264,247
2003	1,061,038	13,150	41,596	30,095	7,586	12,357	83,007	17,076	1,265,905
2004	1,145,812	15,598	46,446	33,527	7,873	14,034	89,682	18,713	1,371,685
2005	1,159,346	15,994	49,247	31,762	8,218	14,567	95,121	20,675	1,394,930
2006	1,244,673	17,355	51,222	30,180	8,834	16,272	105,860	20,297	1,494,693
2007	1,274,993	15,021	50,869	33,449	11,466	16,780	117,550	20,383	1,540,511
2008	1,207,305	12,971	61,464	35,004	12,311	16,286	121,939	19,145	1,486,425
2009	1,094,286	12,145	64,062	38,086	10,927	16,503	110,304	17,643	1,363,956
2010	1,087,631	12,079	66,315	40,985	10,543	17,432	110,094	19,404	1,364,483
2011	1,102,773	11,361	66,281	40,702	9,011	17,977	115,383	19,913	1,383,401
2012	1,086,094	12,971	73,831	42,770	10,398	20,984	108,965	19,464	1,375,477
2013	1,088,531	13,317	76,112	45,355	12,536	21,040	108,775	19,761	1,385,427

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

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

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

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

**Note:** Region totals do not include ACY.



From ARGENTINA, COLOMBIA 2 22sp 7 23p J B6 1532 0 330 To CASABLANCA, MOROCCO 5 45pJ 6 25a+J AT 201 0 763 From CASABLANCA, MOROCCO 12 25p 3 45p J AT 200 0 763 COPENHAGEN, DENMARK 5 30pE 7 10a+J SK 910 0 333 From COPENHAGEN, DENMARK 12 20p 3 15p ESK 909 0 333 COZUMEL, MEXICO 5 25aE 11 07a J UA 1545 1 738 Plane Change En Route 9 30aE 1 10p UA 1552 0 738 From COZUMEL, MEXICO 11 57a 8 29p UA 1546 1 738 Plane Change En Route 1 51p 6 44p UA 1551 0 738 DAKAR, SENEGAL 9 31pJ 10 05a+J DL 416 0 752 From DAKAR, SENEGAL 12 15a 6 55p J DL 217 0 752 5 50a 7 45a J SA 203 0 343 DELHI, INDIA 2 25pJ 9 00p+J AI 102 0 77W 5 40pE 8 20p+J UA 82 0 777 1 35a 6 35a J AI 101 0 77W 11 35p 4 45a+J EUA 83 0 777 DOHA, QATAR 10 20pJ 6 40p+J QR 702 0 77W From DOHA, QATAR 8 05a 2 05p J QR 701 0 77W DUBAI, U.A.E 10 40aJ 8 10p+J EK 204 0 388 10 20aJ 10 55p+J EK 206 1 77W 11 00aJ 8 30p+J EK 202 0 388 From DUBAI, U.A.E 2 25a 7 45a J EK 201 0 388 3 30a 1 50p J EK 201 0 388 9 05a 7 00p J EK 205 1 77W DUBLIN, REP. OF IRELAND 5 30pJ 5 15a+J EI 104 0 330 7 00pE 7 00a+J UA 23 0 752 7 70pE 8 25a+J UA 290 0 757 7 8 40pE 8 25a+J EI 108 0 330 10 00pJ 8 30p+J DL 411 0 76W From DUBLIN, REP. OF IRELAND 6 8 55a 11 50a J AA 291 0 757 9 00a 11 50a J UA 22 0 752 10 50a 1 25p J EI 105 0 330 11 15a 1 40p J DL 91 0 76W 7 3 30p 6 05p J EI 109 0 330 DUESSELDORF, GERMANY 4 45pE 6 15a+J AB 749 0 343 5 40pJ 6 50p+J LH 745 0 332 From DUESSELDORF, GERMANY 12 15p 3 05p ELH 408 0 343 0 50p 3 35p J AB 745 0 332 EDINBURGH, UNITED KINGDOM 7 40pE 7 35a+J UA 36 0 752 From EDINBURGH, UNITED KINGDOM 9 05a 12N EUA 97 0 752 EDMONTON, CANADA 7 55pE 11 11a J UA 773 0 319 From EDMONTON, CANADA 6 55a 1 22p EUA 810 0 319 FRANKFURT, GERMANY 3 50pJ 5 53a+J LH 401 0 744 6 10pE 7 45a+J LH 403 0 744 7 30pE 9 15a+J UA 968 0 777 7 30pJ 9 50a+J DL 410 0 76W 8 10pJ 9 00p+J SO 25 0 388 10 20pJ 12 05p+J LH 405 0 744 From FRANKFURT, GERMANY 8 20a 11 05a J SQ 26 0 388 10 55a 1 35p J LH 400 0 744 11 05a 2 10p EUA 51 0 764 1 35a 2 10p J LH 402 0 744 1 45p 4 45p J DL 107 0 76W 5 25p 8 20p J LH 404 0 744 From LEAVE Arrive Flight S E MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 From MONT TREMBLANT, CANADA 8 45p 10 15p EPD 161 0 DH4 RUSSIA - EUROPE S = Sheremetyevo V = Vnukovo 10 50aE 12 20p J SU 100 0 333 11 10aJ 12 15p J UA 111 0 763 12 40aE 2 15p J DL 467 0 76W 3 40pS 5 10p J SU 102 0 333 MUMBAI, INDIA 2 25pE 6 55p+J AI 102 1 77W 4 50pE 5 30p+J AI 144 0 77W 6 30pE 11 40p+J 9W 0227 1 333 Plane Change En Route 6 30pE 11 40p+J UA 48 0 777 1 30a 7 15a EAI 191 0 77W 2 05a 12 55p E9W 0228 1 333 2 05a 12 55p E9W 0229 1 332 To GENEVA, SWITZERLAND X2 5 35pE 7 25a+J UA 141 0 764 7 45pJ 9 25a+J LX 23 0 333 From GENEVA, SWITZERLAND X3 9 10a 12 15p EUA 149 0 764 12 15p 3 00p J LX 22 0 333 To GEORGETOWN, GUYANA 267 12 05aJ 8 40a BW 425 1 738 1457 12 45aJ 7 20a BW 527 0 763 6 7 30pJ 2 05p BW 529 0 763 4 40pJ 1 35a+J BW 525 1 738 From GEORGETOWN, GUYANA 6 05a 1 05p J BW 524 1 738 146 2 40p 9 35p J BW 424 1 738 3467 5 25p 10 20p J BW 526 0 763 5 11 20p 4 20a+J JW 528 0 763 To GLASGOW, UNITED KINGDOM X2 7 45pE 7 30a+J UA 161 0 752 From GLASGOW, UNITED KINGDOM X3 9 00a 11 45a EUA 162 0 752 To GRAND CAYMAN, CAYMAN ISLANDS 3 8 23aE 4 40p UA 1494 1 739 Plane Change En Route 146 8 30aJ 12 24p BW 765 0 320 X23 8 30aJ 12 30p KX 793 0 738 1 8 45aE 4 40p UA 1494 1 739 Plane Change En Route 3567 9 54aE 2 02p UA 1436 0 738 From GRAND CAYMAN, CAYMAN ISLANDS 146 1 25p 5 11p J BW 766 0 320 3567 2 52p 6 44p EUA 1440 0 738 X12 5 15p 9 00p J KX 792 0 738 To GRENADE, WINDWARD ISLANDS 6 12 36aJ 6 30a DL 462 0 752 36 1 55pJ 7 25p BW 421 0 738 From GRENADE, WINDWARD ISLANDS 36 8 00a 11 55a J BW 420 0 752 6 7 05p 11 15p J DL 526 0 758 6 7 36p 11 37p J DL 526 0 738 To GUADALAJARA, MEXICO 236 7 23aE 2 27p UA 332 1 763 Plane Change En Route From GUADALAJARA, MEXICO Consult Your Travel Representative To GUATEMALA CITY, GUATEMALA 6 00aE 12 40p DL 904 1 738 Plane Change En Route 3 7 25aE 2 26p UA 1509 1 738 6 8 30aJ 12 55p DL 463 0 757 67 9 00aE 1 22p UA 1428 0 738 6 11 00aE 3 22p UA 1430 0 738 From GUATEMALA CITY, GUATEMALA 3 1 07p 11 06p EUA 1503 1 738 Plane Change En Route X6 1 50p 9 58p DL 906 1 757 Plane Change En Route 6 2 00p 7 33p J DL 382 0 757 6 2 25p 8 12p EUA 1429 0 738 6 4 12p 9 59p EUA 1431 0 738 To GUAYAQUIL, ECUADOR 9 30pJ 4 25a+J LH 539 0 763 X2 10 55pJ 5 25a+J EO 551 0 330 From GUAYAQUIL, ECUADOR 1 15p 8 35p J XL 538 0 763 X2 2 15p 9 00p J ECU 550 0 330 To HALIFAX, CANADA 9 29aE 12 33p J UA 4644 0 ERJ 11 35aE 2 42p DL 5030 0 CR7 6 1 14p 4 40p UA 4597 0 ERJ 6 6 10pJ 9 19p DL 5387 0 CR7 8 8 00pJ 11 12p DL 5310 0 CR7 8 8 19pE 11 11p UA 5824 0 ERJ 8 8 45pJ 11 44p DL 5387 0 CR7 From HALIFAX, CANADA 6 37aE 8 02a EUA 4689 0 ERJ 6 7 00a 8 44p DL 5312 0 CR7 X6 8 19a 10 08a DL 5437 0 CR7 8 50a 10 10a DL 5388 0 CR7 1 09p 2 35p EUA 4644 0 ERJ 4 40p 6 05p EUA 4597 0 ERJ From LEAVE Arrive Flight S E From PANAMA CITY, PANAMA 7 47a 12 15p J CM 830 0 738 10 05a 3 10p EUA 1022 0 738 6 21p 7 29p EUA 1070 0 738 6 28p 11 35p J CM 804 0 738 9 23p 2 30a+J CM 808 0 738 To PARIS, FRANCE O = Charles de Gaulle C = Orly 4 25pJ 5 30a+J CAF 023 0 772 5 00pJ 6 30a+J CAA 44 0 763 6 05pE 7 35a+J CUA 57 0 764 356 6 45pE 8 40a+J OBA 8002 0 752 Operated by EC 7 00pJ 9 35a+J CDL 400 0 764 1248 7 00pE 8 35a+J CDL 270 0 76W 7 15pJ 8 30a+J CAF 007 0 988 X3 8 30pE 10 05a+J OBA 8004 0 752 Operated by EC X23 8 30pE 10 10a+J CAA 54 0 752 8 55pJ 10 30a+J CAA 120 0 757 9 25pJ 10 50a+J CAF 011 0 932 9 30pJ 11 05a+J OBA 8006 0 752 Operated by EC 11 25pJ 12 30p+J CAF 009 0 772 From PARIS, FRANCE O = Charles de Gaulle C = Orly 8 25aE C 10 30a J AF 022 0 772 9 20aE C 12N EUA 56 0 764 10 0aE 1 17p J DL 185 0 764 56 10 5aJ 1 25p EUA 8001 0 752 Operated by EC 11 00aE 1 40p J UA 45 0 763 3567 11 00aE 1 40p J UA 45 0 763 6 3 20p 9 19p EUA 1536 0 738 From LEAVE Arrive Flight S E From PROVIDENCIALES, TURKS AND CAICOS (CONT'D) 3 10p 6 45p J B6 856 0 320 To PUERTO PLATA, DOMINICAN REPUBLIC 9 07aE 7 01p UA 1486 0 739 9 12aJ 1 47p B6 627 0 739 67 11 00aE 3 54p UA 1492 0 739 From PUERTO PLATA, DOMINICAN REPUBLIC 2 44p 5 29p B6 629 0 320 2 55p 5 50p EUA 1494 0 739 67 4 50p 7 44p EUA 1499 0 739 To PUERTO VALLARTA, MEXICO X16 7 00aE 1 56p UA 1686 1 738 Plane Change En Route 6 7 35aJ 12 50p DL 491 0 73H 56 8 05aE 1 12p UA 1521 0 739 7 8 38aE 1 45p UA 1521 0 739 6 9 19aE 2 26p UA 1524 0 738 X2 6 40a 3 15p J AM 402 1 737 Plane Change En Route 567 4 45p 8 44p EUA 1525 0 739 7 2 51p 12 25a+J EUA 1201 1 739 Plane Change En Route 256 3 05p 11 19p J UA 302 1 320 Plane Change En Route 6 3 20p 9 19p EUA 1536 0 738 From LEAVE Arrive Flight S E From LEON/GUANAUAJATO, MEXICO X67 7 19a 8 10p J UA 341 1 319 Plane Change En Route To LIBERIA, COSTA RICA 6 7 50aJ 11 25a DL 493 0 738 3567 8 37aE 1 15p UA 1442 0 738 9 40aJ 1 58p B6 1691 0 320 From LIBERIA, COSTA RICA 12 7 50a 7 25p EUA 1511 1 738 Plane Change En Route 3567 2 11p 8 18p EUA 1446 0 738 2 55p 9 00p J B6 1692 0 320 6 1 35p 10 21p J DL 541 0 738 To LIMA, PERU 2 00pE 10 10p UA 1085 0 752 10 45pJ 6 50a+J LA 2531 0 738 From LIMA, PERU 12 20a 8 10a J LA 2530 0 763 11 35p 7 30a+J EUA 1005 0 752 To LISBON, PORTUGAL X14 5 55pE 8 00a+J TP 104 0 332 4567 8 10pE 1 01a+J UA 64 0 752 From LISBON, PORTUGAL 1567 10 15a 1 35p EUA 65 0 752 X14 12 35p 3 50p ETP 103 0 332 To LONDON, UNITED KINGDOM C = London City H = Heathrow 7 30aJ 7 40p HVS 026 0 346 7 50aE 8 00p HVS 018 0 333 8 30aJ 8 15p HBA 178 0 744 9 10aE 9 25p HUA 922 0 763 X6 5 50pE 6 45p HAA 142 0 752 5 50aE 9 20a+J HUA 110 0 752 6 00pJ 6 20a+J HVS 004 0 333 6 00pJ 6 20a+J HVA 001 0 77W 6 21pJ 6 35a+J HDL 401 0 764 6 50pE 6 45a+J HBA 184 0 764 X6 6 55pJ 7 15a+J CBA 002 0 318 5 15pE 7 25a+J HUA 29 0 777 7 20pJ 7 20a+J HBA 176 0 777 7 25pJ 7 35a+J HAA 106 0 77W X4 7 30pJ 7 35a+J HVS 046 0 744 7 30pJ 7 40a+J HDL 042 0 76W 8 15pJ 8 15a+J HBA 116 0 777 8 30pJ 8 35a+J HAA 104 0 777 8 55pJ 8 45a+J HBA 176 0 744 4 8 55pJ 9 20a+J HVS 046 0 744 8 55pE 9 25a+J HUA 17 0 752 9 00pJ 9 00a+J HKU 102 0 777 9 10pE 9 05a+J HVS 002 0 744 9 15pJ 9 25a+J HDL 403 0 764 9 20pE 9 00a+J HBA 188 0 777 9 30pJ 9 20a+J HBA 114 0 777 X56 9 55pJ 10 05a+J CBA 004 0 764 10 05aE 10 15a+J HUA 940 0 763 X3 10 25pE 10 00a+J HBA 186 0 777 10 35pJ 10 50a+J HVS 010 0 333 X6 10 55pJ 11 00a+J HBA 182 0 777 From LONDON, UNITED KINGDOM C = London City H = Heathrow 8 25aE 11 01a J BA 117 0 744 8 40aE 11 05p EUA 45 0 752 9 30aE 11 20p J VS 003 0 333 9 40aE 11 42p J DL 1 0 76W 1234 9 50aE C 2 20p J BA 175 0 744 9 55aE 11 35p J UA 28 0 777 10 45aE 11 40p J AA 101 0 77W 9 00aE 2 40p EBA 185 0 777 11 30aE 2 25p J BA 113 0 777 11 35pE 4 05p EUA 16 0 752 12 50pE 4 04p J DL 2 0 764 5 12 50pE 5 15p J BA 001 0 318 1 00pH 3 55p J VS 045 0 744 1 05pH 4 00p J BA 177 0 777 2 20pH 5 20p J BA 173 0 777 2 40pH 5 55p J AA 105 0 777 3 15pH 6 00p EBA 189 0 777 246 3 30pH 6 30p J KU 101 0 777 3 50pH 7 00p EUA 941 0 763 3 50pH 7 05p EVS 001 0 744 X6 4 00p C 8 30p J BA 003 0 318 4 15pH 7 20p J BA 115 0 777 5 05pH 8 15p J AA 107 0 77W X3 5 25pH 8 10p EBA 187 0 778 5 40pH 8 55p J VS 009 0 333 5 50pH 8 59p J DL 3 0 764 6 00pH 9 00p J BA 179 0 777 From LEAVE Arrive Flight S E To ST KITTS, LEeward ISLANDS 36 3 45pJ 9 05p AA 1584 0 738 From ST KITTS, LEeward ISLANDS 47 10 15a 1 55p J AA 1584 0 738 To ST LUCIA, SAINT LUCIA 8 05aJ 1 49p B6 881 0 320 6 8 57aE 2 46p UA 1642 0 738 From ST LUCIA, SAINT LUCIA 2 45p 6 49p J B6 882 0 320 6 3 38p 7 44p EUA 1643 0 738 To ST MAARTEN, ST MAARTEN (DUTCH PART) 7 30aJ 12 34p DL 461 0 73W 7 56aE 1 02p UA 1629 0 738 8 00aJ 1 10p AA 1596 0 767 8 27aJ 1 28p B6 767 0 320 8 40aJ 1 30p DL 461 0 757 6 9 06aE 2 12p UA 1444 0 738 9 45aJ 2 44p B6 1487 0 320 From ST MAARTEN, ST MAARTEN (DUTCH PART) 2 04p 5 47p EUA 1631 0 738 2 20p 6 15p J AA 1596 0 757 2 24p 6 58p B6 768 0 320 2 40p 6 57p J DL 328 0 752 3 12p 6 55p EUA 1677 0 738 3 40p 7 19p B6 1488 0 320 4 40p 8 04p J DL 328 0 73W To ST THOMAS ISLAND, U.S. VIRGIN ISLANDS 6 7 25aE 12 31p UA 1479 0 793 7 55aJ 1 00p AA 936 0 757 8 20aJ 1 45p DL 454 0 762 From LEAVE Arrive Flight S E From SAN JUAN, PUERTO RICO (CONT'D) 5 30pJ 10 21p B6 803 0 320 6 35pJ 11 30p B6 803 0 320 7 00pJ 11 59p AA 1029 0 757 7 00pJ 11 59p DL 347 0 752 X6 7 08pJ 12 01a+J DL 4 0 793H 8 54pJ 1 45a+J B6 1203 0 320 10 19pJ 3 05a+J B6 1203 0 320 11 59pJ 4 39a+J B6 1503 0 320 11 59pJ 5 01a+J DL 425 0 752 From SAN JUAN, PUERTO RICO 2 00a 5 05a J DL 385 0 73H 2 55a 55a J B6 304 0 320 4 58a 7 17a B6 1204 0 320 6 01a 9 07a B6 1504 0 320 8 05a 11 00a J DL 328 0 752 8 15a 11 51a J AA 260 0 757 8 37a 11 31a J DL 328 0 73H 10 30a 1 55p J AA 94 0 757 11 28a 2 29p J B6 1404 0 321 12 43p 3 49p J B6 4 0 320 67 1 38a 4 55p EUA 1605 0 738 1 45p 4 53p J B6 1304 0 757 2 10p 5 30p J AA 1357 0 752 2 45p 5 55p J DL 403 0 752 6 300p 8 50p LWN 2006 0 738 5 15p 8 30p EBA 1290 0 320 5 30p 8 27p J DL 328 0 73H 5 45p 9 02p EUA 1214 0 738 7 40p 10 45p J B6 704 0 320 8 47p 11 30p J DL 348 0 738 9 30p 12 32a+J B6 304 0 321 From LEAVE Arrive Flight S E From SANTIAGO, DOMINICAN REPUBLIC (CONT'D) 5 19p 8 01p J B6 636 0 320 6 15p 9 07p J DL 556 0 73H 9 40p 12 32a+J B6 896 0 320 To SANTO DOMINGO, DOMINICAN REPUBLIC 4 55aE 10 28a B6 209 0 320 7 35aE 12 24p DL 493 0 73H 7 40aE 12 31p UA 1470 0 738 9 35aJ 2 44p B6 509 0 320 12N J 4 25p EBA 408 0 320 2 55p 7 55p DL 487 0 73H 3 50p 8 45a B6 9 0 320 6 50pJ 11 40p B6 495 0 73H 11 59pJ 1 44a+J B6 609 0 320 From SANTO DOMINGO, DOMINICAN REPUBLIC 7 04a 8 57a J B6 310 0 320 7 45a 10 44a J DL 945 0 73H 11 25a 2 18p B6 210 0 320 1 33p 4 40p EUA 1473 0 739 3 05p 6 05p J DL 494 0 73H 3 32p 6 30p J B6 510 0 739 3 41p 6 49p J DL 946 0 73H 5 43p 8 49p J B6 410 0 739 9 07p 11 59p J DL 488 0 73H 9 44p 12 35a+J B6 610 0 320 To SAO PAULO, BRAZIL O = Guarulhos Int. 1467 4 45aJ 8 20p GJJ 8083 0 773 1467 8 45aJ 8 20p GJJ 8083 0 773 1 15pE 8 45a+J GUS 802 0 321 Plane Change En Route From LEAVE Arrive Flight S E From STOCKHOLM, SWEDEN (CONT'D) X15 10 40a 4 13pE E 135 5 35p 8 00p J To STUTTGART, GERMANY 3567 5 50aE 8 00a+J From STUTTGART, GERMANY 1467 10 05a 1 25p E To SYDNEY, AUSTRALIA 3 30pJ 6 20a+J Plane Cl 6 45pJ 9 40a+J From SYDNEY, AUSTRALIA 11 55a 5 00p J 12 20p 4 50p J Plane Cl To TAIPEI, TAIWAN X18 12 30aJ 5 30a+J 146 1 20pJ 9 50a+J From TAIPEI, TAIWAN 146 8 00a 11 50a J X57 7 30p 9 10p J To TASHKENT, UZBEKISTAN 7 2 30pJ 3 35p+J From TASHKENT, UZBEKISTAN 7 5 10a 12N J To TEGUCIGALPA, HONDURAS Consult Your Travel Representative From TEGUCIGALPA, HONDURAS 67 12 47p 11 16p
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# PASSENGER TRAFFIC

