

2012

***AIRPORT
TRAFFIC
REPORT***

Kennedy • Newark Liberty • LaGuardia • Stewart • Teterboro

Aviation Department

From: Ralph Tragale
Date: April 1, 2013
Subject: **2012 ANNUAL TRAFFIC REPORT**

Attached is the Port Authority Aviation Department's 2012 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.

2012 in Perspective

While many will characterize 2012 as a year of unrealized and unmet expectations, it was yet another year of growth for our airports—and strong growth at that, particularly when compared to airports across the country.

The final tally shows that our airports in 2012 remained as resilient as ever, even with an uncertain and inconsistent economic recovery. The Port Authority's airports combined to handle 3.3 percent more passengers in 2012 than in 2011, a total of 109.4 million, compared to 105.9 million in 2011.

The 3.3 percent gain was more than *quadruple* the 0.8 percent growth rate nationally. The annual total for our four commercial airports—JFK International, Newark Liberty International, LaGuardia, and Stewart International—was second only to 2007's all-time record of 110 million passengers, and JFK set a record this year with 49.3 million passengers.

With the exception of SWF, all our commercial airports enjoyed passenger growth: JFK was up 3.5 percent; EWR gained 0.9 percent; and LGA increased 6.6 percent.

The region's cargo business remained weak as it fell 6 percent. This year's negative performance put the region's cargo at 2.08 million tons, levels we have not seen since the early 1990s, and 29.4 percent lower than the 2000 peak of nearly three million tons. While SWF passenger traffic was down, the airport was the only one in our system to have an increase in air cargo; activity was up almost 15 percent.

Outlook 2013: Cautious Optimism for the Year Ahead

The outlook for 2013 is cautiously optimistic. In 2012, the U.S GDP grew 2.2 percent, and our region's passenger level grew 3.3 percent. Assuming the GDP continues its positive trend, we are anticipating the predicted 1.7 percent GDP growth to translate to 1.7-2 percent regional passenger traffic growth in 2013.

The weakness in our cargo volumes remains deep-seated, and continues to demonstrate dynamic structural dimensions. Even with the anticipated inventory restocking and improvement in the economies of our major trading partners, it is unlikely that 2013 cargo growth will be more than 0.5 percent.

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



Ralph Tragale
Assistant Director
Customer, Industry & External Affairs
Aviation Department

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JOHN F. KENNEDY INTERNATIONAL AIRPORT

OPERATED BY

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

LOCATION

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

SIZE

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

HISTORY

Construction 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.

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

JFK International made airport history on March 19, 2007, when the A380, the world's largest 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.

INVESTMENT

The City of New York invested about \$150 million in the original construction of the airport. Since then, the Port Authority has invested more than \$7 billion in JFK.

AVIATION ROLE

JFK has been recognized for decades as the premier U.S. gateway for passengers and cargo. In 2012, the airport handled more than 49 million passengers and more than 1.3 million

tons of cargo. The airport handled about 25 million international passengers in 2012, a new all-time mark. JFK is the busiest airport in the New York City metropolitan area, and among the busiest in North America and the world. About 80 airlines serve JFK.

EMPLOYMENT AND ECONOMIC IMPACT

About 35,000 people are employed at John F. Kennedy International, while airport activity supports roughly 72,000 jobs total. JFK contributes about \$30.6 billion in economic activity to the New York/New Jersey region, including \$11 billion in wages. About 213,000 regional jobs are supported by airport activity.

REDEVELOPMENT

Recent JFK redevelopment efforts feature 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 has 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 occupies in Terminal 3. The \$1.2 billion expansion is expected to be complete in 2013. It will help alleviate congestion and create capacity by adding nine new passenger gates and additional space for aircraft parking.

A \$457 million rehabilitation of Runway 4L-22R is under way, and will include new runways safety areas, navigational aids, and operational enhancements to increase efficiency. The Port Authority also recently 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 seven 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 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 Airlines operates **Terminals 2** and **3**, and is nearing completion on work to create a new state-of-the-art terminal space at **Terminal 4**. Delta invested about \$150 million to renovate its existing terminals, including redesigned lounges; new ticket counters, lighting, and flooring; and new baggage facilities. New food, beverage, and retail outlets and Welcome Centers opened in 2008 and 2009.

The 1.5 million square-foot, common-use **Terminal 4** opened in May 2001. Terminal 4 includes separate levels for 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. In 2010, the Port Authority approved a \$1.2 billion project by Delta Air Lines to redevelop a portion of the terminal by adding nine new gates, and other enhancements and amenities.

JetBlue's **Terminal 5** opened in 2008. The Port Authority provided nearly \$800 million toward the jointly financed, 26-gate, 635,000-square-foot terminal, which is designed to handle up to 20 million passengers per year. In 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.

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 5.7 million paid passengers used the system in 2012, 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.

AIR TRAFFIC CONTROL TOWER

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

ROADWAY ACCESS

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

PARKING

JFK offers 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. \$150 million is being dedicated to fund technical and customer service initiatives identified by the Flight Delay Task Force, convened by the Port Authority, to study airport delays.

SAFETY AND SECURITY

The Port Authority has invested hundreds of millions of dollars to make JFK and all its airports the vanguard of aviation safety and security. Recent

initiatives include enhanced security access control systems, hardened perimeters, widespread and expanded use of closed-circuit television cameras, and a \$120 million project to implement additional bollard barrier systems on terminal frontages.