## Top Fifty Airport Comparisons

## Commercial Passenger Traffic

## Passenger Traffic by Market

## Passenger Traffic by Airline

## Passenger Traffic by Terminal

## Passenger Demographics

2013

RANK	AIRPORT	NO. OF PASSENGERS	% CHANGE 2012-13
1	Hartsfield-Jackson Atlanta International Airport	94,430,785	-1.13
2	O'Hare International Airport	66,883,271	0.07
3	Los Angeles International Airport	66,702,252	4.73
4	Dallas/Ft Worth International Airport	60,436,266	3.15
5	Denver International Airport	52,556,359	-1.13
6	John F. Kennedy International Airport	50,423,765	2.31
7	San Francisco International Airport	44,944,201	1.18
8	Charlotte Douglas International Airport	43,456,310	5.41
9	McCarran International Airport	41,856,787	0.46
10	Miami International Airport	40,563,071	2.78
11	Sky Harbor International Airport	40,318,451	-0.32
12	George Bush Intercontinental Airport	39,865,325	-0.06
13	Newark Liberty International Airport	35,016,236	3
14	Orlando International Airport	34,973,645	-0.8
15	Seattle-Tacoma International Airport	34,824,281	4.82
16	Minneapolis/St Paul International Airport	33,870,693	2.25
17	Detroit Metropolitan Wayne County Airport	32,389,544	0.56
18	Philadelphia International Airport	30,504,112	0.87
19	Logan International Airport	30,236,200	3.2
20	LaGuardia Airport	26,722,183	3.97
21	Ft Lauderdale-Hollywood International Airport	23,559,779	0.04
22	Baltimore/Washington International Thurgood Marshall Airport	22,501,353	-0.79
23	Washington Dulles International Airport	21,791,781	-2.75
24	Midway International Airport	20,491,422	5
25	Ronald Reagan Washington National Airport	20,366,239	3.75
26	Salt Lake City International Airport	20,242,092	0.72
27	San Diego International Airport	17,710,241	2.41
28	Tampa International Airport	16,920,093	0.59
29	Portland International Airport	15,029,196	4.44
30	Lambert-St Louis International Airport	12,569,295	-0.97
31	W. P. Hobby Airport	11,092,485	6.3
32	Nashville International Airport	10,350,763	5.25
33	Austin-Bergstrom International Airport	10,017,958	6.23
34	Kansas City International Airport	9,794,099	-2.07
35	Oakland International Airport	9,742,887	-2.97
36	John Wayne Airport	9,232,789	3.91
37	Louis Armstrong New Orleans International Airport	9,207,636	7.05
38	Raleigh-Durham International Airport	9,183,748	-0.4
39	Cleveland Hopkins International Airport	9,070,628	0.73
40	Norman Y. Mineta San Jose International Airport	8,783,319	5.87
41	Sacramento International Airport	8,685,820	-2.52
42	Love Field	8,470,586	3.64
43	San Antonio International Airport	8,251,368	0.1
44	Pittsburgh International Airport	7,884,170	-1.95
45	Southwest Florida International Airport	7,637,801	3.91
46	Indianapolis International Airport	7,225,404	-1.48
47	General Mitchell International Airport	6,525,181	-13.17
48	Port Columbus International Airport	6,236,033	-1.8
49	Cincinnati/Northern Kentucky International Airport	5,718,255	-5.87
50	Palm Beach International Airport	5,691,747	1.47

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2013.

2013

RANK	AIRPORT	NO. OF PASSENGERS	% CHANGE 2012-13
1	Hartsfield-Jackson Atlanta International Airport	94,430,785	-1.13
2	Beijing Capital International Airport	83,712,355	2.18
3	Heathrow Airport	72,368,030	3.33
4	Tokyo International (Haneda) Airport	68,906,636	3.28
5	O'Hare International Airport	66,883,271	0.07
6	Los Angeles International Airport	66,702,252	4.73
7	Dubai International Airport	66,431,533	15.16
8	Aéroport de Paris-Charles de Gaulle	62,052,917	0.72
9	Dallas/Ft Worth International Airport	60,436,266	3.15
10	Soekarno-Hatta International Airport	59,701,543	3.41
11	Hong Kong International Airport	59,609,414	6.33
12	Flughafen Frankfurt/Main	58,036,948	0.90
13	Singapore Changi Airport	53,726,087	4.97
14	Amsterdam Airport	52,569,250	3.01
15	Denver International Airport	52,556,359	-1.13
16	Guangzhou Bai Yun International Airport	52,450,262	8.57
17	Suvarnabhumi International Airport	51,363,451	-3.09
18	Atatürk International Airport	51,172,626	13.64
19	John F. Kennedy International Airport	50,423,765	2.31
20	KL International Airport	47,498,157	19.08
21	Pudong International Airport	47,189,849	5.15
22	San Francisco International Airport	44,944,201	1.18
23	Charlotte Douglas International Airport	43,456,310	5.41
24	McCarran International Airport	41,856,787	0.46
25	Incheon International Airport	41,679,758	6.45
26	Miami International Airport	40,563,071	2.78
27	Sky Harbor International Airport	40,318,451	-0.32
28	George Bush Intercontinental Airport	39,865,325	-0.06
29	Aeropuerto de Barajas	39,710,903	-12.08
30	Munich Airport	38,672,644	0.81
31	Sydney International Airport	38,254,039	2.44
32	Indira Gandhi International Airport	36,712,455	7.31
33	Guarulhos International Airport	36,460,923	10.57
34	Aeroporto di Roma-Fiumicino	36,165,762	-2.20
35	Toronto Pearson International Airport	36,037,962	3.23
36	Hongqiao International Airport	35,599,643	5.23
37	Gatwick Airport	35,448,590	3.58
38	Narita International Airport	35,341,341	7.55
39	Aeropuerto de Barcelona	35,196,870	0.19
40	Newark Liberty International Airport	35,016,236	3
41	Orlando International Airport	34,973,645	-0.80
42	Seattle-Tacoma International Airport	34,824,281	4.82
43	Minneapolis/St Paul International Airport	33,870,693	2.25
44	Chengdu Shuangliu International Airport	33,445,817	5.84
45	Ninoy Aquino International Airport	32,856,597	3.07
46	Detroit Metropolitan Wayne County Airport	32,389,544	0.56
47	Shenzhen Baoan International Airport	32,268,457	9.13
48	Chhatrapati Shivaji International Airport	31,940,026	6.33
49	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	31,534,638	6.93
50	Domodedovo International Airport	30,765,078	9.23

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2013.

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	12,387,187	89,634	1,683,059	14,159,880
2001	12,199,426	136,579	987,524	13,323,529
2002	13,527,370	13,751	1,061,757	14,602,878
2003	15,521,729	25,848	889,281	16,436,858
2004	18,715,056	27,031	1,346,335	20,088,422
2005	20,191,175	32,628	1,867,751	22,091,554
2006	20,852,450	14,754	2,136,295	23,003,499
2007	23,003,389	4,893	3,165,409	26,173,691
2008	21,942,288	3,423	3,258,357	25,204,068
2009	20,796,078	2,023	3,223,132	24,021,233
2010	20,566,499	3,189	2,834,589	23,404,277
2011	20,692,623	1,953	3,063,400	23,757,976
2012	21,714,371	2,279	2,500,433	24,217,083
2013	21,434,606	1,065	2,447,425	23,883,096

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	18,098,059	481,954	87,971	18,667,984
2001	15,628,297	279,810	81,131	15,989,238
2002	14,979,644	285,156	71,534	15,336,334
2003	14,951,177	281,725	66,731	15,299,633
2004	17,164,097	222,962	99,976	17,487,035
2005	18,417,371	233,023	150,017	18,800,411
2006	19,306,775	146,305	172,303	19,625,383
2007	21,168,276	202,293	173,556	21,544,125
2008	22,197,030	66,035	335,983	22,599,048
2009	21,516,446	18,920	321,343	21,856,709
2010	22,793,276	17,939	305,394	23,116,609
2011	23,480,594	14,944	390,546	23,886,084
2012	24,590,649	73,254	393,190	25,057,093
2013	26,121,974	17,282	401,413	26,540,669

Domestic and  
International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	30,485,246	571,588	1,771,030	32,827,864
2001	27,827,723	416,389	1,068,655	29,312,767
2002	28,507,014	298,907	1,133,291	29,939,212
2003	30,472,906	307,573	956,012	31,736,491
2004	35,879,153	249,993	1,446,311	37,575,457
2005	38,608,546	265,651	2,017,768	40,891,965
2006	40,159,225	161,059	2,308,598	42,628,882
2007	44,171,665	207,186	3,338,965	47,717,816
2008	44,139,318	69,458	3,594,340	47,803,116
2009	42,312,524	20,943	3,544,475	45,877,942
2010	43,359,775	21,128	3,139,983	46,520,886
2011	44,173,217	16,897	3,453,946	47,644,060
2012	46,305,020	75,533	2,893,623	49,274,176
2013	47,556,580	18,347	2,848,838	50,423,765

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	23,595,344	85,934	2,107,215	25,788,493
2001	21,236,656	41,566	2,204,855	23,483,077
2002	19,117,433	32,190	2,698,186	21,847,809
2003	18,376,295	105,153	3,300,433	21,781,881
2004	18,829,569	45,397	4,160,289	23,035,255
2005	19,076,593	12,672	4,624,203	23,713,468
2006	20,727,182	16,028	4,862,251	25,605,461
2007	20,831,391	36,714	4,746,005	25,614,110
2008	18,890,453	18,803	5,312,936	24,222,192
2009	17,023,793	29,749	5,489,133	22,542,675
2010	15,961,660	24,645	5,730,581	21,716,886
2011	16,855,000	36,220	5,298,449	22,189,669
2012	17,072,380	31,396	5,732,907	22,836,683
2013	17,655,605	27,102	6,034,130	23,716,837

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	8,143,710	157,479	99,019	8,400,208
2001	7,227,236	183,874	206,135	7,617,245
2002	6,966,505	134,861	271,600	7,372,966
2003	7,177,804	140,720	350,109	7,668,633
2004	8,310,390	87,720	460,007	8,858,117
2005	8,880,039	20,661	465,076	9,365,776
2006	9,423,024	8,173	598,050	10,029,247
2007	10,116,577	2,718	633,805	10,753,100
2008	10,470,509	36,835	631,200	11,138,544
2009	10,049,914	6,432	761,102	10,817,448
2010	10,677,742	11,123	788,439	11,477,304
2011	10,714,909	9,747	783,167	11,507,823
2012	10,341,246	8,231	797,867	11,147,344
2013	10,401,720	8,020	889,659	11,299,399

Domestic and  
International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	31,739,054	243,413	2,206,234	34,188,701
2001	28,463,892	225,440	2,410,990	31,100,322
2002	26,083,938	167,051	2,969,786	29,220,775
2003	25,554,099	245,873	3,650,542	29,450,514
2004	27,139,959	133,117	4,620,296	31,893,372
2005	27,956,632	33,333	5,089,279	33,079,244
2006	30,150,206	24,201	5,460,301	35,634,708
2007	30,947,968	39,432	5,379,810	36,367,210
2008	29,360,962	55,638	5,944,136	35,360,736
2009	27,073,707	36,181	6,250,235	33,360,123
2010	26,639,402	35,768	6,519,020	33,194,190
2011	27,569,909	45,967	6,081,616	33,697,492
2012	27,413,626	39,627	6,530,774	33,984,027
2013	28,057,325	35,122	6,923,789	35,016,236

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	21,895,457	12,412	2,165,476	24,073,345
2001	19,115,590	9,260	2,203,906	21,328,756
2002	17,801,507	4,862	3,063,206	20,869,575
2003	17,987,478	9,314	3,438,454	21,435,246
2004	19,231,252	6,162	3,954,196	23,191,610
2005	19,977,024	4,770	4,436,437	24,418,231
2006	19,777,748	3,239	4,715,995	24,496,982
2007	18,853,913	5,354	4,940,098	23,799,365
2008	17,244,972	2,884	4,693,536	21,941,392
2009	16,102,463	6,120	5,034,430	21,143,013
2010	17,420,964	5,757	5,523,394	22,950,115
2011	17,175,291	5,212	5,906,253	23,086,756
2012	17,785,343	4,886	6,483,800	24,274,029
2013	17,895,141	4,965	7,094,665	24,994,771

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	1,304,540	667	75,408	1,380,615
2001	1,162,462	1,192	3,009	1,166,663
2002	1,070,218	615	46,271	1,117,104
2003	945,468	53	102,003	1,047,524
2004	1,017,152	–	244,441	1,261,593
2005	1,286,730	114	184,285	1,471,129
2006	1,053,851	–	259,770	1,313,621
2007	948,317	562	278,023	1,226,902
2008	832,185	1,249	298,230	1,131,664
2009	684,911	95	325,217	1,010,223
2010	713,046	1,081	318,840	1,032,967
2011	688,313	2,187	345,222	1,035,722
2012	985,953	–	447,802	1,433,755
2013	1,129,674	–	597,738	1,727,412

Domestic and  
International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	23,199,997	13,079	2,240,884	25,453,960
2001	20,278,052	10,452	2,206,915	22,495,419
2002	18,871,725	5,477	3,109,477	21,986,679
2003	18,932,946	9,367	3,540,457	22,482,770
2004	20,248,404	6,162	4,198,637	24,453,203
2005	21,263,754	4,884	4,620,722	25,889,360
2006	20,831,599	3,239	4,975,765	25,810,603
2007	19,802,230	5,916	5,218,121	25,026,267
2008	18,077,157	4,133	4,991,766	23,073,056
2009	16,787,374	6,215	5,359,647	22,153,236
2010	18,134,010	6,838	5,842,234	23,983,082
2011	17,863,604	7,399	6,251,475	24,122,478
2012	18,771,296	4,886	6,931,602	25,707,784
2013	19,024,815	4,965	7,692,403	26,722,183



## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	402,419	—	—	402,419
2001	283,960	—	—	283,960
2002	227,834	—	—	227,834
2003	400,464	—	—	400,464
2004	510,563	—	—	510,563
2005	398,214	—	—	398,214
2006	66,261	2,055	241,461	309,777
2007	646,058	—	267,869	913,927
2008	536,627	—	252,680	789,307
2009	180,154	—	209,911	390,065
2010	185,531	—	209,371	394,902
2011	187,653	—	224,400	412,053
2012	157,588	—	207,260	364,848
2013	157,526	—	163,156	320,682

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	228	—	—	228
2001	125	—	—	125
2002	—	—	—	—
2003	375	—	—	375
2004	—	—	—	—
2005	6	—	—	6
2006	—	125	19	144
2007	—	—	—	—
2008	—	—	—	—
2009	—	—	—	—
2010	—	—	—	—
2011	—	1,601	—	1,601
2012	—	—	—	—
2013	—	—	—	—

Domestic and  
International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	402,647	—	—	402,647
2001	284,085	—	—	284,085
2002	227,834	—	—	227,834
2003	400,839	—	—	400,839
2004	510,563	—	—	510,563
2005	398,220	—	—	398,220
2006	66,261	2,180	241,480	309,921
2007	646,058	—	267,869	913,927
2008	536,627	—	252,680	789,307
2009	180,154	—	209,911	390,065
2010	185,531	—	209,371	394,902
2011	187,653	1,601	224,400	413,654
2012	157,588	—	207,260	364,848
2013	157,526	—	163,156	320,682

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	632,691	—	—	632,691
2001	602,135	226,216	—	828,351
2002	700,666	201,530	—	902,196
2003	819,678	182,792	—	1,002,470
2004	857,649	192,469	—	1,050,118
2005	778,926	201,425	—	980,351
2006	732,635	215,701	—	948,336
2007	981,282	195,332	—	1,176,614
2008	895,986	201,851	—	1,097,837
2009	961,181	161,635	—	1,122,816
2010	1,260,900	165,899	—	1,426,799
2011	1,237,653	157,013	—	1,394,666
2012	1,251,613	131,803	—	1,383,416
2013	1,002,450	130,624	—	1,133,074

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	—	—	—	—
2001	—	1,798	—	1,798
2002	—	—	—	—
2003	—	—	—	—
2004	—	54	—	54
2005	—	126	—	126
2006	—	—	—	—
2007	—	17	—	17
2008	—	—	—	—
2009	—	—	—	—
2010	—	—	—	—
2011	—	—	—	—
2012	—	2,462	—	2,462
2013	—	3,276	—	3,276

Domestic and  
International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	632,691	—	—	632,691
2001	602,135	228,014	—	830,149
2002	700,666	201,530	—	902,196
2003	819,678	182,792	—	1,002,470
2004	857,649	192,523	—	1,050,172
2005	778,926	201,551	—	980,477
2006	732,635	215,701	—	948,336
2007	981,282	195,349	—	1,176,631
2008	895,986	201,851	—	1,097,837
2009	961,181	161,635	—	1,122,816
2010	1,260,900	165,899	—	1,426,799
2011	1,237,653	157,013	—	1,394,666
2012	1,251,613	134,265	—	1,385,878
2013	1,002,450	133,900	—	1,136,350

## 2.2.1 REGION

## COMMERCIAL PASSENGER TRAFFIC

Annual Totals 2000 to 2013

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	58,280,407	187,980	5,955,750	64,424,137
2001	52,835,632	187,405	5,396,285	58,419,322
2002	50,674,144	50,803	6,823,149	57,548,096
2003	52,285,966	140,315	7,628,168	60,054,449
2004	57,286,440	78,590	9,460,820	66,825,850
2005	59,643,006	50,070	10,928,391	70,621,467
2006	61,423,641	36,076	11,956,002	73,415,719
2007	63,334,751	46,961	13,119,381	76,501,093
2008	58,614,340	25,110	13,517,509	72,156,959
2009	54,102,488	37,892	13,956,606	68,096,986
2010	54,134,654	33,591	14,297,935	68,466,180
2011	54,910,567	43,385	14,492,502	69,446,454
2012	56,729,682	38,561	14,924,400	71,692,643
2013	57,142,878	33,132	15,739,376	72,915,386

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	27,546,537	640,100	262,398	28,449,035
2001	24,018,120	464,876	290,275	24,773,271
2002	23,016,367	420,632	389,405	23,826,404
2003	23,074,824	422,498	518,843	24,016,165
2004	26,491,639	310,682	804,424	27,606,745
2005	28,584,146	253,798	799,378	29,637,322
2006	29,783,650	154,603	1,030,142	30,968,395
2007	32,233,170	205,573	1,085,384	33,524,127
2008	33,499,724	104,119	1,265,413	34,869,256
2009	32,251,271	25,447	1,407,662	33,684,380
2010	34,184,064	30,143	1,412,673	35,626,880
2011	34,883,816	28,479	1,518,935	36,431,230
2012	35,917,848	81,485	1,638,859	37,638,192
2013	37,653,368	25,302	1,888,810	39,567,480

### Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2000	85,826,944	828,080	6,218,148	92,873,172
2001	76,853,752	652,281	5,686,560	83,192,593
2002	73,690,511	471,435	7,212,554	81,374,500
2003	75,360,790	562,813	8,147,011	84,070,614
2004	83,778,079	389,272	10,265,244	94,432,595
2005	88,227,152	303,868	11,727,769	100,258,789
2006	91,207,291	190,679	12,986,144	104,384,114
2007	95,567,921	252,534	14,204,765	110,025,220
2008	92,114,064	129,229	14,782,922	107,026,215
2009	86,353,759	63,339	15,364,268	101,781,366
2010	88,318,718	63,734	15,710,608	104,093,060
2011	89,794,383	71,864	16,011,437	105,877,684
2012	92,647,530	120,046	16,563,259	109,330,835
2013	94,796,246	58,434	17,628,186	112,482,866

**Note:** Region totals do not include ACY.

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	1,673,983	—	163,655	1,837,638	3.5%	71,951
Feb	1,476,731	96	159,300	1,636,127	-4.8%	62,348
Mar	1,879,635	—	201,980	2,081,615	-3.2%	76,985
Apr	1,706,719	—	189,111	1,895,830	-7.8%	77,591
May	1,840,803	140	218,774	2,059,717	-0.5%	80,198
Jun	1,885,685	167	220,519	2,106,371	-2%	82,640
Jul	2,008,500	86	233,301	2,241,887	-1.6%	93,220
Aug	2,029,571	266	238,441	2,268,278	-1.5%	90,506
Sep	1,700,021	—	204,386	1,904,407	-1.6%	70,745
Oct	1,774,397	—	217,253	1,991,650	4.3%	83,372
Nov	1,615,515	185	197,715	1,813,415	-4.7%	77,795
Dec	1,843,046	125	202,990	2,046,161	4%	72,445
<b>Total 2013</b>	<b>21,434,606</b>	<b>1,065</b>	<b>2,447,425</b>	<b>23,883,096</b>	<b>-1.4%</b>	<b>939,796</b>
<b>% Change 2012 to 2013</b>	<b>-1.3%</b>	<b>-53.3%</b>	<b>-2.1%</b>	<b>-1.4%</b>		<b>0.3%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	1,859,380	1,162	28,766	1,889,308	8.2%	41,360
Feb	1,521,990	1,094	22,975	1,546,059	1.7%	36,771
Mar	2,051,967	3,170	30,421	2,085,558	9.6%	46,976
Apr	2,012,747	96	26,305	2,039,148	-1.7%	45,860
May	2,231,425	93	32,026	2,263,544	6.4%	46,321
Jun	2,454,487	800	34,653	2,489,940	5%	49,588
Jul	2,684,846	1,352	40,088	2,726,286	3.6%	52,274
Aug	2,773,875	1,495	44,799	2,820,169	5.1%	52,043
Sep	2,267,902	438	37,662	2,306,002	4.9%	47,608
Oct	2,178,434	554	38,550	2,217,538	14.6%	50,768
Nov	1,870,453	2,410	31,344	1,904,207	3.7%	47,628
Dec	2,214,468	4,618	33,824	2,252,910	11.2%	46,826
<b>Total 2013</b>	<b>26,121,974</b>	<b>17,282</b>	<b>401,413</b>	<b>26,540,669</b>	<b>5.9%</b>	<b>564,023</b>
<b>% Change 2012 to 2013</b>	<b>6.2%</b>	<b>-76.4%</b>	<b>2.1%</b>	<b>5.9%</b>		<b>2.5%</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	3,533,363	1,162	192,421	3,726,946	5.8%	113,311
Feb	2,998,721	1,190	182,275	3,182,186	-1.8%	99,119
Mar	3,931,602	3,170	232,401	4,167,173	2.8%	123,961
Apr	3,719,466	96	215,416	3,934,978	-4.7%	123,451
May	4,072,228	233	250,800	4,323,261	3%	126,519
Jun	4,340,172	967	255,172	4,596,311	1.6%	132,228
Jul	4,693,346	1,438	273,389	4,968,173	1.2%	145,494
Aug	4,803,446	1,761	283,240	5,088,447	2%	142,549
Sep	3,967,923	438	242,048	4,210,409	1.8%	118,353
Oct	3,952,831	554	255,803	4,209,188	9.5%	134,140
Nov	3,485,968	2,595	229,059	3,717,622	-0.6%	125,423
Dec	4,057,514	4,743	236,814	4,299,071	7.7%	119,271
<b>Total 2013</b>	<b>47,556,580</b>	<b>18,347</b>	<b>2,848,838</b>	<b>50,423,765</b>	<b>2.3%</b>	<b>1,503,819</b>
<b>% Change 2012 to 2013</b>	<b>2.7%</b>	<b>-75.7%</b>	<b>-1.5%</b>	<b>2.3%</b>		<b>1.1%</b>

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	1,266,468	1,087	426,121	1,693,676	4.5%	76,506
Feb	1,161,952	2,131	396,527	1,560,610	-1.3%	65,514
Mar	1,495,641	2,526	515,116	2,013,283	1.4%	88,647
Apr	1,491,949	2,535	498,771	1,993,255	-2.5%	80,999
May	1,528,201	530	543,377	2,072,108	2.5%	79,931
Jun	1,563,049	812	535,260	2,099,121	-1%	84,636
Jul	1,649,895	351	541,980	2,192,226	2%	91,695
Aug	1,661,922	1,829	548,813	2,212,564	2.3%	89,659
Sep	1,367,465	3,809	500,209	1,871,483	8.1%	78,504
Oct	1,486,652	3,139	537,019	2,026,810	16%	82,615
Nov	1,401,945	4,310	494,458	1,900,713	5%	71,775
Dec	1,580,466	4,043	496,479	2,080,988	11.6%	71,389
<b>Total 2013</b>	<b>17,655,605</b>	<b>27,102</b>	<b>6,034,130</b>	<b>23,716,837</b>	<b>3.9%</b>	<b>961,870</b>
<b>% Change 2012 to 2013</b>	<b>3.4%</b>	<b>-13.7%</b>	<b>5.3%</b>	<b>3.9%</b>		<b>-1.4%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	794,646	78	63,757	858,481	2.6%	21,916
Feb	656,529	584	58,491	715,604	-6%	19,676
Mar	895,486	545	71,534	967,565	0.7%	23,290
Apr	895,330	487	65,523	961,340	-2.7%	25,952
May	927,067	1,204	71,567	999,838	1.9%	26,448
Jun	981,424	—	67,605	1,049,029	1.8%	25,424
Jul	1,032,697	688	79,851	1,113,236	-0.8%	26,360
Aug	1,022,893	—	91,348	1,114,241	0.8%	28,232
Sep	830,535	67	82,581	913,183	0.6%	26,114
Oct	827,634	106	89,176	916,916	11.3%	26,425
Nov	723,125	2,210	71,584	796,919	3.6%	24,495
Dec	814,354	2,051	76,642	893,047	3.7%	22,464
<b>Total 2013</b>	<b>10,401,720</b>	<b>8,020</b>	<b>889,659</b>	<b>11,299,399</b>	<b>1.4%</b>	<b>296,796</b>
<b>% Change 2012 to 2013</b>	<b>0.6%</b>	<b>-2.6%</b>	<b>11.5%</b>	<b>1.4%</b>		<b>3.2%</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	2,061,114	1,165	489,878	2,552,157	3.9%	98,422
Feb	1,818,481	2,715	455,018	2,276,214	-2.8%	85,190
Mar	2,391,127	3,071	586,650	2,980,848	1.2%	111,937
Apr	2,387,279	3,022	564,294	2,954,595	-2.5%	106,951
May	2,455,268	1,734	614,944	3,071,946	2.3%	106,379
Jun	2,544,473	812	602,865	3,148,150	-0.1%	110,060
Jul	2,682,592	1,039	621,831	3,305,462	1%	118,055
Aug	2,684,815	1,829	640,161	3,326,805	1.8%	117,891
Sep	2,198,000	3,876	582,790	2,784,666	5.5%	104,618
Oct	2,314,286	3,245	626,195	2,943,726	14.5%	109,040
Nov	2,125,070	6,520	566,042	2,697,632	4.5%	96,270
Dec	2,394,820	6,094	573,121	2,974,035	9.1%	93,853
<b>Total 2013</b>	<b>28,057,325</b>	<b>35,122</b>	<b>6,923,789</b>	<b>35,016,236</b>	<b>3%</b>	<b>1,258,666</b>
<b>% Change 2012 to 2013</b>	<b>2.3%</b>	<b>-11.4%</b>	<b>6%</b>	<b>3%</b>		<b>-0.3%</b>

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	1,331,883	157	486,775	1,818,815	10.1%	70,227
Feb	1,222,148	154	455,413	1,677,715	3.3%	62,028
Mar	1,590,473	142	581,256	2,171,871	9.5%	75,032
Apr	1,513,195	475	605,577	2,119,247	0.4%	75,915
May	1,596,521	756	617,377	2,214,654	0.9%	79,302
Jun	1,552,450	—	623,817	2,176,267	1.4%	85,967
Jul	1,602,374	828	611,076	2,214,278	3.9%	86,590
Aug	1,671,440	646	656,806	2,328,892	-1.5%	87,221
Sep	1,375,825	515	578,535	1,954,875	-1.7%	77,984
Oct	1,490,105	346	669,772	2,160,223	6.1%	78,816
Nov	1,400,019	794	561,977	1,962,790	0%	71,294
Dec	1,548,708	152	646,284	2,195,144	5.5%	71,195
<b>Total 2013</b>	<b>17,895,141</b>	<b>4,965</b>	<b>7,094,665</b>	<b>24,994,771</b>	<b>3%</b>	<b>921,571</b>
<b>% Change 2012 to 2013</b>	<b>0.6%</b>	<b>1.6%</b>	<b>9.4%</b>	<b>3%</b>		<b>2.1%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	73,039	—	35,429	108,468	44.2%	1,979
Feb	68,859	—	33,761	102,620	36.5%	1,856
Mar	86,735	—	47,356	134,091	45.8%	2,522
Apr	88,452	—	40,380	128,832	35.7%	2,466
May	116,253	—	40,928	157,181	46.9%	2,874
Jun	111,775	—	42,335	154,110	15.2%	2,793
Jul	112,792	—	52,610	165,402	9%	2,994
Aug	113,130	—	78,011	191,141	10.3%	3,777
Sep	98,451	—	52,631	151,082	4.1%	2,974
Oct	101,405	—	58,981	160,386	14%	3,052
Nov	77,806	—	51,702	129,508	5.8%	2,892
Dec	80,977	—	63,614	144,591	18.2%	2,720
<b>Total 2013</b>	<b>1,129,674</b>	<b>—</b>	<b>597,738</b>	<b>1,727,412</b>	<b>20.5%</b>	<b>32,899</b>
<b>% Change 2012 to 2013</b>	<b>14.6%</b>	<b>—</b>	<b>33.5%</b>	<b>20.5%</b>		<b>21%</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	1,404,922	157	522,204	1,927,283	11.5%	72,206
Feb	1,291,007	154	489,174	1,780,335	4.8%	63,884
Mar	1,677,208	142	628,612	2,305,962	11.2%	77,554
Apr	1,601,647	475	645,957	2,248,079	1.9%	78,381
May	1,712,774	756	658,305	2,371,835	3%	82,176
Jun	1,664,225	—	666,152	2,330,377	2.2%	88,760
Jul	1,715,166	828	663,686	2,379,680	4.2%	89,584
Aug	1,784,570	646	734,817	2,520,033	-0.7%	90,998
Sep	1,474,276	515	631,166	2,105,957	-1.3%	80,958
Oct	1,591,510	346	728,753	2,320,609	6.6%	81,868
Nov	1,477,825	794	613,679	2,092,298	0.4%	74,186
Dec	1,629,685	152	709,898	2,339,735	6.2%	73,915
<b>Total 2013</b>	<b>19,024,815</b>	<b>4,965</b>	<b>7,692,403</b>	<b>26,722,183</b>	<b>3.9%</b>	<b>954,470</b>
<b>% Change 2012 to 2013</b>	<b>1.4%</b>	<b>1.6%</b>	<b>11%</b>	<b>3.9%</b>		<b>2.6%</b>



## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	12,418	—	11,913	24,331	-16.4%	211
Feb	12,369	—	10,180	22,549	-25.3%	152
Mar	17,071	—	11,974	29,045	-17.8%	242
Apr	12,214	—	13,482	25,696	-22.7%	236
May	11,226	—	14,451	25,677	-18.3%	318
Jun	11,672	—	13,351	25,023	-20.5%	277
Jul	16,688	—	14,850	31,538	-14.5%	411
Aug	16,441	—	15,823	32,264	-14.6%	489
Sep	10,914	—	14,296	25,210	4%	300
Oct	11,311	—	14,969	26,280	9.4%	383
Nov	12,296	—	13,732	26,028	4%	246
Dec	12,906	—	14,135	27,041	3.3%	306
<b>Total 2013</b>	<b>157,526</b>	<b>—</b>	<b>163,156</b>	<b>320,682</b>	<b>-12.1%</b>	<b>3,571</b>
<b>% Change 2012 to 2013</b>	<b>0%</b>	<b>—</b>	<b>-21.3%</b>	<b>-12.1%</b>		<b>-13.4%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	—	—	—	—	—	—
Feb	—	—	—	—	—	—
Mar	—	—	—	—	—	—
Apr	—	—	—	—	—	—
May	—	—	—	—	—	—
Jun	—	—	—	—	—	—
Jul	—	—	—	—	—	—
Aug	—	—	—	—	—	—
Sep	—	—	—	—	—	—
Oct	—	—	—	—	—	—
Nov	—	—	—	—	—	—
Dec	—	—	—	—	—	—
<b>Total 2013</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>
<b>% Change 2012 to 2013</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	12,418	—	11,913	24,331	-16.4%	211
Feb	12,369	—	10,180	22,549	-25.3%	152
Mar	17,071	—	11,974	29,045	-17.8%	242
Apr	12,214	—	13,482	25,696	-22.7%	236
May	11,226	—	14,451	25,677	-18.3%	318
Jun	11,672	—	13,351	25,023	-20.5%	277
Jul	16,688	—	14,850	31,538	-14.5%	411
Aug	16,441	—	15,823	32,264	-14.6%	489
Sep	10,914	—	14,296	25,210	4%	300
Oct	11,311	—	14,969	26,280	9.4%	383
Nov	12,296	—	13,732	26,028	4%	246
Dec	12,906	—	14,135	27,041	3.3%	306
<b>Total 2013</b>	<b>157,526</b>	<b>—</b>	<b>163,156</b>	<b>320,682</b>	<b>-12.1%</b>	<b>3,571</b>
<b>% Change 2012 to 2013</b>	<b>0%</b>	<b>—</b>	<b>-21.3%</b>	<b>-12.1%</b>		<b>-13.4%</b>

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	78,976	8,399	—	87,375	3.5%	—
Feb	73,252	8,498	—	81,750	-4.8%	—
Mar	80,108	10,900	—	91,008	-3.2%	—
Apr	75,090	9,525	—	84,615	-7.8%	2,491
May	93,786	12,079	—	105,865	-0.5%	798
Jun	93,456	13,141	—	106,597	-2%	811
Jul	98,598	12,707	—	111,305	-1.6%	1,146
Aug	103,119	13,593	—	116,712	-1.5%	952
Sep	71,038	13,424	—	84,462	-1.6%	1,332
Oct	73,713	10,686	—	84,399	4.3%	152
Nov	81,102	10,166	—	91,268	-4.7%	—
Dec	80,212	7,506	—	87,718	4%	1,250
<b>Total 2013</b>	<b>1,002,450</b>	<b>130,624</b>	<b>—</b>	<b>1,133,074</b>		<b>8,932</b>
<b>% Change 2012 to 2013</b>	<b>-21.3%</b>	<b>-1.6%</b>		<b>18%</b>	<b>18%</b>	<b>0.9%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	—	190	—	190	100	—
Feb	—	380	—	380	153	—
Mar	—	189	—	189	-51	—
Apr	—	258	—	258	130	—
May	—	256	—	256	-49	—
Jun	—	412	—	412	292	—
Jul	—	262	—	262	100	—
Aug	—	566	—	566	211	—
Sep	—	191	—	191	100	—
Oct	—	263	—	263	8	—
Nov	—	135	—	135	-60	—
Dec	—	174	—	174	-26	—
<b>Total 2013</b>	<b>—</b>	<b>3,276</b>	<b>—</b>	<b>3,276</b>	<b>45.5%</b>	<b>—</b>
<b>% Change 2012 to 2013</b>		<b>45.5%</b>		<b>45.5%</b>	<b>45.5%</b>	<b>—</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	78,976	8,589	—	87,565	-15%	—
Feb	73,252	8,878	—	82,130	-21.3%	—
Mar	80,108	11,089	—	91,197	-33.2%	—
Apr	75,090	9,783	—	84,873	-33.4%	2,491
May	93,786	12,335	—	106,121	-16.2%	798
Jun	93,456	13,553	—	107,009	-19.9%	811
Jul	98,598	12,969	—	111,567	-26.4%	1,146
Aug	103,119	14,159	—	117,278	-20.7%	952
Sep	71,038	13,615	—	84,653	-10.4%	1,332
Oct	73,713	10,949	—	84,662	-2.5%	152
Nov	81,102	10,301	—	91,403	5.7%	—
Dec	80,212	7,680	—	87,892	1.3%	1,250
<b>Total 2013</b>	<b>1,002,450</b>	<b>133,900</b>	<b>—</b>	<b>1,136,350</b>	<b>-19.9%</b>	<b>8,932</b>
<b>% Change 2012 to 2013</b>	<b>-19.9%</b>	<b>-0.3%</b>		<b>-19.9%</b>	<b>-19.9%</b>	<b>0.9%</b>