Efforts by the Port Authority and more than 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. Aviation Director Susan M. Baer is a member of the national NextGen Advisory Committee, protecting the interests of the region and ensuring that NextGen technologies, procedures and operational enhancements are deployed at the Port Authority's airports. JFK is one of a handful of U.S. airports to implement NextGen technologies.

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.

NEWARK LIBERTY INTERNATIONAL AIRPORT

OPERATED BY

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

LOCATION

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

SIZE

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

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.

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

AVIATION ROLE

Newark Liberty is the 15th busiest airport in the United States and is ranked 38th in the world. In 2012, more than 34 million passengers used Newark Liberty, including more than 11 million international passengers. Currently there are 29 scheduled airlines (including regional affiliates) that operate out of the airport, serving 170 nonstop destinations.

INVESTMENT

The City of Newark spent more than \$8.2 million on the construction and development of Newark Liberty. The U.S. government spent more than \$15.1 million prior to 1948. Since assuming the airport's lease in 1948, the Port Authority has invested more than \$4.3 billion at the airport.

EMPLOYMENT AND ECONOMIC IMPACT

About 24,000 people are employed at Newark Liberty, while airport activity supports roughly 45,000 jobs total. The airport contributes about \$20.7 billion in economic activity to the NY/NJ metropolitan region, including more than \$7.5 billion in wages and salaries. About 147,000 regional jobs are supported by airport activity.

REDEVELOPMENT

Newark Liberty's capital program combines about \$3.8 billion in Port Authority, federal, and private funds and has delivered numerous improvements, including AirTrain Newark, new ticket counters, parking garages, terminal upgrades, and runway and taxiway improvements. The \$347 million modernization of Terminal B is nearing completion.

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.

CENTRAL TERMINAL AREA (CTA)

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.

AIRTRAIN NEWARK

AirTrain Newark, Newark Liberty'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. More than 2.1 million paid riders used the system in 2012 to connect to the airport at the Northeast Corridor RaiLink 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.

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.

PARKING

Newark Liberty 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 Liberty 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 741,000 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 ALSF-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.

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 airspaces. Aviation Director Susan M. Baer is a member of the national NextGen Advisory Committee, protecting the interests of the region and ensuring that NextGen technologies, procedures and operational enhancements are deployed at the Port Authority's airports. 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.

LAGUARDIA AIRPORT

OPERATED BY

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

LOCATION

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

SIZE

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

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.

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.

AVIATION ROLE

LaGuardia Airport ranks as the 21st busiest domestic airport. More than 25.7 million passengers traveled through LaGuardia in 2012 on about 369,000 flights operated by the 12 commercial airlines that serve the airport. LaGuardia is one of our

nation's leading domestic gateways for business travel.

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.

EMPLOYMENT AND ECONOMIC IMPACT

About 11,000 people work at LaGuardia Airport, while airport activity supports roughly 18,000 jobs total. The airport contributes more than \$11.8 billion in economic activity to the NY/NJ metropolitan region, generating about 87,000 regional jobs and \$4.3 billion in annual wages.

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, they added daily shuttle services 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 36 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 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 6,900 public parking spaces, including a 2,900-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 reserve 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, 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.

Aviation Director Susan M. Baer is a member of the national NextGen Advisory Committee, protecting the interests of the region and ensuring that NextGen technologies, procedures and operational enhancements are deployed at the Port Authority's airports. In 2012, the FAA and Port Authority implemented a Category II approach at LaGuardia, which increases 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.

STEWART INTERNATIONAL AIRPORT

OPERATED BY

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

LOCATION

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

SIZE

SWF covers 2,400 acres.

HISTORY

In 1930, Archie Stewart, an aviation buff and descendant of prominent local dairy farmer 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 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 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 \$87.5 million.

AVIATION ROLE

Stewart International 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 about 370,000 passengers in 2011, and continues to grow as a cargo center, with nearly 19,000 tons of cargo handled in 2012—a 15 percent increase over 2011.

INVESTMENT

A \$143 million project to rehabilitate and modernize both runways is being planned, and would represent the largest investment ever made in a single project in Stewart's history. Combined with previous projects, the runway work would bring the Port Authority's total investment in Stewart to more than \$200 million, and includes 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 2013, and the project will be complete in 2016. The Port Authority also is building a new \$5.2 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.

EMPLOYMENT AND ECONOMIC IMPACT

About 2,700 people work at Stewart Airport. Airport activity supports more than \$750 million in annual economic activity and more than 5,500 total jobs. More than half the capital projects initiated by the Port Authority were awarded to local firms and contractors.

PASSENGER TERMINAL AND FACILITIES

Stewart International'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 agencies. The concourse features top-notch concessions, an ATM, and wi-fi service.

CARGO

Stewart International maintains 536,800 square feet of air cargo facilities. The airport handles a variety of cargo, from oversized freight to express packages to livestock. The airport is home to the New York Animal Import Center. Fed Ex and UPS operate regularly scheduled flights at the airport. The U.S. Postal Service's mail facility for the mid-Hudson region and a USDA inspection facility are on airport.