## 2.2.2 REGION

## COMMERCIAL PASSENGER TRAFFIC

Monthly Totals 2013

### Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	4,284,752	1,244	1,088,464	5,374,460	5.8%	218,895
Feb	3,873,200	2,381	1,021,420	4,897,001	-1.2%	190,042
Mar	4,982,820	2,668	1,310,326	6,295,814	2.3%	240,906
Apr	4,724,077	3,010	1,306,941	6,034,028	-3.4%	234,741
May	4,976,751	1,426	1,393,979	6,372,156	0.9%	239,749
Jun	5,012,856	979	1,392,947	6,406,782	-0.6%	253,520
Jul	5,277,457	1,265	1,401,207	6,679,929	1.3%	271,916
Aug	5,379,374	2,741	1,459,883	6,841,998	-0.4%	267,875
Sep	4,454,225	4,324	1,297,426	5,755,975	1.3%	227,533
Oct	4,762,465	3,485	1,439,013	6,204,963	8.6%	245,186
Nov	4,429,775	5,289	1,267,882	5,702,946	0.1%	221,110
Dec	4,985,126	4,320	1,359,888	6,349,334	6.9%	215,335
<b>Total 2013</b>	<b>57,142,878</b>	<b>33,132</b>	<b>15,739,376</b>	<b>72,915,386</b>	<b>1.7%</b>	<b>2,826,808</b>
<b>% Change 2012 to 2013</b>	<b>0.7%</b>	<b>-14.1%</b>	<b>5.5%</b>	<b>1.7%</b>		<b>0.3%</b>

### International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	2,727,065	1,240	127,952	2,856,257	7.4%	65,255
Feb	2,247,378	1,678	115,227	2,364,283	0.3%	58,303
Mar	3,034,188	3,715	149,311	3,187,214	7.8%	72,788
Apr	2,996,529	583	132,208	3,129,320	-0.9%	74,278
May	3,274,745	1,297	144,521	3,420,563	6.4%	75,643
Jun	3,547,686	800	144,593	3,693,079	4.4%	77,805
Jul	3,830,335	2,040	172,549	4,004,924	2.6%	81,628
Aug	3,909,898	1,495	214,158	4,125,551	4.1%	84,052
Sep	3,196,888	505	172,874	3,370,267	3.6%	76,696
Oct	3,107,473	660	186,707	3,294,840	13.6%	80,245
Nov	2,671,384	4,620	154,630	2,830,634	3.7%	75,015
Dec	3,109,799	6,669	174,080	3,290,548	9.4%	72,010
<b>Total 2013</b>	<b>37,653,368</b>	<b>25,302</b>	<b>1,888,810</b>	<b>39,567,480</b>	<b>5.1%</b>	<b>893,718</b>
<b>% Change 2012 to 2013</b>	<b>4.8%</b>	<b>-68.9%</b>	<b>15.3%</b>	<b>5.1%</b>		<b>3.3%</b>

### Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2012 TO 2013	NON-REVENUE PASSENGERS
Jan	7,011,817	2,484	1,216,416	8,230,717	6.4%	284,150
Feb	6,120,578	4,059	1,136,647	7,261,284	-0.7%	248,345
Mar	8,017,008	6,383	1,459,637	9,483,028	4.1%	313,694
Apr	7,720,606	3,593	1,439,149	9,163,348	-2.5%	309,019
May	8,251,496	2,723	1,538,500	9,792,719	2.7%	315,392
Jun	8,560,542	1,779	1,537,540	10,099,861	1.2%	331,325
Jul	9,107,792	3,305	1,573,756	10,684,853	1.7%	353,544
Aug	9,289,272	4,236	1,674,041	10,967,549	1.3%	351,927
Sep	7,651,113	4,829	1,470,300	9,126,242	2.2%	304,229
Oct	7,869,938	4,145	1,625,720	9,499,803	10.3%	325,431
Nov	7,101,159	9,909	1,422,512	8,533,580	1.2%	296,125
Dec	8,094,925	10,989	1,533,968	9,639,882	7.8%	287,345
<b>Total 2013</b>	<b>94,796,246</b>	<b>58,434</b>	<b>17,628,186</b>	<b>112,482,866</b>	<b>2.9%</b>	<b>3,720,526</b>
<b>% Change 2012 to 2013</b>	<b>2.3%</b>	<b>-51.3%</b>	<b>6.4%</b>	<b>2.9%</b>		<b>1%</b>

Note: Region totals do not include ACY.

## JFK

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2000	12,727,995	1,431,885	167,411	2,708,292	438,079	1,378,514	12,388,578	1,587,110	32,827,864
2001	12,223,461	1,100,068	169,857	2,602,377	371,549	1,209,736	10,155,565	1,480,154	29,312,767
2002	13,609,127	993,751	133,172	2,608,719	434,347	1,126,384	9,430,305	1,603,407	29,939,212
2003	15,145,675	1,291,183	115,142	2,775,938	438,529	1,142,993	9,293,648	1,533,383	31,736,491
2004	18,537,406	1,551,016	156,538	3,044,875	480,985	1,352,007	10,622,734	1,829,896	37,575,457
2005	20,367,497	1,724,057	212,745	3,126,841	490,462	1,474,630	11,509,756	1,985,977	40,891,965
2006	21,354,376	1,649,123	321,403	3,160,943	581,651	1,567,191	12,016,416	1,977,779	42,628,882
2007	24,666,381	1,507,310	295,293	3,472,314	795,675	1,719,556	13,167,346	2,093,941	47,717,816
2008	23,823,575	1,380,493	453,484	3,650,590	890,555	1,696,021	13,761,056	2,147,342	47,803,116
2009	22,793,400	1,227,833	363,393	3,828,019	757,431	1,758,428	13,046,234	2,103,204	45,877,942
2010	22,105,914	1,298,363	354,898	4,105,998	775,510	2,000,877	13,534,550	2,344,776	46,520,886
2011	22,482,397	1,275,579	401,042	4,058,921	684,617	2,166,435	14,077,822	2,497,247	47,644,060
2012	22,707,686	1,509,397	394,421	4,310,955	804,676	2,461,422	14,401,172	2,684,447	49,274,176
2013	22,393,226	1,489,870	426,438	4,456,519	1,067,928	2,651,113	15,100,359	2,838,312	50,423,765

## EWR

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2000	25,020,657	767,836	906,028	607,095	411,782	643,674	5,538,997	292,632	34,188,701
2001	22,791,446	691,631	944,161	700,676	389,292	585,733	4,663,542	333,841	31,100,322
2002	21,148,358	699,451	806,382	747,662	397,219	488,012	4,598,621	335,070	29,220,775
2003	21,043,705	738,176	827,594	846,422	398,655	480,792	4,830,348	284,822	29,450,514
2004	22,224,861	810,394	988,004	995,348	430,669	504,577	5,548,387	391,132	31,893,372
2005	22,944,821	768,647	885,954	997,402	451,567	527,249	5,968,564	535,040	33,079,244
2006	24,682,819	922,642	919,852	1,080,410	434,827	575,201	6,360,770	658,187	35,634,708
2007	24,870,701	743,409	925,443	1,106,580	476,115	572,452	7,009,009	663,501	36,367,210
2008	23,625,236	596,956	1,064,244	1,111,975	511,461	577,747	7,236,619	636,498	35,360,736
2009	22,041,074	501,601	1,225,403	1,098,468	479,071	622,518	6,681,810	710,178	33,360,123
2010	21,295,398	421,488	1,419,746	1,163,250	523,058	620,403	6,911,125	839,722	33,194,190
2011	21,894,691	294,978	1,496,798	1,126,381	460,342	626,350	7,023,745	774,207	33,697,492
2012	22,544,108	292,575	1,515,475	1,144,024	439,734	722,940	6,605,445	719,726	33,984,027
2013	23,428,485	288,352	1,599,087	1,070,751	459,567	761,154	6,705,443	703,397	35,016,236

## LGA

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2000	24,013,839	—	1,212,662	133,533	—	—	—	—	25,360,034
2001	21,375,263	—	965,454	179,157	—	—	—	—	22,519,874
2002	20,869,575	—	940,971	176,133	—	—	—	—	21,986,679
2003	21,435,178	68	845,935	201,589	—	—	—	—	22,482,770
2004	23,191,610	—	1,059,906	201,687	—	—	—	—	24,453,203
2005	24,418,231	—	1,269,264	201,865	—	—	—	—	25,889,360
2006	24,496,982	—	1,186,312	127,309	—	—	—	—	25,810,603
2007	23,799,365	—	1,115,548	111,354	—	—	—	—	25,026,267
2008	21,941,392	—	1,058,076	73,588	—	—	—	—	23,073,056
2009	21,143,013	—	977,324	32,899	—	—	—	—	22,153,236
2010	22,950,115	—	1,000,291	32,676	—	—	—	—	23,983,082
2011	23,086,756	—	1,029,634	6,088	—	—	—	—	24,122,478
2012	24,274,029	—	1,366,902	66,853	—	—	—	—	25,707,784
2013	24,994,771	—	1,597,240	130,172	—	—	—	—	26,722,183

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

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

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

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

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

## SWF

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2000	402,419	—	—	—	228	—	—	—	402,647
2001	283,960	—	—	—	125	—	—	—	284,085
2002	227,834	—	—	—	—	—	—	—	227,834
2003	400,464	—	50	325	—	—	—	—	400,839
2004	510,563	—	—	—	—	—	—	—	510,563
2005	398,214	—	6	—	—	—	—	—	398,220
2006	309,777	—	19	—	—	—	125	—	309,921
2007	913,927	—	—	—	—	—	—	—	913,927
2008	789,307	—	—	—	—	—	—	—	789,307
2009	390,065	—	—	—	—	—	—	—	390,065
2010	394,902	—	—	—	—	—	—	—	394,902
2011	412,053	—	—	—	1,601	—	—	—	413,654
2012	364,848	—	—	—	—	—	—	—	364,848
2013	320,682	—	—	—	—	—	—	—	320,682

## REGION

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2000	62,164,910	2,199,721	2,286,101	3,448,920	850,089	2,022,188	17,927,575	1,879,742	92,779,246
2001	56,674,130	1,791,699	2,079,472	3,482,210	760,966	1,795,469	14,819,107	1,813,995	83,217,048
2002	55,854,894	1,693,202	1,880,525	3,532,514	831,566	1,614,396	14,028,926	1,938,477	81,374,500
2003	58,025,022	2,029,427	1,788,721	3,824,274	837,184	1,623,785	14,123,996	1,818,205	84,070,614
2004	64,464,440	2,361,410	2,204,448	4,241,910	911,654	1,856,584	16,171,121	2,221,028	94,432,595
2005	68,128,763	2,492,704	2,367,969	4,326,108	942,029	2,001,879	17,478,320	2,521,017	100,258,789
2006	70,843,954	2,571,765	2,427,586	4,368,662	1,016,478	2,142,392	18,377,311	2,635,966	104,384,114
2007	74,250,374	2,250,719	2,336,284	4,690,248	1,271,790	2,292,008	20,176,355	2,757,442	110,025,220
2008	70,179,510	1,977,449	2,575,804	4,836,153	1,402,016	2,273,768	20,997,675	2,783,840	107,026,215
2009	66,367,552	1,729,434	2,566,120	4,959,386	1,236,502	2,380,946	19,728,044	2,813,382	101,781,366
2010	66,746,329	1,719,851	2,774,935	5,301,924	1,298,568	2,621,280	20,445,675	3,184,498	104,093,060
2011	67,875,897	1,570,557	2,927,474	5,191,390	1,146,560	2,792,785	21,101,567	3,271,454	105,877,684
2012	69,890,671	1,801,972	3,276,798	5,521,832	1,244,410	3,184,362	21,006,617	3,404,173	109,330,835
2013	71,137,164	1,778,222	3,622,765	5,657,442	1,527,495	3,412,267	21,805,802	3,541,709	112,482,866

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

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

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

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

**Note:** Region totals do not include ACY.

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

## JFK

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JetBlue Airlines	9,062,169	2,641,221	11,703,390	23.2%
2	Delta	7,244,249	4,396,939	11,641,188	46.3%
3	American	4,345,100	3,208,371	7,553,471	61.3%
4	British Air	—	1,300,847	1,300,847	63.9%
5	United	1,142,325	-	1,142,325	66.1%
6	Air France	—	935,563	935,563	68%
7	Virgin America	918,226	-	918,226	69.8%
8	Us Airways	877,083	-	877,083	71.5%
9	Virgin Atlantic	—	689,431	689,431	72.9%
10	Emirates Airlines	—	645,373	645,373	74.2%
11	Cathay Pacific	—	625,754	625,754	75.4%
12	Caribbean	—	603,340	603,340	76.6%
13	Lufthansa	—	515,763	515,763	77.6%
14	Alitalia	—	513,406	513,406	78.7%
15	Turkish Air	—	495,856	495,856	79.6%
16	Korean	—	431,441	431,441	80.5%
17	Aeromexico	—	422,164	422,164	81.3%
18	Tam Brazilian Airlines	—	421,912	421,912	82.2%
19	El Al	—	421,660	421,660	83%
20	Aer Lingus	—	421,006	421,006	83.8%
@Top 20		23,589,152	18,690,047	42,279,199	
Total Airport		23,883,096	26,540,669	50,423,765	

## EWR

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	16,850,771	7,701,257	24,552,028	70.1%
2	Delta	1,338,847	188,780	1,527,627	74.5%
3	JetBlue Airlines	1,378,608	—	1,378,608	78.4%
4	Us Airways	1,349,425	—	1,349,425	82.3%
5	Southwest	1,203,145	—	1,203,145	85.7%
6	American	1,038,891	—	1,038,891	88.7%
7	Lufthansa	—	529,371	529,371	90.2%
8	SAS	—	477,837	477,837	91.5%
9	Air Canada	—	416,689	416,689	92.7%
10	Porter Airlines	—	352,595	352,595	93.7%
11	Virgin America	340,869	—	340,869	94.7%
12	Virgin Atlantic	—	328,779	328,779	95.7%
13	British Air	—	319,818	319,818	96.6%
14	Alaska Airlines	212,424	—	212,424	97.2%
15	Air Portugal	—	183,874	183,874	97.7%
16	Jet Airways	—	158,210	158,210	98.2%
17	Air India	—	151,124	151,124	98.6%
18	El Al	—	149,927	149,927	98.6%
19	Swiss Int'l	—	145,944	145,944	99.4%
20	OpenSkies	—	90,936	90,936	99.7%
@Top 20		23,712,980	11,195,141	34,908,121	
Total Airport		23,716,837	11,299,399	35,016,236	

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



## LGA

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	10,344,741	260,258	10,604,999	39.7%
2	American	4,692,070	293,350	4,985,420	58.3%
3	Us Airways	2,733,865	—	2,733,865	68.6%
4	United	2,324,243	—	2,324,243	77.3%
5	Southwest	1,996,108	—	1,996,108	84.7%
6	Jetblue Airlines	1,448,770	—	1,448,770	90.2%
7	Spirit	1,243,408	—	1,243,408	94.8%
8	Air Canada	—	865,845	865,845	98.1%
9	Westjet	—	307,959	307,959	99.2%
10	Frontier	210,734	—	210,734	100%
11	Miami Air Int'l	832	—	832	100%
@Top 11		24,994,771	1,727,412	26,722,183	
Total Airport		24,994,771	1,727,412	26,722,183	

## SWF

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Jetblue Airlines	152,815	—	152,815	47.7%
2	Us Airways	84,534	—	84,534	74%
3	Delta	78,622	—	78,622	98.5%
4	Allegiant Air	4,711	—	4,711	100%
@Top 4		320,682	—	320,682	
Total Airport		320,682	—	320,682	

## REGION

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	20,317,339	7,701,257	28,018,596	24.9%
2	Delta	19,006,459	4,845,977	23,852,436	46.1%
3	Jetblue Airlines	12,042,362	2,641,221	14,683,583	59.2%
4	American	10,076,061	3,501,721	13,577,782	71.2%
5	Us Airways	5,044,907	—	5,044,907	75.7%
6	Southwest	3,199,253	—	3,199,253	78.6%
7	British Air	—	1,620,665	1,620,665	80%
8	Air Canada	—	1,363,545	1,363,545	81.2%
9	Virgin America	1,259,095	—	1,259,095	82.3%
10	Spirit	1,243,408	—	1,243,408	83.4%
11	Lufthansa	—	1,045,134	1,045,134	84.4%
12	Virgin Atlantic	—	1,018,210	1,018,210	85.3%
13	Air France	—	935,563	935,563	86.1%
14	Emirates Airlines	—	645,373	645,373	86.7%
15	Cathay Pacific	—	625,754	625,754	87.2%
16	Caribbean	—	603,340	603,340	87.8%
17	El Al	—	571,587	571,587	88.3%
18	Swiss Int'l	—	539,893	539,893	88.8%
19	Alitalia	—	513,406	513,406	89.2%
20	Turkish Air	—	495,856	495,856	89.7%
@Top 20		72,188,884	28,668,502	100,857,386	
Total Airport		72,915,386	39,567,480	112,482,866	

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

Note: Region totals do not include ACY.

**JFK**

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Terminal 1	—	—	2,728,463	2,692,435	5,420,898
Terminal 2	1,944,583	1,673,812	68,703	90,680	3,777,778
Terminal 3*	491,957	461,513	307,791	559,098	1,820,359
Terminal 4	1,741,039	1,972,013	5,957,221	4,470,189	14,140,462
Terminal 5	4,608,772	4,624,899	367,942	1,495,076	11,096,689
Terminal 7	843,933	843,811	1,503,405	1,478,496	4,669,645
Terminal 8	2,357,806	2,318,958	2,429,099	2,392,071	9,497,934
<b>Total</b>	<b>11,988,090</b>	<b>11,895,006</b>	<b>13,362,624</b>	<b>13,178,045</b>	<b>50,423,765</b>

**EWR**

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Terminal A	4,155,059	4,139,594	434,588	482,829	9,212,070
Terminal B	782,061	773,847	2,888,681	1,568,438	6,013,027
Terminal C	6,883,506	6,982,770	2,320,145	3,604,718	19,791,139
<b>Total</b>	<b>11,820,626</b>	<b>11,896,211</b>	<b>5,643,414</b>	<b>5,655,985</b>	<b>35,016,236</b>

**LGA†**

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Central Terminal Building - B	5,931,377	5,984,788	574,834	584,361	13,075,360
Delta Terminal - D	2,510,106	2,491,495	93,236	94,812	5,189,649
Marine Air Terminal - A	452,454	463,985	—	—	916,439
US Airways Terminal - C	3,568,458	3,592,108	189,150	191,019	7,540,735
<b>Total</b>	<b>12,462,395</b>	<b>12,532,376</b>	<b>857,220</b>	<b>870,192</b>	<b>26,722,183</b>

**SWF**

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Airline Terminal	159,280	161,402	—	—	320,682
<b>Total</b>	<b>159,280</b>	<b>161,402</b>	<b>—</b>	<b>—</b>	<b>320,682</b>

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

\* JFK: Terminal 3 closed May 24, 2013.

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

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

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Unweighted Base Size</b>	<b>2,818</b>	<b>1,624</b>	<b>1,736</b>	<b>199</b>	<b>6,377</b>	<b>4,442</b>
<b>Passenger Type</b>						
Departing	65%	77.9%	59.8%	96.5%	66.5%	69.5%
Connecting	35%	22.1%	40.2%	3.5%	33.5%	30.5%
Connecting From Domestic Flight	16.9%	20.3%	19.2%	0%	18.4%	18.1%
Connecting From International Flight	18.1%	1.8%	21%	0%	15.1%	12.4%
<b>Type of Flight</b>						
Domestic	40.3%	91.3%	65.9%	100%	60.6%	57.9%
International	59.7%	8.7%	34.1%	0%	39.4%	42.1%
<b>First Trip Through This Terminal</b>	<b>54.8%</b>	<b>59.4%</b>	<b>43.2%</b>	<b>24.1%</b>	<b>52.2%</b>	<b>56.4%</b>
<b>First Trip Through This Airport</b>	<b>29.1%</b>	<b>45.4%</b>	<b>28.8%</b>	<b>23.6%</b>	<b>32.8%</b>	<b>34.7%</b>
<b>Trip Origin – O&amp;D Passengers</b>						
Home	36.4%	23.7%	39.2%	53.1%	33.7%	31.4%
Hotel	28.3%	47%	24.2%	7.9%	32.2%	35.6%
Staying with Friends/Relatives	22.3%	15.9%	19.5%	20.9%	19.7%	19.8%
Work	7.1%	10.9%	12.5%	11.3%	9.7%	8.6%
School	2.7%	0.5%	2.1%	2.3%	1.9%	1.9%
Another Airport	1.8%	1%	0.9%	0.6%	1.3%	1.5%
Cruise Ship	0.9%	0.5%	0.6%	0%	0.7%	0.8%
Other	0.5%	0.5%	1.1%	4%	0.7%	0.5%
<b>Trip Origin Location – O&amp;D Passengers</b>						
<b>New York</b>	<b>67.8%</b>	<b>67.8%</b>	<b>29%</b>	<b>83.3%</b>	<b>56.5%</b>	<b>67.8%</b>
<b>NYC</b>	<b>56.6%</b>	<b>60.8%</b>	<b>25.1%</b>	<b>4.2%</b>	<b>48.5%</b>	<b>58.4%</b>
<b>Manhattan</b>	<b>29.6%</b>	<b>44.7%</b>	<b>18.4%</b>	<b>4.2%</b>	<b>30.8%</b>	<b>36%</b>
Manhattan - below 14th St.	4.3%	3.4%	4%	2.8%	3.9%	3.9%
Manhattan - 14th - 96th St.	19.8%	37.6%	13.5%	1.4%	23.2%	27.4%
Manhattan - above 96th St.	5.5%	3.6%	0.9%	0%	3.6%	4.7%
Bronx	3.7%	2.2%	0.9%	0%	2.4%	3.1%
Brooklyn	11.6%	6.7%	2.6%	0%	7.5%	9.5%
Queens	10.5%	6.8%	2.1%	0%	6.9%	8.9%
Staten Island	1.2%	0.4%	1.1%	0%	0.9%	0.8%
Nassau	3.9%	1.7%	0.1%	0%	2.1%	3%
Westchester	2.4%	2.2%	0.7%	4.9%	1.9%	2.3%
Suffolk	2.2%	1.5%	0.1%	0%	1.4%	2%
Dutchess	0.4%	0.2%	0.2%	22.2%	0.3%	0.3%
Albany	0.3%	0.1%	0.2%	1.4%	0.2%	0.2%
Orange	0.3%	0.1%	0.6%	26.4%	0.4%	0.2%
Tompkins	0.2%	0%	0.2%	0%	0.2%	0.1%
Delaware	0.1%	0%	0.4%	0%	0.2%	0.1%
Putnam	0.1%	0.4%	0.3%	0.7%	0.3%	0.2%
Chemung	0.1%	0%	0%	0%	0%	0.1%
Rockland	0.1%	0.1%	0.4%	3.5%	0.2%	0.1%
Ulster	0.1%	0%	0.2%	12.5%	0.1%	0.1%
Saratoga	0.1%	0%	0.1%	0%	0.1%	0.1%
Erie	0.1%	0.1%	0%	0%	0.1%	0.1%
Sullivan	0%	0.1%	0%	4.9%	0%	0%
Monroe	0.1%	0.1%	0%	0.7%	0%	0.1%
Essex	0.1%	0%	0%	0.7%	0%	0%
Yates	0%	0.1%	0%	0.7%	0%	0%
Oneida	0%	0%	0%	0.7%	0%	0%
Niagara	0%	0%	0.2%	0%	0%	0%
Other Upstate NY	0.6%	0.3%	0.2%	0%	0.4%	0.4%

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

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

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Trip Purpose - All Passengers</b>						
Leisure/Vacation/Visiting	70.4%	65.2%	59.3%	55.1%	65.6%	68.6%
Business	10.1%	23.9%	17.8%	23%	15.8%	14.9%
Both Business/Non-Business	7.9%	5%	6%	9.6%	6.6%	6.9%
School-related	5.8%	2.4%	6.7%	1.1%	5.3%	4.6%
Illness/Bereavement	2.2%	1.7%	1.4%	3.7%	1.8%	2%
Moving/Relocation	2.8%	0.6%	2%	1.6%	2%	2%
Other	0.8%	1.2%	6.7%	5.9%	2.8%	1%
<b>Any Business (Net)</b>	<b>18%</b>	<b>28.9%</b>	<b>23.8%</b>	<b>32.6%</b>	<b>22.4%</b>	<b>21.8%</b>
<b>Leisure/Personal Only (Net)</b>	<b>82%</b>	<b>71.1%</b>	<b>76.2%</b>	<b>67.4%</b>	<b>77.6%</b>	<b>78.2%</b>
<b>Avg. Number of Nights Stayed Locally – Visitors</b>	<b>8.2</b>	<b>4.5</b>	<b>6.7</b>	<b>4.8</b>	<b>6.6</b>	<b>6.5</b>
<b>Avg. Number of Nights Away – O&amp;D Residents</b>	<b>20.6</b>	<b>6.8</b>	<b>18.3</b>	<b>6.3</b>	<b>17.1</b>	<b>16.6</b>
<b>Check-in Location - O&amp;D Passengers</b>						
Main check-in counter	51.5%	41.2%	41.5%	50.5%	45.8%	47.5%
Self check-in kiosk	26.5%	31.5%	30.1%	18.6%	28.9%	28.4%
Printed boarding pass before coming to airport	13.7%	14.1%	15.4%	30.9%	14.3%	13.8%
Downloaded boarding pass on web-enabled cell phone	2.9%	6.4%	9.5%	0%	5.7%	4.3%
Curbside	5.5%	6.8%	3.5%	0%	5.3%	6%
<b>Avg. Dwell Time: Local O&amp;D (in mins.)</b>	<b>144</b>	<b>92</b>	<b>121</b>	<b>92</b>	<b>123</b>	<b>124</b>
<b>Avg. Post Security Dwell Time O&amp;D (in mins.)</b>	<b>100</b>	<b>74</b>	<b>91</b>	<b>80</b>	<b>90</b>	<b>90</b>
<b>Avg. Layover for Connectors (in mins.)</b>	<b>180</b>	<b>81</b>	<b>185</b>	<b>163</b>	<b>166</b>	<b>155</b>
PreCheck/Registered Traveler Member	7.5%	13.1%	16.1%	3.8%	11.9%	9.7%
Global U.S. Entry Member	6.1%	12.4%	9.3%	0%	8.8%	8.6%
<b>Food-Beverage Purchase</b>						
<b>Bought Food/Beverage</b>	<b>66%</b>	<b>44.5%</b>	<b>65.7%</b>	<b>47.7%</b>	<b>60.8%</b>	<b>58.6%</b>
Pre-security	6.1%	5.5%	6.5%	15.4%	6.1%	5.9%
Post security	61.1%	39.9%	60%	33.8%	55.7%	53.7%
<b>Food-Beverage Purchase Motivation/Spend</b>						
Impromptu purchase	56.6%	39.3%	52.2%	61.4%	52.3%	52.3%
Planned purchase in advance	31.5%	44.4%	38.8%	27.3%	36.1%	34.7%
Bought an item to consume on plane	16.3%	22.7%	13.9%	27.3%	16.5%	17.8%
Avg. \$ Spent	\$19.45	\$14.41	\$16.63	\$13.02	\$17.66	\$18.17
Unweighted Base Size	1,856	708	1,106	95	3,765	2,564
<b>Retail Item Purchase</b>						
<b>Bought Retail Item</b>	<b>17.9%</b>	<b>8.6%</b>	<b>14.8%</b>	<b>17.6%</b>	<b>14.7%</b>	<b>14.7%</b>
Pre-security	1.5%	1.2%	2.4%	4.6%	1.7%	1.4%
Post security	16.7%	7.4%	12.5%	13.8%	13.2%	13.5%
<b>Retail Purchase Motivation/Spend</b>						
Impromptu purchase	43.4%	33.9%	41.1%	28.6%	41.3%	41.5%
Planned purchase in advance	23.3%	22.4%	30.3%	8.6%	25.3%	23.1%
Bought something forgot to pack	7.2%	2.5%	5.8%	2.9%	6.1%	6.2%
Avg. \$ Spent	\$52.88	\$22.33	\$48.52	\$18.36	\$47.85	\$47.65
Unweighted Base Size	503	136	280	35	954	639

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

YEAR	JFK	LGA	EWB	SWF	REGION	NYC AIRPORTS
Avg. Number of Bags Checked	2.2	1.0	1.7	1.5	1.7	1.8
Avg. Travel Party Size	3.0	2.0	2.3	2.2	2.5	2.7
Kids under 18 in party	5.2%	1.9%	2.1%	7.7%	3.5%	4.1%
Accompanied By Wellwisher	9.7%	4.8%	7.4%	20.3%	7.8%	8%
Used Mobile App in Terminal	7.6%	7%	7.4%	8.2%	7.4%	7.4%
Visited Restroom	69.4%	59.3%	71.3%	67.5%	67.6%	65.9%
Requested Special Assistance	2.8%	2.3%	3.5%	3.4%	2.9%	2.7%
Wheelchair	2.1%	1.6%	2.5%	3.4%	2.1%	2%
Motorized Golf Cart	0.8%	1.1%	1.3%	0%	1%	0.9%
Avg. Number Past 12 Mos. Round Trips through LGA	0.4	2.9	0.4	0.5	1.0	1.3
Avg. Number Past 12 Mos. Round Trips through JFK	1.8	0.6	0.5	0.3	1.1	1.4
Avg. Number Past 12 Mos. Round Trips through EWB	0.3	0.2	2.5	0.4	0.9	0.2
Avg. Number Past 12 Mos. Round Trips through SWF	0.1	0.0	0.1	1.9	0.1	0.1
<b>Primary Residence</b>						
United States	61.6%	90.6%	70%	97.3%	71.2%	71.7%
New York	22.6%	20.6%	7%	56.1%	17.3%	21.9%
NYC	15.7%	13.4%	4.1%	6.1%	11.5%	14.9%
Manhattan	5.3%	6.3%	1.8%	5.4%	4.5%	5.7%
Manhattan – below 14th St.	1%	0.9%	0.5%	2.7%	0.8%	1%
Manhattan – 14th - 96th St.	2.2%	4.2%	1.2%	2%	2.3%	2.9%
Manhattan – above 96th St.	2.1%	1.3%	0.1%	0.7%	1.3%	1.9%
Bronx	1.7%	1.2%	0.4%	0%	1.2%	1.5%
Brooklyn	4.2%	2.6%	1.1%	0%	2.9%	3.7%
Queens	3.9%	3%	0.4%	0.7%	2.6%	3.6%
Staten Island	0.5%	0.2%	0.4%	0%	0.4%	0.4%
Nassau	1.6%	1%	0%	0%	1%	1.4%
Erie	1%	0.9%	0.3%	0%	0.7%	1%
Westchester	0.9%	1.7%	0.3%	3.4%	0.9%	1.2%
Suffolk	0.9%	1%	0%	0%	0.6%	0.9%
Monroe	0.6%	0.4%	0.4%	0.7%	0.5%	0.5%
Onondaga	0.2%	0.2%	0.2%	0%	0.2%	0.2%
Albany	0.2%	0%	0.2%	0%	0.2%	0.1%
Niagara	0.2%	0%	0%	0%	0.1%	0.1%
Dutchess	0.2%	0.2%	0%	14.9%	0.1%	0.2%
Tompkins	0.2%	0.1%	0.2%	0%	0.1%	0.1%
Cortland	0.1%	0%	0%	0%	0.1%	0.1%
Orange	0.1%	0%	0.1%	16.2%	0.1%	0.1%
Jefferson	0.1%	0%	0.1%	0%	0.1%	0.1%
Putnam	0.1%	0.4%	0.2%	0.7%	0.2%	0.2%
Rockland	0.1%	0.2%	0.2%	1.4%	0.1%	0.1%
Ulster	0%	0.1%	0.1%	9.5%	0.1%	0.1%
Sullivan	0%	0.1%	0%	2.7%	0%	0%
Montgomery	0%	0%	0%	0.7%	0%	0%
Other NY	0.5%	0.6%	0.8%	0%	0.6%	0.6%
Mercer	0%	0%	0.6%	0%	0.2%	0%
Passaic	0%	0.1%	0.4%	0%	0.1%	0%
Ocean	0.1%	0%	0.3%	0%	0.2%	0.1%
Hunterdon	0%	0%	0.4%	0%	0.1%	0%
Other NJ	0.4%	0%	1.8%	1%	0.7%	0.2%
Connecticut	1.6%	1.5%	0.6%	2.5%	1.3%	1.6%
Pennsylvania	1.1%	1.1%	3.1%	6.4%	1.8%	1.1%
Other US	44%	46%	42.4%	28.2%	43.9%	44.7%
Outside U.S.	27.2%	10.5%	31.8%	0%	24.5%	21.3%

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Primary Residence</b>						
<b>New Jersey</b>	<b>2.4%</b>	<b>1%</b>	<b>16.8%</b>	<b>1.4%</b>	<b>6.6%</b>	<b>1.9%</b>
Essex	0.1%	0.1%	2.5%	0%	0.9%	0.1%
Middlesex	0.4%	0.2%	2.3%	0%	1%	0.3%
Bergen	0.6%	0.1%	2%	0.7%	0.9%	0.4%
Hudson	0.2%	0.2%	1.7%	0%	0.7%	0.2%
Monmouth	0.1%	0.1%	1.6%	0%	0.5%	0.1%
Union	0.1%	0%	1.3%	0%	0.4%	0.1%
Passaic	0.1%	0.2%	1.1%	0%	0.5%	0.1%
Morris	0.1%	0.1%	1.1%	0%	0.4%	0.1%
Somerset	0.1%	0%	0.9%	0%	0.4%	0.1%
Mercer	0%	0.1%	0.6%	0%	0.2%	0%
Ocean	0%	0%	0.5%	0%	0.1%	0%
Hunterdon	0%	0%	0.4%	0%	0.1%	0%
Camden	0.1%	0%	0.3%	0.7%	0.1%	0.1%
Atlantic	0.1%	0%	0.2%	0%	0.1%	0.1%
Sussex	0.1%	0%	0.1%	0%	0.1%	0.1%
Burlington	0.1%	0%	0.1%	0%	0.1%	0.1%
Cape May	0%	0%	0.1%	0%	0%	0%
Warren	0.1%	0%	0%	0%	0.1%	0.1%
Other NJ	0.1%	0%	0%	0%	0%	0%
<b>Connecticut</b>	<b>1.4%</b>	<b>1.9%</b>	<b>0.7%</b>	<b>0%</b>	<b>1.3%</b>	<b>1.5%</b>
Fairfield	0.5%	1.1%	0.2%	0%	0.6%	0.7%
New Haven	0.4%	0.5%	0.2%	0%	0.4%	0.4%
Other CT	0.4%	0.3%	0.2%	0%	0.3%	0.4%
<b>Pennsylvania</b>	<b>1.7%</b>	<b>2.8%</b>	<b>3.1%</b>	<b>2.7%</b>	<b>2.4%</b>	<b>2.1%</b>
Northampton	0%	0%	0.5%	0%	0.2%	0%
Philadelphia	0.3%	0.9%	0.4%	0.7%	0.5%	0.5%
Pike	0%	0%	0.1%	0.7%	0%	0%
Chester	0%	0%	0%	0.7%	0%	0%
Delaware	0%	0%	0%	0.7%	0%	0%
Other PA	1.4%	1.9%	2.1%	0%	1.7%	1.5%
Other US	33.4%	64.3%	42%	36.5%	43.4%	44.1%
Outside U.S.	38.4%	9.4%	30%	2.7%	28.8%	28.3%

**Source:** PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.



**2.6.1**  
*continued*

**PASSENGER DEMOGRAPHICS**  
*Profile of Departing Passengers*

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Primary Residence Outside US</b>						
Other North America	2.1%	6%	4.7%	0%	3.8%	3.5%
Caribbean	2%	0%	0.8%	0.7%	1.1%	1.3%
Central America	1.3%	0.1%	0.5%	0%	0.8%	0.9%
South America	2.5%	0.2%	1.3%	0.7%	1.6%	1.7%
Europe	17.7%	1.1%	16.6%	0%	13.3%	11.9%
Middle East	1.3%	0.1%	0.5%	0%	0.8%	0.9%
Africa	1.1%	0%	0.1%	0%	0.5%	0.7%
Asia	6.9%	1%	4.3%	0%	4.6%	4.8%
Oceania	1.6%	0.4%	0.7%	1.4%	1.1%	1.2%
<b>Gender</b>						
Male	46.3%	52.4%	50.4%	43.2%	49%	48.4%
Female	53.7%	47.6%	49.6%	56.8%	51%	51.6%
<b>Age</b>						
18-24	23.5%	15.1%	26.2%	9.1%	22.8%	21.3%
25-34	33.4%	36.9%	38.1%	18.2%	35.5%	34.3%
35-44	19.8%	16.8%	13.9%	20%	17.4%	19%
45-54	14.4%	15.1%	11.4%	17%	13.6%	14.6%
55-64	7.2%	11.8%	6.4%	16.4%	7.8%	8.4%
65-74	1.4%	3.4%	3.4%	13.9%	2.4%	1.9%
75+	0.3%	0.8%	0.6%	5.5%	0.5%	0.4%
Mean age	35.1	38.5	34.6	47.4	35.6	36.0
<b>Annual Household Income</b>						
Under \$25,000	14.9%	3.8%	17.7%	4%	12.6%	10.6%
\$25,000 - \$29,999	5.8%	1.9%	4.9%	2%	4.5%	4.3%
\$30,000 - \$39,999	6.8%	4%	6.8%	7.1%	6%	5.7%
\$40,000 - \$49,999	8.1%	6.9%	6.1%	6.1%	7.2%	7.6%
\$50,000 - \$59,999	8.7%	8.1%	7.2%	8.1%	8.1%	8.5%
\$60,000 - \$69,999	8.3%	10.8%	5.2%	3%	8.1%	9.3%
\$70,000 - \$79,999	6.9%	11.6%	6.1%	6.1%	8%	8.7%
\$80,000 - \$89,999	5.6%	11.5%	7.3%	10.1%	7.7%	7.9%
\$90,000 - \$99,999	4.5%	9.4%	5.4%	5.1%	6.1%	6.4%
\$100,000 - \$124,999	10.7%	10%	9.6%	11.1%	10.2%	10.4%
\$125,000 - \$149,999	4.3%	5.2%	6.5%	9.1%	5.2%	4.7%
\$150,000 - \$174,999	4.2%	3.3%	4.9%	8.1%	4.2%	3.8%
\$175,000 - \$199,999	2%	2.6%	2.1%	12.1%	2.2%	2.2%
\$200,000 - \$249,999	3.9%	3%	3.6%	2%	3.6%	3.6%
\$250,000 - \$299,999	1.8%	2.1%	2.2%	4%	2%	1.9%
\$300,000 or more	3.5%	5.9%	4.3%	2%	4.4%	4.4%
Mean income (in \$000's)	\$86.4	\$103.3	\$90.7	\$113.2	\$92.3	\$92.9
<b>Main Modal Airport Access—O&amp;D Passengers</b>						
Personal Car	31.3%	25.2%	42.5%	81%	33%	29%
Passenger in Car and Dropped Off at Airport	24.7%	18.7%	34.5%	47.6%	25.9%	22.4%
Drove Your Own Car	5.5%	5.5%	7.4%	22.2%	6.1%	5.5%
Passenger in Car Parked at Airport	1.2%	1%	.7%	11.1%	1%	1.1%
Drove Rental Car	2.9%	3.2%	9%	15.3%	4.7%	3%
Taxicab	27.3%	44%	12.9%	1.1%	27.7%	33.8%
Limousine	9.6%	16.6%	10.6%	1.1%	11.8%	12.3%
Super Shuttle/Shared Ride Van	5.8%	2.9%	3.9%	.5%	4.4%	4.7%
Rail/Train/Subway	14.5%	.9%	12.2%	0%	10%	9.2%
Bus	5.7%	6%	5.5%	0%	5.7%	5.8%
Hotel/Motel/Van	2.3%	1%	2.8%	1.1%	2.1%	1.8%
Off-Airport Parking Shuttle	.4%	.4%	.5%	0%	.5%	.4%
<b>Avg. O&amp;D Pax Travel Time to Airport (in mins.)</b>	<b>62</b>	<b>41</b>	<b>50</b>	<b>41</b>	<b>53</b>	<b>54</b>

Source: PANYNJ Spring 2013 Terminal By Terminal Customer Satisfaction Study.