**ROADWAY ACCESS AND
GROUND TRANSPORTATION**

Stewart International is located at the intersection of I-84 and the New York State Thruway (I-87). The *MetroNorth-Port Jervis line* offers a direct link to Hoboken, NJ, from the Salisbury Mills station. The *Hudson Line* provides a direct link to Grand Central Terminal from the Beacon station. *Amtrak* service is provided from Poughkeepsie and Croton-Harmon. Some area hotels offer free shuttle service. Taxi and limousine service is provided by Visconti Ground Transport Service. Car rental agencies are located in the passenger terminal. Shortline/Coach USA offers daily round-trip bus service from Stewart International Airport to the Port Authority Bus Terminal.

PARKING

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

RUNWAYS

SWF 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

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. Aviation Director Susan M. Baer is a member of the national NextGen Advisory Committee, protecting the interest of the region and ensuring that NextGen technologies, procedures and operational enhancements are deployed at the Port Authority's airports.

TETERBORO AIRPORT

OPERATED BY

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

LOCATION

Located in the boroughs of Teterboro and Moonachie in Bergen County, NJ, it is 12 miles by highway from midtown Manhattan via the George Washington Bridge or Lincoln Tunnel.

SIZE

The airport consists of 827 acres: 90 acres for aircraft hangers, maintenance and office facilities, plus 408 acres for aeronautical use and 329 undeveloped acres.

HISTORY

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

Walter C. Teter acquired the property in 1917.

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.

The first flight from the present airport site took place in 1919.

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.

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.

EMPLOYMENT/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.

AVIATION ROLE

Teterboro Airport is designated as a reliever airport for general aviation requirements of the region. The airport does not allow scheduled commercial air carrier operations. Customs clearance services are available at the airport.

The airport is a 24-hour public-use facility that offers both visual nonprecision and "all-weather" precision landing capabilities.

The airport imposes weight restrictions that prohibit use of the airport by aircraft with operating weights in excess of 100,000 pounds.

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

2012 – 145,690
2011 – 152,247
2010 – 149,530
2005 – 193,427
2000 – 182,888
1990 – 191,118
1980 – 231,074

BUSINESS SERVICES

Fixed-Based Operations –

Teterboro Airport is served by five fixed-based operators (FBOs) 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.

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.

RUNWAYS

Teterboro Airport consists of a two-runway configuration.

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

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

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

**ENGINEERED MATERIALS
ARRESTING SYSTEM (EMAS)**

An 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. A second EMAS was installed on the south end of Runway 1-19, and a third EMAS is planned for the south end of Runway 6-24.

TAXIWAYS

Approximately 4.2 miles of taxiways exist on the airport. Most are 60 feet wide and all are equipped with centerline lights and edge lighting systems.

BUILDINGS

Twenty-three hangars at the airport have a total area of approximately 572,000 square feet.

One large office building with an area of approximately 134,400 square feet includes the airport management office.

Additional office and shop space at the FBO and tenant locations totals about 252,000 square feet.

Aircraft rescue and fire fighting (ARFF) and maintenance facilities also are located at the airport.

**DID YOU KNOW THAT
TETERBORO AIRPORT...**

- is one of the founding members of the Aviation Hall of Fame and Museum of New Jersey, and a major sponsor of all its activities and fund raising programs? For more information, visit www.njahof.org.
- hosts an annual 5K "Runway Run" to benefit the Bergen County United Way?
- Sponsors an annual golf scholarship event to raise funds for local senior high school students to assist them with their aviation-related, post-high school educations?

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

1.1.1 JFK

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1999 to 2012

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	95,281	838	10,738	97,028	2,820	15,484	222,189
2000	106,102	672	10,410	87,722	2,480	13,324	220,710	
2001	109,388	1,857	9,905	48,104	2,339	8,710	180,303	
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	5,422	58,814	868	9,724	250,402	

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	100,171	2,561	13,127	3,879	1,461	-	121,199
2000	103,183	2,615	13,927	4,179	697	-	124,601	
2001	92,992	1,873	13,477	4,112	835	-	113,289	
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	130,849	693	8,465	11,124	147	-	151,278	

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	195,452	3,399	23,865	100,907	4,281	15,484	343,388
2000	209,285	3,287	24,337	91,901	3,177	13,324	345,311	
2001	202,380	3,730	23,382	52,216	3,174	8,710	293,592	
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	306,401	715	13,887	69,938	1,015	9,724	401,680	

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

1.1.1 EWR

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1999 to 2012

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	253,928	2,836	30,081	88,859	1,348	19,768	396,820
2000	257,589	1,150	27,894	77,978	1,202	19,750	385,563	
2001	240,831	859	26,553	89,968	1,415	14,778	374,404	
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	131,385	339	19,008	150,671	374	11,599	313,376	
2011	138,804	524	18,736	142,165	368	11,420	312,017	
2012	142,829	393	17,690	145,419	990	11,009	318,330	

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	58,060	1,196	1,727	-	171	-	61,154
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	

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	311,988	4,032	31,808	88,859	1,519	19,768	457,974
2000	315,125	2,830	29,864	81,331	1,389	19,750	450,289	
2001	295,746	2,670	28,281	96,323	1,475	14,778	439,273	
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	203,824	517	22,142	170,784	455	11,599	409,321	
2011	214,036	635	21,878	161,624	433	11,420	410,026	
2012	215,519	471	20,096	165,918	1,048	11,009	414,061	

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

1.1.1 LGA

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1999 to 2012

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	231,004	108	58	86,163	1,113	20,526	338,972
2000	238,004	239	-	103,658	1,387	18,992	362,280	
2001	219,226	201	-	117,403	804	11,100	348,734	
2002	187,812	91	-	141,362	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	