DENVER, CO				To DETROIT, MI (CONT'D)				To FT. LAUDERDALE, FL (CONT'D)				To GREENSBORO/ WIN-SALEM, NC				To HOUSTON, TX (CONT'D)				From INDIANAPOLIS, IN (CONT'D)				From KANSAS CITY, MO (CONT'D)															
100A	2:25p	WN 284	0.73W	X26	6:30p	E 8:35p	MDL 2057	0	320	X6	6:25p	L 9:30p	DL 1854	0	318	X6	12:45p	3:40p	HWN 36160	73W	X6	11:50p	2:04p	DL 5984	0	E70	X6	6:55p	10:45p	DL 3333	0	320							
150A	2:25p	WN 482	0.73W	X6	7:56p	L 9:55p	MDL 2131	0	319	X6	7:56p	L 9:55p	MDL 2131	0	319	X6	12:50p	3:50p	HWN 36160	73W	X6	11:50p	2:04p	DL 5984	0	E70	X6	6:55p	10:45p	DL 3333	0	320							
25p	1:40p	F9 841	0.73W	X6	9:10p	L 10:55p	MDL 2131	0	319	X6	9:10p	L 10:55p	MDL 2131	0	319	X6	12:50p	3:50p	HWN 36160	73W	X6	11:50p	2:04p	DL 5984	0	E70	X6	6:55p	10:45p	DL 3333	0	320							
50p	5:12p	UA 1107	0.73W	X6	9:23p	E 11:21p	MDL 3443	0	E70	X6	9:23p	E 11:21p	MDL 3443	0	E70	X6	12:50p	3:50p	HWN 36160	73W	X6	11:50p	2:04p	DL 5984	0	E70	X6	6:55p	10:45p	DL 3333	0	320							
100p	5:25p	WN 18390	0.73W	From DETROIT, MI				From FT. LAUDERDALE, FL				From GREENSBORO/ WIN-SALEM, NC				From HOUSTON, TX				From INDIANAPOLIS, IN				From KANSAS CITY, MO															
09p	5:31p	UA 745	0.752	M = Metropolitan	X6	6:00p	M 7:38p	EUA 4279	0	ERJ	X6	6:00p	M 7:38p	EUA 4279	0	ERJ	X6	6:00p	M 7:38p	EUA 4279	0	ERJ	X6	6:00p	M 7:38p	EUA 4279	0	ERJ	X6	6:00p	M 7:38p	EUA 4279	0	ERJ					
45p	6:05p	WN 3580	0.73W	X6	6:05p	M 7:42p	LNK 316	0	320	X6	6:05p	M 7:42p	LNK 316	0	320	X6	6:05p	M 7:42p	LNK 316	0	320	X6	6:05p	M 7:42p	LNK 316	0	320	X6	6:05p	M 7:42p	LNK 316	0	320						
100p	8:44p	UA 269	1.31p	X6	6:10p	M 7:50p	UA 3601	0	CR7	X6	6:10p	M 7:50p	UA 3601	0	CR7	X6	6:10p	M 7:50p	UA 3601	0	CR7	X6	6:10p	M 7:50p	UA 3601	0	CR7	X6	6:10p	M 7:50p	UA 3601	0	CR7						
Plane Change En Route				Plane Change En Route				Plane Change En Route				Plane Change En Route				Plane Change En Route				Plane Change En Route				Plane Change En Route				Plane Change En Route				Plane Change En Route				Plane Change En Route			
19p	6:35p	UA 485	0.320	X6	7:25p	M 9:15p	DL 1848	0	320	X6	7:25p	M 9:15p	DL 1848	0	320	X6	7:25p	M 9:15p	DL 1848	0	320	X6	7:25p	M 9:15p	DL 1848	0	320	X6	7:25p	M 9:15p	DL 1848	0	320						
45p	7:20p	DL 884	0.319	X6	7:30p	M 9:25p	EDL 9463	0	CR9	X6	7:30p	M 9:25p	EDL 9463	0	CR9	X6	7:30p	M 9:25p	EDL 9463	0	CR9	X6	7:30p	M 9:25p	EDL 9463	0	CR9	X6	7:30p	M 9:25p	EDL 9463	0	CR9						
15p	7:37p	UA 509	0.752	X6	7:35p	M 9:30p	DL 1748	0	319	X6	7:35p	M 9:30p	DL 1748	0	319	X6	7:35p	M 9:30p	DL 1748	0	319	X6	7:35p	M 9:30p	DL 1748	0	319	X6	7:35p	M 9:30p	DL 1748	0	319						
30p	7:52p	F9 837	0.732	X6	7:40p	M 9:35p	AA 3601	0	CR7	X6	7:40p	M 9:35p	AA 3601	0	CR7	X6	7:40p	M 9:35p	AA 3601	0	CR7	X6	7:40p	M 9:35p	AA 3601	0	CR7	X6	7:40p	M 9:35p	AA 3601	0	CR7						
30p	7:52p	UA 1064	0.73G	X6	7:45p	M 9:40p	DL 2048	0	320	X6	7:45p	M 9:40p	DL 2048	0	320	X6	7:45p	M 9:40p	DL 2048	0	320	X6	7:45p	M 9:40p	DL 2048	0	320	X6	7:45p	M 9:40p	DL 2048	0	320						
35p	8:00p	WN 209	0.73W	X6	7:50p	M 9:45p	EUA 4207	0	CR7	X6	7:50p	M 9:45p	EUA 4207	0	CR7	X6	7:50p	M 9:45p	EUA 4207	0	CR7	X6	7:50p	M 9:45p	EUA 4207	0	CR7	X6	7:50p	M 9:45p	EUA 4207	0	CR7						
05p	8:28p	UA 1139	0.73W	X6	7:55p	M 9:50p	AA 3474	0	CR7	X6	7:55p	M 9:50p	AA 3474	0	CR7	X6	7:55p	M 9:50p	AA 3474	0	CR7	X6	7:55p	M 9:50p	AA 3474	0	CR7	X6	7:55p	M 9:50p	AA 3474	0	CR7						
05p	9:31p	DL 2454	0.73W	X6	8:00p	M 10:00p	DL 1948	0	319	X6	8:00p	M 10:00p	DL 1948	0	319	X6	8:00p	M 10:00p	DL 1948	0	319	X6	8:00p	M 10:00p	DL 1948	0	319	X6	8:00p	M 10:00p	DL 1948	0	319						
30p	11:58p	BB 97	0.732	X6	8:05p	M 10:05p	AA 3601	0	CR7	X6	8:05p	M 10:05p	AA 3601	0	CR7	X6	8:05p	M 10:05p	AA 3601	0	CR7	X6	8:05p	M 10:05p	AA 3601	0	CR7	X6	8:05p	M 10:05p	AA 3601	0	CR7						
DENVER, CO				To EL PASO, TX				To FAYETTEVILLE, AR				To FAYETTEVILLE, AR				To FAYETTEVILLE, AR				To FAYETTEVILLE, AR				To FAYETTEVILLE, AR															
50p	6:34p	J 66	86	0.320	X6	8:10p	M 10:10p	AA 3601	0	CR7	X6	8:10p	M 10:10p	AA 3601	0	CR7	X6	8:10p	M 10:10p	AA 3601	0	CR7	X6	8:10p	M 10:10p	AA 3601	0	CR7	X6	8:10p	M 10:10p	AA 3601	0	CR7					
100p	12:35p	F9 506	0.320	X6	8:15p	M 10:15p	AA 3601	0	CR7	X6	8:15p	M 10:15p	AA 3601	0	CR7	X6	8:15p	M 10:15p	AA 3601	0	CR7	X6	8:15p	M 10:15p	AA 3601	0	CR7	X6	8:15p	M 10:15p	AA 3601	0	CR7						
15p	4:10p	WN 2068	1.321	X6	8:20p	M 10:20p	AA 3601	0	CR7	X6	8:20p	M 10:20p	AA 3601	0	CR7	X6	8:20p	M 10:20p	AA 3601	0	CR7	X6	8:20p	M 10:20p	AA 3601	0	CR7	X6	8:20p	M 10:20p	AA 3601	0	CR7						
17p	1:50p	UA 368	0.752	X6	8:25p	M 10:25p	AA 3601	0	CR7	X6	8:25p	M 10:25p	AA 3601	0	CR7	X6	8:25p	M 10:25p	AA 3601	0	CR7	X6	8:25p	M 10:25p	AA 3601	0	CR7	X6	8:25p	M 10:25p	AA 3601	0	CR7						
17p	2:00p	EUA 395	0.752	X6	8:30p	M 10:30p	AA 3601	0	CR7	X6	8:30p	M 10:30p	AA 3601	0	CR7	X6	8:30p	M 10:30p	AA 3601	0	CR7	X6	8:30p	M 10:30p	AA 3601	0	CR7	X6	8:30p	M 10:30p	AA 3601	0	CR7						
10p	2:55p	LWN 31280	0.73W	X6	8:35p	M 10:35p	AA 3601	0	CR7	X6	8:35p	M 10:35p	AA 3601	0	CR7	X6	8:35p	M 10:35p	AA 3601	0	CR7	X6	8:35p	M 10:35p	AA 3601	0	CR7	X6	8:35p	M 10:35p	AA 3601	0	CR7						
4p	4:10p	310	0.752	X6	8:40p	M 10:40p	AA 3601	0	CR7	X6	8:40p	M 10:40p	AA 3601	0	CR7	X6	8:40p	M 10:40p	AA 3601	0	CR7	X6	8:40p	M 10:40p	AA 3601	0	CR7	X6	8:40p	M 10:40p	AA 3601	0	CR7						
4p	4:10p	DL 928	0.319	X6	8:45p	M 10:45p	AA 3601	0	CR7	X6	8:45p	M 10:45p	AA 3601	0	CR7	X6	8:45p	M 10:45p	AA 3601	0	CR7	X6	8:45p	M 10:45p	AA 3601	0	CR7	X6	8:45p	M 10:45p	AA 3601	0	CR7						
4p	4:10p	LWN 29880	0.73W	X6	8:50p	M 10:50p	AA 3601	0	CR7	X6	8:50p	M 10:50p	AA 3601	0	CR7	X6	8:50p	M 10:50p	AA 3601	0	CR7	X6	8:50p	M 10:50p	AA 3601	0	CR7	X6	8:50p	M 10:50p	AA 3601	0	CR7						
4p	4:10p	LWN 29880	0.73W	X6	8:55p	M 10:55p	AA 3601	0	CR7	X6	8:55p	M 10:55p	AA 3601	0	CR7	X6	8:55p	M 10:55p	AA 3601	0	CR7	X6	8:55p	M 10:55p	AA 3601	0	CR7	X6	8:55p	M 10:55p	AA 3601	0	CR7						
4p	4:10p	LWN 29880	0.73W	X6	9:00p	M 11:00p	AA 3601	0	CR7	X6	9:00p	M 11:00p	AA 3601	0	CR7	X6	9:00p	M 11:00p	AA 3601	0	CR7	X6	9:00p	M 11:00p	AA 3601	0	CR7	X6	9:00p	M 11:00p	AA 3601	0	CR7						
4p	4:10p	LWN 29880	0.73W	X6	9:05p	M 11:05p	AA 3601	0	CR7	X6	9:05p	M 11:05p	AA 3601	0	CR7	X6	9:05p	M 11:05p	AA 3601	0	CR7	X6	9:05p	M 11:05p	AA 3601	0	CR7	X6	9:05p	M 11:05p	AA 3601	0	CR7						
4p	4:10p	LWN 29880	0.73W	X6	9:10p	M 11:10p	AA 3601	0	CR7	X6	9:10p	M 11:10p	AA 3601	0	CR7	X6	9:10p	M 11:10p	AA 3601	0	CR7	X6	9:10p	M 11:10p	AA 3601	0	CR7	X6	9:10p	M 11:10p	AA 3601	0	CR7						
4p	4:10p	LWN 29880	0.73W	X6	9:15p	M 11:15p	AA 3601	0	CR7	X6	9:15p	M 11:15p	AA 3601	0	CR7	X6	9:15p	M 11:15p	AA 3601	0	CR7	X6	9:15p	M 11:15p	AA 3601	0	CR7	X6	9:15p	M 11:15p	AA 3601	0	CR7						
4p	4:10p	LWN 29880	0.73W	X6	9:20p	M 11:20p	AA 3601	0	CR7	X6	9:20p	M 11:20p	AA 36																										

2013

RANK	AIRPORT	CARGO (SHORT TONS)	% CHANGE 2012-13
1	Memphis International Airport	4,560,835	3.0
2	Ted Stevens Anchorage International Airport	2,665,959	-1.8
3	Louisville International Airport	2,442,562	2.2
4	Miami International Airport	2,143,793	0.8
5	Los Angeles International Airport	1,922,348	-1.4
6	O'Hare International Airport	1,683,781	0.4
7	John F. Kennedy International Airport	1,420,419	0.9
8	Indianapolis International Airport	1,093,331	6.4
9	Newark Liberty International Airport	717,099	-12.8
10	Hartsfield-Jackson Atlanta International Airport	680,844	-5.7
11	Cincinnati/Northern Kentucky International Airport	655,280	9.3
12	Dallas/Ft Worth International Airport	649,549	-2.3
13	Oakland International Airport	555,417	1.0
14	George Bush Intercontinental Airport	469,960	-2.7
15	LA/Ontario International Airport	461,454	1.3
16	Philadelphia International Airport	418,994	-2.3
17	San Francisco International Airport	400,975	-4.5
18	Seattle-Tacoma International Airport	323,176	3.3
19	Sky Harbor International Airport	305,319	-2.1
20	Washington Dulles International Airport	278,287	-5.8
21	Logan International Airport	277,739	1.5
22	Denver International Airport	249,400	-4.4
23	Detroit Metropolitan Wayne County Airport	236,507	-2.0
24	Portland International Airport	219,563	0.0
25	Minneapolis/St Paul International Airport	218,734	0.3
26	Orlando International Airport	186,996	-1.9
27	Salt Lake City International Airport	182,798	-0.9
28	San Diego International Airport	160,676	12.3
29	Charlotte Douglas International Airport	140,968	3.3
30	Bradley International Airport	131,844	-4.0
31	Baltimore/Washington International Thurgood Marshall Airport	118,617	-3.6
32	San Antonio International Airport	115,881	-10.3
33	Kansas City International Airport	108,921	14.0
34	McCarran International Airport	103,166	2.4
35	Piedmont Triad International Airport	96,628	-0.9
36	Huntsville International Airport	94,599	-5.1
37	Tampa International Airport	93,548	-0.7
38	El Paso International Airport	88,363	-6.5
39	Pittsburgh International Airport	86,189	-1.6
40	Ft Lauderdale-Hollywood International Airport	84,106	-13.4
41	Raleigh-Durham International Airport	84,039	0.4
42	Manchester-Boston Regional Airport	83,638	-4.9
43	Cleveland Hopkins International Airport	80,012	-5.8
44	Austin-Bergstrom International Airport	79,255	1.9
45	Rickenbacker International Airport	76,506	-4.0
46	General Mitchell International Airport	76,408	-4.8
47	Sacramento International Airport	74,780	-1.1
48	Jacksonville International Airport	73,054	-2.5
49	Eppler Airfield	72,084	4.3
50	Lambert-St Louis International Airport	71,154	-6.7

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2013.

2013

RANK	AIRPORT	CARGO (SHORT TONS)	% CHANGE 2012-13
1	Hong Kong International Airport	4,580,835	2.2
2	Memphis International Airport	4,560,835	3.0
3	Pudong International Airport	3,227,822	-0.4
4	Incheon International Airport	2,716,242	0.3
5	Dubai International Airport	2,684,489	7.4
6	Ted Stevens Anchorage International Airport	2,665,959	-1.8
7	Louisville International Airport	2,442,562	2.2
8	Flughafen Frankfurt/Main	2,308,676	1.4
9	Narita International Airport	2,226,272	0.7
10	Miami International Airport	2,143,793	0.8
11	Aéroport de Paris-Charles de Gaulle	2,076,968	-3.3
12	Singapore Changi Airport	2,053,765	-0.4
13	Beijing Capital International Airport	2,027,959	2.5
14	Los Angeles International Airport	1,922,348	-1.4
15	Taiwan Taoyuan International Airport	1,732,453	-0.4
16	Amsterdam Airport	1,726,002	3.6
17	O'Hare International Airport	1,683,781	0.4
18	Heathrow Airport	1,669,893	-2.6
19	Guangzhou Bai Yun International Airport	1,443,602	4.9
20	John F. Kennedy International Airport	1,420,419	0.9
21	Suvarnabhumi International Airport	1,362,563	-8.1
22	Indianapolis International Airport	1,093,331	6.4
23	Tokyo International (Haneda) Airport	1,047,772	4.5
24	Shenzhen Baoan International Airport	1,006,829	6.9
25	Doha International Airport	973,543	4.6
26	Flughafen Leipzig/Halle	967,757	3.8
27	Köln-Bonn Airport	790,435	-1.8
28	Abu Dhabi International Airport	785,304	24.1
29	KL International Airport	779,176	0.7
30	Kansai International Airport	752,073	-5.6
31	Luxembourg-Findel International Airport	742,688	9.5
32	Chhatrapati Shivaji International Airport	718,417	-0.3
33	Newark Liberty International Airport	717,099	-12.8
34	Atatürk International Airport	703,253	15.1
35	Soekarno-Hatta International Airport	687,281	2.0
36	Aeropuerto Internacional El Dorado	685,169	-2.4
37	Hartsfield-Jackson Atlanta International Airport	680,844	-5.7
38	Indira Gandhi International Airport	656,664	6.3
39	Cincinnati/Northern Kentucky International Airport	655,280	9.3
40	Dallas/Ft Worth International Airport	649,549	-2.3
41	Liège Airport	618,510	-2.8
42	Guarulhos International Airport	579,917	6.6
43	Oakland International Airport	555,417	1.0
44	Chengdu Shuangliu International Airport	553,065	-1.3
45	Ninoy Aquino International Airport	508,016	0.6
46	Hongqiao International Airport	479,585	1.2
47	Milano Malpensa	474,323	3.9
48	George Bush Intercontinental Airport	469,960	-2.7
49	LA/Ontario International Airport	461,454	1.3
50	Brussels National Airport	446,478	-2.2

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2013.