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	21,366	1	-	2,652	5	-	24,024
2000	19,675	7	-	2,588	5	-	22,275	
2001	18,942	13	-	174	8	-	19,137	
2002	17,080	7	-	2,023	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	

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	252,370	109	58	88,815	1,118	20,526	362,996
2000	257,679	246	-	106,246	1,392	18,992	384,555	
2001	238,168	214	-	117,577	812	11,100	367,871	
2002	204,892	98	-	143,385	534	13,530	362,439	
2003	199,640	143	-	160,238	734	14,206	374,961	
2004	207,297	141	-	176,722	838	14,777	399,775	
2005	209,377	105	-	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	

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

1.1.1 SWF

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1999 to 2012

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	7,251	-	-	-	-	-	-
2000	9,215	-	-	-	-	-	-	9,215
2001	6,947	-	-	-	-	-	-	6,947
2002	7,732	-	-	-	-	-	-	7,732
2003	9,931	-	-	-	-	-	-	9,931
2004	11,967	-	-	-	-	-	-	11,967
2005	11,708	-	-	-	-	-	-	11,708
2006	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	4	1,257	5,699	130	33,286	-	42,144

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	10	-	-	-	-	-	-
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

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1999	7,261	-	-	-	-	-	-
2000	9,221	-	-	-	-	-	-	9,221
2001	6,956	-	-	-	-	-	-	6,956
2002	7,735	-	-	-	-	-	-	7,735
2003	9,940	-	-	-	-	-	-	9,940
2004	11,978	-	-	-	-	-	-	11,978
2005	11,736	-	-	-	-	-	-	11,736
2006	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	4	1,269	5,699	131	33,286	-	42,157

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

1.1.1 TETERBORO

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1999 to 2012

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1999	-	-	-	-	-	-	185,710
2000	-	-	-	-	-	-	182,888	182,888
2001	-	-	-	-	-	-	175,980	175,980
2002	-	-	-	-	-	-	200,599	200,599
2003	-	-	-	-	-	-	193,807	193,807
2004	-	-	-	-	-	-	202,400	202,400
2005	-	-	-	-	-	-	196,129	196,129
2006	-	-	-	-	-	-	187,840	187,840
2007	-	-	-	-	-	-	182,101	182,101
2008	-	-	-	-	-	-	162,433	162,433
2009	-	-	-	-	-	-	137,890	137,890
2010	-	-	-	-	-	-	149,530	149,530
2011	-	-	-	-	-	-	152,247	152,247
2012	-	-	-	-	-	-	145,690	145,690

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1999	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	-	-
2001	-	-	-	-	-	-	-	-
2002	-	-	-	-	-	-	-	-
2003	-	-	-	-	-	-	-	-
2004	-	-	-	-	-	-	-	-
2005	-	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-	-
2007	-	-	-	-	-	-	-	-
2008	-	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-	-
2010	-	-	-	-	-	-	-	-
2011	-	-	-	-	-	-	-	-
2012	-	-	-	-	-	-	-	-

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1999	-	-	-	-	-	-	185,710
2000	-	-	-	-	-	-	182,888	182,888
2001	-	-	-	-	-	-	175,980	175,980
2002	-	-	-	-	-	-	200,599	200,599
2003	-	-	-	-	-	-	193,807	193,807
2004	-	-	-	-	-	-	202,400	202,400
2005	-	-	-	-	-	-	196,129	196,129
2006	-	-	-	-	-	-	187,840	187,840
2007	-	-	-	-	-	-	182,101	182,101
2008	-	-	-	-	-	-	162,433	162,433
2009	-	-	-	-	-	-	137,890	137,890
2010	-	-	-	-	-	-	149,530	149,530
2011	-	-	-	-	-	-	152,247	152,247
2012	-	-	-	-	-	-	145,690	145,690

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

1.1.1 REGION

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1999 to 2012

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1999	587,464	3,782	40,877	272,050	5,281	241,488	1,150,942
2000	610,910	2,061	38,304	269,358	5,069	234,954	1,160,656	
2001	576,392	2,917	36,458	255,475	4,558	210,568	1,086,368	
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	463,297	466	25,853	390,300	2,332	217,463	1,099,711	
2011	470,999	638	25,484	395,913	2,630	218,472	1,114,136	
2012	481,709	573	24,369	379,074	2,587	208,948	1,097,260	

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1999	179,607	3,758	14,854	6,531	1,637	-	206,387
2000	180,400	4,302	15,897	10,120	889	-	211,608	
2001	166,858	3,697	15,205	10,641	903	-	197,304	
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	218,551	771	10,883	45,892	220	-	276,317	

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
	1999	767,071	7,540	55,731	278,581	6,918	241,488	1,357,329
2000	791,310	6,363	54,201	279,478	5,958	234,954	1,372,264	
2001	743,250	6,614	51,663	266,116	5,461	210,568	1,283,672	
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	672,016	847	38,374	432,819	2,965	217,463	1,364,484	
2011	684,389	971	38,295	438,210	3,066	218,472	1,383,403	
2012	700,260	1,344	35,252	424,966	2,807	208,948	1,373,577	

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

1.1.2 JFK

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2012

Domestic	MONTH	SCHEDULED	CHARTER		NON -			TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*		
Jan	13,749	2	410	5,347	77	548	20,133	2.4%	
Feb	13,264	-	443	5,181	85	608	19,581	5.7%	
Mar	15,040	6	459	5,641	75	896	22,117	-1.1%	
Apr	14,580	-	407	4,940	61	710	20,698	-4.8%	
May	14,686	-	480	4,947	80	770	20,963	-8.9%	
Jun	15,088	1	448	5,142	78	1,024	21,781	-4.1%	
Jul	16,138	1	448	4,772	55	1,036	22,450	-7.1%	
Aug	16,116	1	470	4,704	85	860	22,236	1.6%	
Sep	14,709	1	446	4,612	49	1,202	21,019	-3.7%	
Oct	13,416	-	432	4,409	61	774	19,092	-12.9%	
Nov	13,857	8	472	4,463	52	712	19,564	-6.1%	
Dec	14,909	2	507	4,656	110	584	20,768	-0.6%	
Total 2012	175,552	22	5,422	58,814	868	9,724	250,402	-3.5%	
% Change 2011 to 2012	2.6%	-12%	-3%	-19.7%	-37.3%	20.1%	-3.5%		

International	MONTH	SCHEDULED	CHARTER		NON -			TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*		
Jan	10,008	57	688	833	10	-	11,596	0.1%	
Feb	9,278	54	694	782	16	-	10,824	2.7%	
Mar	10,569	58	769	945	16	-	12,357	-1.8%	
Apr	10,531	86	692	817	16	-	12,142	-0.6%	
May	10,793	40	708	979	8	-	12,528	0.2%	
Jun	11,481	12	713	1,017	11	-	13,234	0.4%	
Jul	12,887	58	729	1,030	11	-	14,715	0.5%	
Aug	12,809	91	691	1,054	9	-	14,654	7.6%	
Sep	11,186	178	735	993	15	-	13,107	5.2%	
Oct	9,861	34	692	930	15	-	11,532	-5.5%	
Nov	10,243	18	681	881	12	-	11,835	3.6%	
Dec	11,203	7	673	863	8	-	12,754	4%	
Total 2012	130,849	693	8,465	11,124	147	-	151,278	1.4%	
% Change 2011 to 2012	2.8%	280.8%	-12.4%	-5.2%	-54.5%	-	1.4%		

Domestic and International Totals	MONTH	SCHEDULED	CHARTER		NON -			TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*		
Jan	23,757	59	1,098	6,180	87	548	31,729	1.5%	
Feb	22,542	54	1,137	5,963	101	608	30,405	4.6%	
Mar	25,609	64	1,228	6,586	91	896	34,474	-1.3%	
Apr	25,111	86	1,099	5,757	77	710	32,840	-3.3%	
May	25,479	40	1,188	5,926	88	770	33,491	-5.7%	
Jun	26,569	13	1,161	6,159	89	1,024	35,015	-2.5%	
Jul	29,025	59	1,177	5,802	66	1,036	37,165	-4.2%	
Aug	28,925	92	1,161	5,758	94	860	36,890	3.9%	
Sep	25,895	179	1,181	5,605	64	1,202	34,126	-0.5%	
Oct	23,277	34	1,124	5,339	76	774	30,624	-10.3%	
Nov	24,100	26	1,153	5,344	64	712	31,399	-2.7%	
Dec	26,112	9	1,180	5,519	118	584	33,522	1.1%	
Total 2012	306,401	715	13,887	69,938	1,015	9,724	401,680	-1.7%	
% Change 2011 to 2012	2.7%	245.4%	-9%	-17.7%	-40.5%	20.1%	-1.7%		

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

1.1.2 EWR

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2012

Domestic	MONTH	SCHEDULED	CHARTER	NON -			TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE OTHER*		
Jan	11,405	65	1,457	11,401	52	646	25,026	10.1%
Feb	10,800	56	1,479	11,600	67	764	24,766	14.7%
Mar	12,317	30	1,581	12,980	64	960	27,932	3.2%
Apr	12,485	29	1,397	12,438	63	1,015	27,427	5.8%
May	12,122	18	1,540	12,480	31	1,012	27,203	2.7%
Jun	12,366	16	1,443	12,470	47	1,010	27,352	-0.5%
Jul	12,555	9	1,324	12,215	63	1,070	27,236	-3.1%
Aug	15,321	17	1,513	12,849	110	832	30,642	16%
Sep	11,245	24	1,284	11,807	129	1,044	25,533	-1.7%
Oct	10,814	28	1,367	11,523	103	904	24,739	-6.6%
Nov	11,633	46	1,495	11,752	106	952	25,984	-1.9%
Dec	9,766	55	1,810	11,904	155	800	24,490	-10.1%
Total 2012	142,829	393	17,690	145,419	990	11,009	318,330	2%
% Change 2011 to 2012	2.9%	-25%	-5.6%	2.3%	169%	-3.6%	2%	

International	MONTH	SCHEDULED	CHARTER	NON -			TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE OTHER*		
Jan	6,094	2	199	1,654	2	-	7,951	0.8%
Feb	5,723	3	215	1,590	8	-	7,539	5.2%
Mar	6,355	12	219	1,850	9	-	8,445	-2.9%
Apr	6,334	12	210	1,746	4	-	8,306	-2.6%
May	6,291	2	223	1,702	2	-	8,220	-1.6%
Jun	6,385	8	200	1,744	10	-	8,347	-2.1%
Jul	6,839	7	201	1,746	6	-	8,799	-4.8%
Aug	6,672	8	217	1,774	5	-	8,676	3.1%
Sep	5,702	2	190	1,719	3	-	7,616	-1.6%
Oct	5,363	9	169	1,674	1	-	7,216	-7.2%
Nov	5,295	3	172	1,617	3	-	7,090	-6%
Dec	5,637	10	191	1,683	5	-	7,526	-7.7%
Total 2012	72,690	78	2,406	20,499	58	-	95,731	-2.3%
% Change 2011 to 2012	-3.4%	-29.7%	-23.4%	5.3%	-10.8%	-	-2.3%	