### 3.2.1

## REVENUE FREIGHT IN SHORT TONS

Annual Totals 2000 to 2013

#### Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2000	824,598	452,393	19,299	21,820	1,318,110
2001	705,963	388,164	15,765	35,606	1,145,498
2002	728,039	426,711	11,321	20,974	1,187,045
2003	738,065	460,798	11,989	14,606	1,225,459
2004	739,005	446,339	13,817	23,091	1,222,252
2005	718,495	402,286	15,689	26,131	1,162,600
2006	717,003	360,713	13,752	17,404	1,108,872
2007	698,768	356,116	9,375	18,125	1,082,384
2008	625,848	311,921	8,717	17,617	964,103
2009	542,058	240,487	6,497	10,703	799,745
2010	569,702	253,935	7,332	12,934	843,903
2011	536,172	251,606	7,254	16,345	811,377
2012	494,900	254,228	6,819	18,895	774,842
2013	418,796	258,062	6,786	16,943	700,586

#### International

YEAR	EWR	JFK	LGA	SWF	REGION
2000	245,781	1,412,029	887	—	1,658,698
2001	212,741	1,133,334	709	—	1,346,784
2002	181,733	1,260,135	388	—	1,442,256
2003	237,530	1,279,245	344	—	1,517,118
2004	256,251	1,347,109	279	—	1,603,639
2005	239,108	1,318,641	317	—	1,558,066
2006	251,525	1,345,674	246	578	1,598,023
2007	254,788	1,301,242	220	308	1,556,557
2008	243,601	1,162,899	177	104	1,406,782
2009	219,862	921,428	215	52	1,141,557
2010	291,268	1,139,861	184	—	1,431,313
2011	276,169	1,131,343	136	13	1,407,661
2012	247,998	1,064,998	190	203	1,313,389
2013	243,626	1,062,742	216	547	1,307,130

#### Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
2000	1,070,380	1,864,422	20,186	21,820	2,976,808
2001	918,705	1,521,498	16,474	35,606	2,492,282
2002	909,772	1,686,846	11,709	20,974	2,629,300
2003	975,595	1,740,043	12,333	14,606	2,742,577
2004	995,256	1,793,448	14,096	23,091	2,825,891
2005	957,603	1,720,926	16,006	26,131	2,720,667
2006	968,528	1,706,387	13,998	17,982	2,706,895
2007	953,556	1,657,358	9,595	18,433	2,638,941
2008	869,450	1,474,820	8,894	17,721	2,370,885
2009	761,921	1,161,914	6,712	10,755	1,941,302
2010	860,970	1,393,796	7,516	12,934	2,275,216
2011	812,341	1,382,949	7,390	16,358	2,219,038
2012	742,897	1,319,227	7,009	19,098	2,088,231
2013	662,422	1,320,804	7,002	17,490	2,007,717

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



## Domestic

MONTH	EWL	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2012 TO 2013
Jan	37,949	21,431	612	1,677	61,669	4.8%
Feb	33,718	18,430	618	1,420	54,186	-9%
Mar	37,395	21,264	659	1,549	60,867	-11.2%
Apr	34,426	20,400	627	1,352	56,806	-6.4%
May	37,048	22,090	496	1,433	61,066	-10.8%
Jun	33,709	21,096	557	1,326	56,688	-12.4%
Jul	29,726	20,774	506	1,220	52,226	-14.5%
Aug	32,703	21,546	605	1,255	56,109	-17.6%
Sep	30,642	20,587	677	1,286	53,191	-16.4%
Oct	35,685	23,880	485	1,487	61,537	1.6%
Nov	33,536	22,631	450	1,290	57,907	-14.7%
Dec	42,259	23,932	495	1,647	68,333	-6.2%
<b>Total 2013</b>	<b>418,796</b>	<b>258,062</b>	<b>6,786</b>	<b>16,943</b>	<b>700,586</b>	<b>-9.6%</b>
<b>% Change 2012 to 2013</b>	<b>-15.4%</b>	<b>1.5%</b>	<b>-0.5%</b>	<b>-10.3%</b>	<b>-9.6%</b>	

## International

MONTH	EWL	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2012 TO 2013
Jan	19,245	81,145	7	13	100,409	1.3%
Feb	19,715	77,037	6	32	96,789	-4.6%
Mar	22,477	92,959	11	—	115,447	-2.9%
Apr	20,216	84,567	7	11	104,801	-2.2%
May	20,819	88,788	22	—	109,629	0.9%
Jun	20,810	89,083	5	116	110,015	-0.9%
Jul	19,146	89,251	14	134	108,544	-4.2%
Aug	19,117	88,560	7	34	107,717	-2.1%
Sep	17,889	87,332	12	—	105,233	-3.5%
Oct	21,760	97,148	4	—	118,912	11.6%
Nov	21,334	95,615	111	59	117,120	5.4%
Dec	21,099	91,257	9	149	112,514	-3.9%
<b>Total 2013</b>	<b>243,626</b>	<b>1,062,742</b>	<b>216</b>	<b>547</b>	<b>1,307,130</b>	<b>-0.5%</b>
<b>% Change 2012 to 2013</b>	<b>-1.8%</b>	<b>-0.2%</b>	<b>13.7%</b>	<b>169.3%</b>	<b>-0.5%</b>	

Domestic and  
International

MONTH	EWL	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2012 TO 2013
Jan	57,194	102,576	619	1,690	162,079	2.6%
Feb	53,433	95,466	624	1,452	150,975	-6.2%
Mar	59,872	114,223	670	1,549	176,314	-5.9%
Apr	54,642	104,967	634	1,363	161,607	-3.7%
May	57,866	110,877	518	1,433	170,695	-3.7%
Jun	54,520	110,179	562	1,442	166,703	-5.1%
Jul	48,872	110,025	520	1,353	160,771	-7.8%
Aug	51,820	110,106	612	1,288	163,826	-8%
Sep	48,530	107,919	689	1,286	158,424	-8.2%
Oct	57,445	121,028	489	1,487	180,449	8%
Nov	54,870	118,247	561	1,348	175,026	-2.2%
Dec	63,358	115,189	503	1,797	180,848	-4.7%
<b>Total 2013</b>	<b>662,422</b>	<b>1,320,804</b>	<b>7,001</b>	<b>17,490</b>	<b>2,007,717</b>	<b>-3.9%</b>
<b>% Change 2012 to 2013</b>	<b>-10.8%</b>	<b>0.1%</b>	<b>-0.1%</b>	<b>-8.4%</b>	<b>-3.9%</b>	

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

### 3.3.1 REGION

## REVENUE FREIGHT IN SHORT TONS

US Customs Data: Annual Totals 2004-2013 by International Market

#### Imports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2004	497,369	364,663	33,023	20,061	13,617	3,801	4,673	937,207
2005	499,237	334,217	33,075	13,412	13,054	2,479	4,358	899,831
2006	490,579	341,996	31,894	19,305	13,461	2,945	4,038	904,118
2007	471,001	365,110	31,115	15,877	12,683	2,910	5,531	904,227
2008	413,895	315,790	26,230	15,399	10,707	3,308	4,390	789,711
2009	343,111	253,772	21,638	12,031	7,292	3,238	2,177	643,311
2010	423,374	335,666	23,723	15,160	7,313	2,637	2,578	810,530
2011	351,124	355,786	23,967	13,828	6,710	2,118	2,650	756,354
2012	347,203	299,400	25,170	12,889	7,210	1,985	957	694,996
2013	352,454	301,252	24,866	12,064	6,156	1,998	1,148	700,088

#### Exports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2004	240,701	236,257	13,961	10,981	7,917	12,890	638	523,344
2005	246,945	252,635	14,275	13,806	8,691	13,397	629	550,378
2006	275,589	282,113	15,211	15,784	8,987	13,799	929	612,412
2007	298,427	315,968	21,625	19,084	9,303	15,135	1,232	680,774
2008	294,798	308,973	19,583	19,899	8,275	15,670	1,428	668,893
2009	238,378	260,409	13,578	16,578	6,234	12,925	1,230	549,539
2010	317,527	301,656	19,691	18,847	5,504	14,157	1,382	679,047
2011	316,575	309,497	19,214	17,532	6,158	15,416	1,351	686,141
2012	274,603	265,931	18,584	17,189	5,333	15,687	1,303	598,612
2013	258,323	260,216	20,131	15,864	6,084	13,730	1,511	576,188

#### Total

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2004	738,070	600,920	46,984	31,042	21,534	16,691	5,311	1,460,552
2005	746,181	586,853	47,351	27,217	21,745	15,876	4,986	1,450,209
2006	766,168	624,109	47,105	34,989	22,448	16,744	4,967	1,516,530
2007	769,428	681,078	52,740	34,961	21,986	18,045	6,763	1,585,001
2008	708,692	624,763	45,813	35,298	18,982	18,978	5,817	1,458,684
2009	581,488	514,182	35,216	28,609	13,526	16,163	3,407	1,192,850
2010	740,901	637,321	43,414	34,007	12,817	16,794	3,960	1,489,576
2011	667,698	665,283	43,181	31,360	12,868	17,534	4,001	1,442,495
2012	621,806	564,791	43,753	30,078	12,543	17,673	2,260	1,293,608
2013	610,777	561,468	44,997	27,928	12,240	15,728	2,659	1,276,275

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 2013

RANK	CUSTOM DISTRICTS	TOTAL IMPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	New York, NY	700,088	\$ 104,814,633	16.9%		20.6%
2	Miami, FL	667,526	27,861,613	16.1%		5.5%
3	Chicago, IL	628,598	83,368,681	15.2%		16.4%
4	Los Angeles, CA	488,082	46,225,541	11.8%		9.1%
5	New Orleans, LA	220,452	43,906,361	5.3%		8.6%
6	Savannah, GA	206,182	21,929,921	5%		4.3%
7	Anchorage, AK	197,783	31,492,446	4.8%		6.2%
8	Cleveland, OH	173,247	28,764,168	4.2%		5.7%
9	Dallas/Fort Worth, TX	162,488	32,656,516	3.9%		6.4%
10	San Francisco, CA	139,135	23,165,873	3.4%		4.6%
	<b>All Others</b>	<b>553,040</b>	<b>\$ 65,199,560</b>	<b>13.4%</b>		<b>12.8%</b>
	<b>Total</b>	<b>4,136,621</b>	<b>\$509,385,313</b>	<b>100%</b>		<b>100%</b>

RANK	CUSTOM DISTRICTS	TOTAL EXPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	New York, NY	567,188	\$100,538,988	16%		23.3%
2	Los Angeles, CA	452,758	42,366,185	12.3%		9.8%
3	Chicago, IL	449,929	38,923,686	12.2%		9%
4	Miami, FL	417,937	40,614,872	11.6%		9.4%
5	Cleveland, OH	268,747	31,735,628	6.6%		7.4%
6	New Orleans, LA	200,613	28,851,187	5.2%		6.7%
7	San Francisco, CA	167,677	29,119,558	4.7%		6.8%
8	Dallas/Forth Worth, TX	151,036	18,333,040	4.3%		4.3%
9	Savannah, GA	147,521	12,879,822	4.1%		3%
10	Houston/Galveston, TX	145,576	9,526,113	3.9%		2.2%
	<b>All Others</b>	<b>628,306</b>	<b>\$ 78,019,131</b>	<b>19.1%</b>		<b>18.1%</b>
	<b>Total</b>	<b>3,597,287</b>	<b>\$430,908,210</b>	<b>100%</b>		<b>100%</b>

RANK	CUSTOM DISTRICTS	TOTAL IMPORTS AND EXPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	New York, NY	1,276,275	\$205,353,620	16.5%		21.8%
2	Miami, FL	1,085,463	68,476,485	14%		7.3%
3	Chicago, IL	1,078,527	122,292,367	13.9%		13%
4	Los Angeles, CA	940,840	88,591,725	12.2%		9.4%
5	Cleveland, OH	441,994	60,499,796	5.7%		6.4%
6	New Orleans, LA	421,065	72,757,548	5.4%		7.7%
7	Savannah, GA	353,703	34,809,744	4.6%		3.7%
8	Dallas/Fort Worth, TX	313,524	50,989,557	4.1%		5.4%
9	San Francisco, CA	306,812	52,285,431	4%		5.6%
10	Anchorage, AK	277,590	41,016,885	3.6%		4.4%
	<b>All Others</b>	<b>1,238,116</b>	<b>\$143,220,365</b>	<b>16%</b>		<b>15.2%</b>
	<b>Total</b>	<b>7,733,909</b>	<b>\$940,293,523</b>	<b>100%</b>		<b>100%</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 2013

RANK	COMMODITY	TOTAL IMPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	Machinery	107,684	\$14,243,513	15.4%		13.6%
2	Woven Apparel	72,849	3,097,646	10.4%		3%
3	Electrical Machinery	67,455	10,167,923	9.6%		9.7%
4	Knit Apparel	53,683	1,789,866	7.7%		1.7%
5	Fish And Seafood	50,590	362,469	7.2%		.4%
6	Optical, Medical Instruments	34,989	6,969,090	5%		6.7%
7	Plastic	25,215	624,045	3.6%		0.6%
8	Footwear	21,206	1,323,351	3%		1.3%
9	Vehicles, Not Railway	16,509	397,880	2.4%		.4%
10	Pharmaceutical Products	15,728	6,940,071	2.3%		6.6%
	<b>All Others</b>	<b>234,180</b>	<b>\$ 58,898,778</b>	<b>33.4%</b>		<b>56.2%</b>
	<b>Total</b>	<b>700,088</b>	<b>\$104,814,633</b>	<b>100%</b>		<b>100%</b>

RANK	COMMODITY	TOTAL EXPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	Machinery	88,502	\$8,987,303	15.4%		8.9%
2	Electrical Machinery	49,498	8,733,563	8.6%		8.7%
3	Plastic	39,372	1,015,824	6.8%		1%
4	Optical, Medical Instruments	37,988	7,784,685	6.6%		7.7%
5	Perfumery, Cosmetic Products	27,309	780,249	4.7%		0.8%
6	Books And Newspapers	23,554	648,550	4.1%		0.7%
7	Iron And Steel Products	22,390	403,890	3.9%		0.4%
8	Fish And Seafood	19,944	241,761	3.5%		0.2%
9	Pharmaceutical Products	17,097	4,848,467	3%		4.8%
10	Paper, Paperboard	16,028	95,658	2.8%		0.1%
	<b>All Others</b>	<b>234,507</b>	<b>\$ 66,999,037</b>	<b>40.7%</b>		<b>66.6%</b>
	<b>Total</b>	<b>576,188</b>	<b>\$100,538,988</b>	<b>100%</b>		<b>100%</b>

RANK	COMMODITY	TOTAL IMPORTS AND EXPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	Machinery	196,186	\$23,230,816	15.4%		11.3%
2	Electrical Machinery	116,953	18,901,486	9.2%		9.2%
3	Woven Apparel	80,094	3,353,004	6.3%		1.6%
4	Optical, Medical Instruments	72,978	14,753,775	5.7%		7.2%
5	Fish And Seafood	70,534	604,231	5.5%		.3%
6	Plastic	64,587	1,639,870	5.1%		.8%
7	Knit Apparel	59,355	1,967,180	4.7%		1%
8	Perfumery, Cosmetic Products	42,513	1,311,674	3.3%		.6%
9	Pharmaceutical Products	32,825	11,788,538	2.6%		5.7%
10	Iron And Steel Products	29,768	565,032	2.3%		0.3%
	<b>All Others</b>	<b>510,483</b>	<b>\$127,238,015</b>	<b>40%</b>		<b>62%</b>
	<b>Total</b>	<b>1,276,276</b>	<b>\$205,353,620</b>	<b>100%</b>		<b>100%</b>

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

## JFK

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	American	118,688	9%
2	Fedex	106,871	17.1%
3	Delta	100,315	24.7%
4	Cathay Pacific	57,835	29.1%
5	Korean	52,914	33.1%
6	Lufthansa	51,423	37%
7	China Airlines (Cal)	48,589	40.6%
8	Asiana	47,241	44.2%
9	British Air	45,500	47.7%
10	Eva	44,005	51%
11	United Parcel	42,666	54.2%
12	Tnt	40,260	57.3%
13	Cargolux Airlines	34,397	59.9%
14	All Nippon	28,678	62%
15	Virgin Atlantic	27,898	64.1%
Total Airport All Airlines		1,320,804	

## EWR

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Fedex	312,179	47.1%
2	United Parcel	129,058	66.6%
3	United	89,334	80.1%
4	Sas	24,078	83.7%
5	Lufthansa	18,816	86.6%
6	Abx Air Inc.	14,176	88.7%
7	Virgin Atlantic	14,120	90.8%
8	British Air	13,128	92.8%
9	Jet Airways	7,052	93.9%
10	Sinapore Airlines	5,989	94.8%
11	Delta	5,477	95.6%
12	Kalitta Air	5,244	96.4%
13	Swiss Int'l	5,200	97.2%
14	El Al	4,980	97.9%
15	Air India	3,210	98.4%
Total Airport All Airlines		662,422	

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

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

## LGA

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Delta	3,139	44.8%
2	Southwest	1,593	67.6%
3	American	811	79.2%
4	United	455	85.7%
5	Us Airways	410	91.5%
6	Frontier	320	96.1%
7	Jetblue Airlines	209	99.1%
8	Air Canada	65	100%
Total Airport All Airlines		7,001	

## SWF

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Fedex	11,264	64.4%
2	United Parcel	5,625	96.6%
3	Atlas Air Cargo	210	97.8%
4	Antonov Air Cargo	160	98.7%
5	Volga-Dnepr Cargo	117	99.4%
6	Dubai Air Wing	59	99.7%
7	Kalitta Flying Services	36	99.9%
8	Jetblue Airlines	8	99.9%
9	Us Airways	7	100%
10	Delta	3	100%
Total Airport All Airlines		17,490	

## REGION

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Fedex	430,314	21.4%
2	United Parcel	177,349	30.3%
3	American	120,187	36.3%
4	Delta	108,934	41.7%
5	United	91,688	46.2%
6	Lufthansa	70,240	49.7%
7	British Air	58,627	52.7%
8	Cathay Pacific	57,835	55.5%
9	Korean	52,914	58.2%
10	China Airlines (Cal)	48,589	60.6%
11	Asiana	47,241	63%
12	Eva	44,005	65.1%
13	Virgin Atlantic	42,018	67.2%
14	Tnt	40,260	69.2%
15	Abx Air Inc.	37,157	71.1%
Total Airport All Airlines		2,007,717	

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

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

## Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2000	116,675	99,194	56,493	209	272,572
2001	66,386	88,015	42,476	133	197,010
2002	31,258	44,004	22,350	—	97,612
2003	71,533	45,325	17,740	4	134,603
2004	81,434	39,387	14,269	2	135,092
2005	66,590	31,057	8,997	6	106,650
2006	37,719	38,060	4,568	9	80,355
2007	35,565	39,456	396	1	75,418
2008	33,738	41,159	1,483	1	76,381
2009	26,741	26,932	605	—	54,279
2010	21,569	21,970	28	—	43,568
2011	25,858	19,349	23	—	45,229
2012	32,160	20,164	384	—	52,709
2013	25,086	19,621	802	1	45,510

## International

YEAR	EWR	JFK	LGA	SWF	REGION
2000	6,339	41,714	1,755	—	49,808
2001	6,481	38,920	1,295	—	46,695
2002	7,888	42,295	1,468	—	51,652
2003	13,058	39,432	1,291	—	53,781
2004	9,130	49,351	950	—	59,431
2005	23,579	48,862	1,300	—	73,740
2006	57,940	61,809	1,150	—	120,899
2007	73,497	75,767	1,691	—	150,956
2008	74,820	85,033	1,152	—	161,005
2009	70,699	78,790	744	—	150,234
2010	60,909	80,649	556	—	142,114
2011	58,745	80,102	620	—	139,467
2012	47,233	73,507	793	—	121,533
2013	29,590	83,171	637	—	113,398

Domestic and  
International

YEAR	EWR	JFK	LGA	SWF	REGION
2000	123,015	140,908	58,248	209	322,380
2001	72,867	126,934	43,771	133	243,706
2002	39,147	86,299	23,818	—	149,264
2003	84,591	84,757	19,032	4	188,384
2004	90,564	88,738	15,219	2	194,524
2005	90,169	79,919	10,296	6	180,390
2006	95,658	99,869	5,718	9	201,254
2007	109,062	115,223	2,087	1	226,374
2008	108,558	126,193	2,635	1	237,386
2009	97,441	105,722	1,349	—	204,513
2010	82,479	102,619	585	—	185,682
2011	84,603	99,451	643	—	184,696
2012	79,393	93,671	1,177	—	174,241
2013	54,677	102,792	1,439	1	158,909

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

## Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2012 TO 2013
Jan	1,989	1,673	42	—	3,704	-23.5%
Feb	2,073	1,360	25	—	3,458	-24%
Mar	2,382	1,670	29	—	4,080	-13.5%
Apr	2,436	1,818	28	1	4,283	3.2%
May	2,138	1,737	44	—	3,919	-12.4%
Jun	1,944	1,323	53	—	3,320	-29.5%
Jul	1,921	1,364	58	—	3,344	-26.3%
Aug	1,934	1,754	81	—	3,769	-9.1%
Sep	1,712	1,699	145	—	3,557	-15.1%
Oct	2,208	1,800	87	—	4,096	-3.5%
Nov	2,050	1,606	118	—	3,775	-3.7%
Dec	2,298	1,818	90	—	4,207	-.6%
<b>Total 2013</b>	<b>25,086</b>	<b>19,621</b>	<b>802</b>	<b>1</b>	<b>45,510</b>	<b>-13.7%</b>
<b>% Change 2012 to 2013</b>	<b>-22%</b>	<b>-2.7%</b>	<b>108.5%</b>	<b>—</b>	<b>-13.7%</b>	

## International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2012 TO 2013
Jan	3,548	5,349	56	—	8,953	-9.5%
Feb	3,950	4,612	40	—	8,602	-5.3%
Mar	4,246	5,855	68	—	10,168	-3.3%
Apr	3,552	6,266	60	—	9,877	.7%
May	3,625	5,112	51	—	8,787	-9.6%
Jun	2,785	5,202	57	—	8,044	-19.8%
Jul	1,057	6,831	62	—	7,949	-19.8%
Aug	1,104	7,363	53	—	8,519	-11.1%
Sep	1,101	6,954	49	—	8,103	-16.2%
Oct	1,079	7,729	44	—	8,852	-4.2%
Nov	2,150	10,419	46	—	12,615	29.6%
Dec	1,394	11,481	54	—	12,929	-9.8%
<b>Total 2013</b>	<b>29,590</b>	<b>83,171</b>	<b>637</b>	<b>—</b>	<b>113,398</b>	<b>-6.7%</b>
<b>% Change 2012 to 2013</b>	<b>-37.4%</b>	<b>13.1%</b>	<b>-19.6%</b>	<b>—</b>	<b>-6.7%</b>	

Domestic and  
International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2012 TO 2013
Jan	5,537	7,022	98	—	12,657	-14.1%
Feb	6,024	5,972	65	—	12,060	-11.6%
Mar	6,628	7,524	97	—	14,249	-6.5%
Apr	5,988	8,083	88	1	14,160	1.5%
May	5,762	6,849	95	—	12,706	-10.5%
Jun	4,729	6,524	110	—	11,363	-22.9%
Jul	2,978	8,195	120	—	11,293	-21.9%
Aug	3,038	9,117	134	—	12,289	-10.5%
Sep	2,813	8,652	194	—	11,660	-15.9%
Oct	3,287	9,529	131	—	12,947	-.4%
Nov	4,200	12,025	164	—	16,390	20.1%
Dec	3,692	13,300	144	—	17,135	-7.7%
<b>Total 2013</b>	<b>54,677</b>	<b>102,792</b>	<b>1,439</b>	<b>1</b>	<b>158,909</b>	<b>-8.8%</b>
<b>% Change 2012 to 2013</b>	<b>-31.1%</b>	<b>9.7%</b>	<b>22.2%</b>	<b>—</b>	<b>-8.8%</b>	

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



To LAUDERDALE,FL (CONT'D)										To GREENSBORO/ WIN-SALEM,NC										To HOUSTON,TX (CONT'D)										From INDIANAPOLIS,IN (CONT'D)										From KANSAS CITY,MO (CONT'D)										From LAS VEGAS,NV (CONT'D)										From LOS ANGELES,CA (CONT'D)									
X6	6 25p	9 33p	DL 1854	0 319	X67	7 07a	9 15a	UA 3281	0 ERJ	X6	12 45pE	3 40p	HWN 36160	73W	X6	11 59a	2 04p	DL 5994	0 ERJ	X6	6 55p	10 45p	DL 3333	0 CRJ	X6	9 22p	5 10a	TJ B6 712	0 320	X6	8 35a	4 69p	EUA 1556																																				
X6	7 30p	9 40p	B6 305	0 320	X67	8 35a	10 00a	DL 5242	0 CRJ	X6	1 45p	4 33p	B6 581	0 730	X6	12 08p	2 12p	EUA 4087	0 ERJ	X6	9 47p	5 30a	TJ DL 322	0 738	X6	9 47p	5 01a	TJ DL 322	0 738	X6	9 30a	6 05p	J AA 2																																				
X6	7 42p	10 50p	B6 1271	0 320	X6	9 45a	11 48a	DL 5373	0 CRJ	X6	2 15p	5 04p	UA 1232	0 738	X6	12 10p	2 15p	DL 3764	0 CRJ	X6	11 17p	7 01a	TJ DL 1428	0 738	X6	11 41p	7 35a	TJ EUA 1182	0 73G	X6	9 40a	6 00p	EVX 162																																				
X6	7 47p	10 50p	NK 779	0 320	X6	11 30aL	1 30p	DL 5373	0 CRJ	X6	2 15p	5 15p	HWN 19450	73W	X6	1 10p	3 14p	DL 3572	0 CRJ	X6	11 41p	7 35a	TJ EUA 1182	0 73G	X6	11 41p	7 35a	TJ EUA 1182	0 73G	X6	9 03a	8 11p	UA 1440																																				
X6	7 47p	10 50p	B6 201	0 320	X6	1 11p	5 24p	UA 3822	0 ERJ	X6	2 52pL	5 59p	UA 1744	0 73G	X6	1 10p	3 25p	J AA 3264	0 ERJ	X6	7 55p	L 10 16p	DL 6096	0 ERJ	X6	7 55p	L 10 16p	DL 6096	0 ERJ	X6	10 05a	6 30p	EUA 1244																																				
X6	8 25p	11 42p	DL 2065	0 738	X6	1 14p	5 27p	UA 1602	1 319	X6	3 21p	6 07p	UA 404	0 752	X6	1 55p	4 05p	J DL 3426	0 CRJ	X6	6 51a	9 01a	DL 6029	0 ERJ	X6	6 51a	9 01a	DL 6029	0 ERJ	X6	10 05a	8 14p	J VX 464																																				
X6	8 35p	11 40p	UA 288	0 320	X6	2 44p	L 4 41p	DL 4949	0 CRJ	X6	3 30p	6 40p	HWN 30490	73W	X6	2 06p	4 10p	EUA 4113	0 ERJ	X6	7 00a	10 05a	DL 6029	0 ERJ	X6	7 00a	10 05a	DL 6029	0 ERJ	X6	10 05a	7 21p	B6 124																																				
X6	9 37p	12 27aF	B6 1371	0 320	X6	4 36p	6 14p	UA 5813	0 ERJ	X6	3 55p	L 5 58p	DL 5761	0 E70	X6	3 35p	5 09p	DL 7318	0 ERJ	X6	7 00a	10 05a	DL 6029	0 ERJ	X6	7 00a	10 05a	DL 6029	0 ERJ	X6	10 05a	7 05p	J VX 464																																				
From Ft. LAUDERDALE,FL					X6	7 55p	L 10 14p	DL 5233	1 E75	X6	4 29p	7 19p	UA 1695	0 752	X6	6 27p	8 29p	EUA 3825	0 ERJ	X6	7 11p	15aL	1 40p	DL 6154	0 ERJ	X6	7 11p	15aL	1 40p	DL 6154	0 ERJ	X6	10 55a	7 21p	B6 124																																		
X6	6 00a	8 37a	J B6 1502	0 320	X6	7 55p	L 9 43p	DL 5306	0 CRJ	X6	5 00p	J 7 55a	AA 211	0 752	X6	6 55p	9 01p	DL 6250	0 CRJ	X6	7 32p	9 45p	DL 4361	0 ERJ	X6	7 32p	9 45p	DL 4361	0 ERJ	X6	11 50a	10 07p	L US 1954																																				
X6	7 05a	10 00a	LNK 604	0 320	X6	8 12p	9 50p	UA 4106	0 ERJ	X6	5 15p	8 05p	HWN 20670	73W	X6	8 20p	10 02p	EUA 4186	0 ERJ	X6	8 40p	L 10 58p	DL 4033	0 CRJ	X6	8 40p	L 10 58p	DL 4033	0 CRJ	X6	11 45a	8 16p	J UA 148																																				
From GREENSBORO/ WIN-SALEM,NC					X6	5 20p	8 10p	UA 404	0 320	X6	6 10a	9 24a	UA 4826	0 DH2	X6	6 10a	9 24a	UA 4826	0 DH2	X6	6 10a	9 24a	UA 4826	0 DH2	X6	6 10a	9 24a	UA 4826	0 DH2	X6	6 10a	9 24a	UA 4826	0 DH2																																			
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EWR					
YEAR	OLYMPIA TRAIL	NEW JERSEY TRANSIT			
	OLYMPIA TRAIL (MOTOR COACH)	EXPRESS #300 BUS	NJT RAIL SERVICE AND AIR TRAIN	AIRLINK/302 BUS	TOTAL NEW JERSEY TRANSIT
2000	663,591	521,679	—	288,081	809,760
2001	484,571	419,286	—	251,644	798,082
2002	308,998	306,300	1,008,821	—	1,315,121
2003	314,272	300,784	1,178,822	—	1,479,606
2004	387,828	293,250	1,368,067	—	1,661,317
2005	374,322	272,357	1,445,035	—	1,717,392
2006	229,507	386,227	1,453,409	—	1,839,636
2007	225,972	394,490	1,793,796	—	2,188,286
2008	271,527	396,581	1,933,100	—	2,329,681
2009	275,913	361,321	1,863,718	—	2,225,039
2010	279,716	352,753	1,870,237	—	2,222,990
2011	275,853	349,016	2,055,623	—	2,404,639
2012	263,479	316,300	2,136,446	—	2,452,746
2013	262,554	305,149	2,386,467	—	2,691,616

YEAR	JFK		LGA	SWF	REGION
	NY AIRPORT SERVICE (MOTOR COACH)	AIRTRAIN JAMAICA STATION AND HOWARD BEACH	NEW YORK AIRPORT SERVICE (MOTOR COACH)	CONNECTING BUS (LEPRECHAUN)	GRAND TOTAL MOTOR COACH AND RAIL
2000	575,493	—	444,632	—	2,493,476
2001	499,986	—	390,853	—	2,173,492
2002	482,691	—	377,459	—	2,484,269
2003	532,165	82,293	386,948	—	2,795,284
2004	571,048	2,477,862	421,746	—	5,519,801
2005	570,468	3,411,762	425,547	—	6,499,491
2006	514,561	3,950,014	407,838	—	6,941,556
2007	498,755	4,393,258	383,394	—	7,689,665
2008	488,459	4,733,128	332,048	—	8,163,682
2009	491,429	5,236,404	332,947	1,371	8,563,103
2010	492,597	5,287,909	400,762	1,320	8,685,294
2011	272,274	5,573,116	232,843	1,548	8,760,273
2012	356,741	5,706,207	271,382	652	9,051,207
2013	386,657	6,002,835	269,360	713	9,613,735

**EWR**

*Olympia Trails:* currently serves Bryant Park and GCT, formerly served lower Manhattan and Penn Station.

*Express #300 bus:* currently serves PABT and operated by Olympic Trails as of 4/5/1997.

*NJT Rail Services & AirTrain:* currently serves Manhattan and various points in New Jersey and operated by Olympic Trails.

*Airlink/302 bus:* formerly linked Newark Penn Station with EWR but ceased operations with opening of AirTrain.

**JFK**

*New York Airport Service:* currently serves GCT and the PABT in Manhattan (formerly known as Carey bus).

*LIRR & AirTrain:* currently serves various points in the City of New York and Long Island.

**LGA**

*New York Airport Service:* currently serves GCT and the PABT in Manhattan (formerly known as Carey bus).

**SWF**

*Leprechaun Bus:* currently serves Beacon Metro-North commuter rail station.

YEAR	EWR	JFK	LGA	SWF	REGION
2000	5,921,144	4,726,660	2,942,561	n/a	13,590,365
2001	5,396,562	4,493,573	2,619,336	n/a	12,509,471
2002	4,844,475	4,724,885	2,542,071	n/a	12,111,431
2003	4,398,127	4,958,635	2,314,150	n/a	11,670,912
2004	4,397,346	5,196,064	2,305,507	n/a	11,898,917
2005	4,306,993	4,762,364	2,250,659	n/a	11,320,016
2006	4,466,632	4,283,499	2,092,066	124,608	10,966,805
2007	4,246,706	4,753,459	1,874,350	404,505	11,279,020
2008	3,762,446	4,570,687	1,645,465	353,075	10,331,673
2009	3,272,762	4,429,201	1,467,839	157,363	9,327,165
2010	3,105,058	4,337,572	1,530,875	94,400	9,067,905
2011	3,063,016	4,273,262	1,481,809	94,574	8,912,661
2012	2,926,748	4,154,895	1,494,103	81,934	8,657,680
2013	2,862,943	4,202,721	1,452,692	73,664	8,592,020

Note: n/a = no data available.

### 4.3.1

## TAXI DISPATCH PASSENGERS

*Annual Totals 2000 to 2013*

### Outbound Passengers

YEAR	EWB	JFK	LGA	SWF*	REGION
2000	—	—	—	—	—
2001	—	—	—	—	—
2002	912,500	2,070,444	3,238,522	—	6,221,466
2003	980,000	2,209,365	3,456,575	—	6,645,940
2004	875,518	2,398,900	3,714,114	—	6,988,532
2005	940,440	2,602,497	3,801,868	—	7,344,805
2006	1,019,570	2,647,581	3,726,796	—	7,393,947
2007	1,066,032	2,880,015	3,828,857	6,195	7,781,099
2008	1,296,643	2,919,327	3,630,833	5,897	7,852,700
2009	1,188,024	2,798,833	3,247,619	4,125	7,238,601
2010	1,307,449	2,982,192	3,608,390	4,200	7,902,231
2011	1,370,930	3,194,816	3,586,124	5,810	8,157,680
2012	1,318,801	3,250,056	3,769,163	3,717	8,341,737
2013	1,286,444	3,206,289	3,811,038	2,353	8,306,124

\*Visconti Cab Company.

#### 4.4.1

## GROUND TRANSPORTATION CENTER BOOKINGS\*

*Annual Totals 2000 to 2013*

Outbound  
Only

YEAR	EWB	JFK	LGA	SWF	REGION
2000	219,107	238,335	242,366	n/a	699,808
2001	192,485	181,538	211,271	n/a	585,294
2002	165,276	261,423	195,446	n/a	622,145
2003	167,592	238,063	186,444	n/a	592,099
2004	164,206	251,793	184,034	n/a	600,033
2005	105,572	191,131	129,887	n/a	426,590
2006	110,022	166,026	151,795	n/a	427,843
2007	84,304	149,322	122,802	n/a	356,428
2008	94,335	156,553	102,510	n/a	353,398
2009	103,706	169,021	108,489	n/a	381,216
2010	104,697	171,736	115,681	n/a	392,114
2011	99,826	175,785	117,143	n/a	392,754
2012	111,175	204,480	123,988	n/a	439,643
2013	109,757	216,005	112,627	n/a	438,389

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

**Note:** n/a = no data available.

YEAR	EWR	JFK	LGA	SWF	REGION
1994	18,572	37,365	9,180	n/a	65,117
1995	n/a	n/a	n/a	n/a	n/a
1996	n/a	n/a	n/a	n/a	n/a
1997	n/a	n/a	n/a	n/a	n/a
1998	n/a	n/a	n/a	n/a	n/a
1999	24,270	37,396	10,034	n/a	71,700
2000	n/a	n/a	n/a	n/a	n/a
2001	n/a	n/a	n/a	n/a	n/a
2002*	20,000	29,500	9,400	n/a	58,900
2003	n/a	n/a	n/a	n/a	n/a
2004	18,352	29,519	7,874	n/a	55,745
2005	n/a	30,988	9,110	n/a	40,098
2006	n/a	32,350	9,172	n/a	41,522
2007	20,900	34,576	8,796	n/a	64,272
2008	22,449	25,201	9,510	n/a	57,160
2009	20,304	30,851	9,411	1,194	61,760
2010	20,900	34,576	8,796	n/a	64,272
2011	20,716	36,352	10,284	1,139	68,491
2012	20,283	34,924	11,068	1,113	67,388
2013	19,700	36,620	11,353	1,145	68,818

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

There are two types of security badges: SIDA and Sterile. Security Identification Display Area (SIDA) badges are held by those with access to ramps, runways, taxiways, baggage areas, terminals and airline offices. Sterile Badges are held by those who have access to the passenger terminals, between passenger screening checkpoints and the boarding gates only.

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

**Note:** Employment numbers are based on an annual employment census conducted in August.

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

2013

IMPACT	EWB	JFK	LGA	REGION
<b>Passenger Operating Impact</b>				
Wages	\$ 3,978	\$ 7,034	\$ 2,714	\$13,725
Sales	\$11,221	\$19,555	\$ 7,683	\$38,458
Jobs*	70,173	123,254	47,558	240,984
<b>Visitor Economic Impact</b>				
Wages	\$ 3,162	\$ 4,188	\$ 2,944	\$10,294
Sales	\$ 8,389	\$11,137	\$ 7,810	\$27,336
Jobs*	73,223	97,445	67,925	238,592
<b>Cargo Impact</b>				
Wages	\$ 1,146	\$ 2,167	\$ 17	\$ 3,331
Sales	\$ 3,168	\$ 6,440	\$ 38	\$ 9,646
Jobs*	17,783	34,102	229	52,115
<b>Capital Spending Impact</b>				
Wages	\$ 32	\$ 47	\$ 29	\$108
Sales	\$ 123	\$ 182	\$ 112	\$ 416
Jobs*	533	794	485	1,813
<b>Total Regional Economic Impact</b>				
Wages	\$ 8,318	\$13,436	\$ 5,704	\$27,458
Sales	\$22,901	\$37,314	\$15,643	\$75,857
Jobs*	161,712	255,594	116,197	533,504

\* **Jobs:** Operations consists of employment directly related to servicing aircraft, passengers, freight and mail on airport.

All monetary values are in millions of 2013 dollars. Jobs include direct and indirect employees.

**Source:** Port Authority Planning & Regional Development Department.

## **CREDITS**

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

### **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

Patrick Foye, Executive Director  
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