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	NON -			TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE OTHER*		
Jan	17,499	67	1,656	13,055	54	646	32,977	7.7%
Feb	16,523	59	1,694	13,190	75	764	32,305	12.3%
Mar	18,672	42	1,800	14,830	73	960	36,377	1.7%
Apr	18,819	41	1,607	14,184	67	1,015	35,733	3.7%
May	18,413	20	1,763	14,182	33	1,012	35,423	1.6%
Jun	18,751	24	1,643	14,214	57	1,010	35,699	-0.9%
Jul	19,394	16	1,525	13,961	69	1,070	36,035	-3.5%
Aug	21,993	25	1,730	14,623	115	832	39,318	12.9%
Sep	16,947	26	1,474	13,526	132	1,044	33,149	-1.7%
Oct	16,177	37	1,536	13,197	104	904	31,955	-6.7%
Nov	16,928	49	1,667	13,369	109	952	33,074	-2.8%
Dec	15,403	65	2,001	13,587	160	800	32,016	-9.5%
Total 2012	215,519	471	20,096	165,918	1,048	11,009	414,061	1%
% Change 2011 to 2012	0.7%	-25.8%	-8.1%	2.7%	142%	-3.6%	1%	

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

1.1.2 LGA

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2012

Domestic	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	12,954	10	-	13,997	77	686	27,724	3.5%	
Feb	12,760	2	-	14,377	52	691	27,882	9%	
Mar	14,077	9	-	15,104	65	866	30,121	-1.8%	
Apr	13,828	16	-	14,766	41	856	29,507	3.8%	
May	14,106	11	-	14,776	59	808	29,760	-1.4%	
Jun	13,279	62	-	14,567	70	732	28,710	-2.4%	
Jul	13,535	12	-	13,944	39	638	28,168	-4.6%	
Aug	14,351	7	-	14,435	56	768	29,617	3.8%	
Sep	13,612	15	-	13,176	54	950	27,807	-4.4%	
Oct	12,958	2	-	13,328	42	744	27,074	-9%	
Nov	12,946	8	-	13,739	28	816	27,537	-2.5%	
Dec	13,154	-	-	12,933	16	684	26,787	-3.1%	
Total 2012	161,560	154	-	169,142	599	9,239	340,694	-0.9%	
% Change 2011 to 2012	1.4%	73%	-	-3.2%	-14.4%	2.3%	-0.9%		

International	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	916	-	-	1,045	-	-	1,961	12.8%	
Feb	892	-	-	1,037	-	-	1,929	23.8%	
Mar	983	-	-	1,097	-	-	2,080	12.4%	
Apr	973	-	-	1,030	1	-	2,004	14.1%	
May	1,155	-	-	957	2	-	2,114	11.7%	
Jun	1,397	-	-	929	4	-	2,330	27.1%	
Jul	1,482	-	-	1,289	3	-	2,774	49.8%	
Aug	1,546	-	-	1,532	1	-	3,079	71.6%	
Sep	1,475	-	-	1,461	-	-	2,936	54.4%	
Oct	1,412	-	-	1,395	-	-	2,807	43.8%	
Nov	1,429	-	-	1,253	1	-	2,683	41.4%	
Dec	1,352	-	-	1,244	2	-	2,598	32.8%	
Total 2012	15,012	-	-	14,269	14	-	29,295	33.3%	
% Change 2011 to 2012	38.6%	-100%	-	28.6%	-48.1%	-	33.3%		

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	13,870	10	-	15,042	77	686	29,685	4%	
Feb	13,652	2	-	15,414	52	691	29,811	9.8%	
Mar	15,060	9	-	16,201	65	866	32,201	-1%	
Apr	14,801	16	-	15,796	42	856	31,511	4.4%	
May	15,261	11	-	15,733	61	808	31,874	-0.6%	
Jun	14,676	62	-	15,496	74	732	31,040	-0.7%	
Jul	15,017	12	-	15,233	42	638	30,942	-1.4%	
Aug	15,897	7	-	15,967	57	768	32,696	7.8%	
Sep	15,087	15	-	14,637	54	950	30,743	-0.8%	
Oct	14,370	2	-	14,723	42	744	29,881	-5.8%	
Nov	14,375	8	-	14,992	29	816	30,220	0.3%	
Dec	14,506	-	-	14,177	18	684	29,385	-0.7%	
Total 2012	176,572	154	-	183,411	613	9,239	369,989	1.1%	
% Change 2011 to 2012	3.7%	41.3%	-	-1.3%	-15.7%	2.3%	1.1%		

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

1.1.2 SWF

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2012

Domestic	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	130	-	92	522	16	2,434	3,194	-0.1%	
Feb	144	-	94	476	16	3,048	3,778	17.3%	
Mar	186	-	102	533	16	3,249	4,086	-3%	
Apr	164	-	94	510	12	2,692	3,472	-11.5%	
May	124	-	115	603	6	2,471	3,319	-21.2%	
Jun	128	4	109	511	10	2,964	3,726	-0.2%	
Jul	186	-	108	500	6	3,069	3,869	-9.2%	
Aug	184	-	122	521	7	3,116	3,950	-7.5%	
Sep	126	-	91	372	13	2,787	3,389	-14.3%	
Oct	114	-	121	384	5	2,665	3,289	-15.3%	
Nov	134	-	103	373	12	2,992	3,614	-3.8%	
Dec	148	-	106	394	11	1,799	2,458	-36.4%	
Total 2012	1,768	4	1,257	5,699	130	33,286	42,144	-9.3%	
% Change 2011 to 2012	7.1%	100%	8.4%	-2.2%	-27%	-11.6%	-9.3%		

International	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	-	-	-	-	-	-	-	-	
Feb	-	-	-	-	-	-	-	-	
Mar	-	-	-	-	-	-	-	-	
Apr	-	-	-	-	-	-	-	-	
May	-	-	-	-	-	-	-	-	
Jun	-	-	-	-	-	-	-	-	
Jul	-	-	-	-	-	-	-	-	
Aug	-	-	2	-	-	-	2	100%	
Sep	-	-	-	-	-	-	-	-	
Oct	-	-	-	-	-	-	-	-	
Nov	-	-	7	-	-	-	7	100%	
Dec	-	-	3	-	1	-	4	100%	
Total 2012	-	-	12	-	1	-	13	-69%	
% Change 2011 to 2012	-	-100%	1100%	-	95%	-	-69.2%		

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	130	-	92	522	16	2,434	3,194	-0.1%	
Feb	144	-	94	476	16	3,048	3,778	16.9%	
Mar	186	-	102	533	16	3,249	4,086	-3.4%	
Apr	164	-	94	510	12	2,692	3,472	-11.8%	
May	124	-	115	603	6	2,471	3,319	-21.2%	
Jun	128	4	109	511	10	2,964	3,726	-0.2%	
Jul	186	-	108	500	6	3,069	3,869	-9.2%	
Aug	184	-	124	521	7	3,116	3,952	-7.5%	
Sep	126	-	91	372	13	2,787	3,389	-14.3%	
Oct	114	-	121	384	5	2,665	3,289	-15.3%	
Nov	134	-	110	373	12	2,992	3,621	-3.6%	
Dec	148	-	109	394	12	1,799	2,462	-36.3%	
Total 2012	1,768	4	1,269	5,699	131	33,286	42,157	-9.4%	
% Change 2011 to 2012	7.1%	-80%	9.3%	-2.2%	-34.2%	-11.6%	-9.4%		

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

1.1.2 TETERBORO

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2012

MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-	OTHER*	TOTAL	% Change 2011 to 2012
	PASSENGER	PASSENGER			REVENUE			
Jan	-	-	-	-	-	10,763	10,763	-3%
Feb	-	-	-	-	-	12,113	12,113	10.3%
Mar	-	-	-	-	-	12,287	12,287	-6.6%
Apr	-	-	-	-	-	12,357	12,357	-4.7%
May	-	-	-	-	-	13,906	13,906	-6.4%
Jun	-	-	-	-	-	13,065	13,065	-5.6%
Jul	-	-	-	-	-	10,331	10,331	-10.6%
Aug	-	-	-	-	-	10,862	10,862	5%
Sep	-	-	-	-	-	13,056	13,056	-5.6%
Oct	-	-	-	-	-	13,600	13,600	4.4%
Nov	-	-	-	-	-	12,528	12,528	-10%
Dec	-	-	-	-	-	10,822	10,822	-14.7%
Total 2012	-	-	-	-	-	145,690	145,690	-4.3%
% Change 2011 to 2012	-	-	-	-	-	-4.3%	-4.3%	

MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-	OTHER*	TOTAL	% Change 2011 to 2012
	PASSENGER	PASSENGER			REVENUE			
Jan	-	-	-	-	-	-	-	-
Feb	-	-	-	-	-	-	-	-
Mar	-	-	-	-	-	-	-	-
Apr	-	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-
Oct	-	-	-	-	-	-	-	-
Nov	-	-	-	-	-	-	-	-
Dec	-	-	-	-	-	-	-	-
Total 2012	-	-	-	-	-	-	-	-
% Change 2011 to 2012	-	-	-	-	-	-	-	-

MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-	OTHER*	TOTAL	% Change 2011 to 2012
	PASSENGER	PASSENGER			REVENUE			
Jan	-	-	-	-	-	10,763	10,763	-3%
Feb	-	-	-	-	-	12,113	12,113	10.3%
Mar	-	-	-	-	-	12,287	12,287	-6.6%
Apr	-	-	-	-	-	12,357	12,357	-4.7%
May	-	-	-	-	-	13,906	13,906	-6.4%
Jun	-	-	-	-	-	13,065	13,065	-5.6%
Jul	-	-	-	-	-	10,331	10,331	-10.6%
Aug	-	-	-	-	-	10,862	10,862	5%
Sep	-	-	-	-	-	13,056	13,056	-5.6%
Oct	-	-	-	-	-	13,600	13,600	4.4%
Nov	-	-	-	-	-	12,528	12,528	-10%
Dec	-	-	-	-	-	10,822	10,822	-14.7%
Total 2012	-	-	-	-	-	145,690	145,690	-4.3%
% Change 2011 to 2012	-	-	-	-	-	-4.3%	-4.3%	

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

1.1.2 REGION

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2012

Domestic	MONTH	SCHEDULED		CHARTER		NON-			TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*			
Jan	38,238	77	1,959	31,267	222	15,077	86,840	4%		
Feb	36,968	58	2,016	31,634	220	17,224	88,120	10.3%		
Mar	41,620	45	2,142	34,258	220	18,258	96,543	-0.9%		
Apr	41,057	45	1,898	32,654	177	17,630	93,461	0.5%		
May	41,038	29	2,135	32,806	176	18,967	95,151	-3.7%		
Jun	40,861	83	2,000	32,690	205	18,795	94,634	-2.6%		
Jul	42,414	22	1,880	31,431	163	16,144	92,054	-5.7%		
Aug	45,972	25	2,105	32,509	258	16,438	97,307	6.4%		
Sep	39,692	40	1,821	29,967	245	19,039	90,804	-4.1%		
Oct	37,302	30	1,920	29,644	211	18,687	87,794	-7.7%		
Nov	38,570	62	2,070	30,327	198	18,000	89,227	-4.3%		
Dec	37,977	57	2,423	29,887	292	14,689	85,325	-7.6%		
Total 2012	481,709	573	24,369	379,074	2,587	208,948	1,097,260	-1.5%		
% Change										
2011 to 2012	2.3%	-10.2%	-4.4%	-4.3%	-1.6%	-4.4%	-1.5%			

International	MONTH	SCHEDULED		CHARTER		NON-			TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*			
Jan	17,018	59	887	3,532	12	-	21,508	1.4%		
Feb	15,893	57	909	3,409	24	-	20,292	5.3%		
Mar	17,907	70	988	3,892	25	-	22,882	-1.1%		
Apr	17,838	98	902	3,593	21	-	22,452	-0.3%		
May	18,239	42	931	3,638	12	-	22,862	0.5%		
Jun	19,263	20	913	3,690	25	-	23,911	1.6%		
Jul	21,208	65	930	4,065	20	-	26,288	2.2%		
Aug	21,027	99	910	4,360	15	-	26,411	10.8%		
Sep	18,363	180	925	4,173	18	-	23,659	7.1%		
Oct	16,636	43	861	3,999	16	-	21,555	-1.8%		
Nov	16,967	21	860	3,751	16	-	21,615	3.6%		
Dec	18,192	17	867	3,790	16	-	22,882	2.3%		
Total 2012	218,551	771	10,883	45,892	220	-	276,317	2.6%		
% Change										
2011 to 2012	2.4%	131.5%	-15%	8.5%	-49.5%	-	2.6%			

Domestic and International Totals	MONTH	SCHEDULED		CHARTER		NON-			TOTAL	% Change 2011 to 2012
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE	OTHER*			
Jan	55,256	136	2,846	34,799	234	15,077	108,348	3.5%		
Feb	52,861	115	2,925	35,043	244	17,224	108,412	9.3%		
Mar	59,527	115	3,130	38,150	245	18,258	119,425	-1%		
Apr	58,895	143	2,800	36,247	198	17,630	115,913	0.4%		
May	59,277	71	3,066	36,444	188	18,967	118,013	-2.9%		
Jun	60,124	103	2,913	36,380	230	18,795	118,545	-1.8%		
Jul	63,622	87	2,810	35,496	183	16,144	118,342	-4%		
Aug	66,999	124	3,015	36,869	273	16,438	123,718	7.3%		
Sep	58,055	220	2,746	34,140	263	19,039	114,463	-2%		
Oct	53,938	73	2,781	33,643	227	18,687	109,349	-6.6%		
Nov	55,537	83	2,930	34,078	214	18,000	110,842	-2.9%		
Dec	56,169	74	3,290	33,677	308	14,689	108,207	-5.6%		
Total 2012	700,260	1,344	35,252	424,966	2,807	208,948	1,373,577	-0.7%		
% Change										
2011 to 2012	2.3%	38.4%	-7.9%	-3%	-8.4%	-4.4%	-0.7%			

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

1.2.1 JFK

Annual Totals 1999 to 2012

Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	214,559	7,630	4,637	17,353	3,487	12,505	69,113	14,104	343,388
2000	212,504	8,206	4,968	18,606	3,653	10,798	72,490	14,086	345,311
2001	173,429	6,874	5,074	19,695	3,653	9,874	60,831	14,162	293,592
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	239,380	11,022	11,139	33,394	6,807	15,349	68,743	15,846	401,680

1.2.1 EWR

Annual Totals 1999 to 2012

Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	391,929	4,891	13,228	5,242	4,041	5,704	31,170	1,769	457,974
2000	379,925	5,638	17,062	6,325	4,146	5,226	30,104	1,863	450,289
2001	368,837	5,567	19,440	6,947	3,625	4,799	27,912	2,146	439,273
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	2,622	32,137	8,926	3,918	4,669	42,332	3,963	409,321
2011	310,182	1,835	32,486	8,703	3,529	4,770	44,682	3,839	410,026
2012	316,381	1,949	34,040	8,846	3,483	5,635	40,189	3,538	414,061

Notes: 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.
 Latin America includes Central & South America less Mexico and the Caribbean and Bermuda markets.
 "Domestic" includes Air Taxi, Business & Private, and Government. Helicopters are excluded.

1.2.1 LGA

Aircraft Movements By Market

Annual Totals 1999 to 2012

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	338,972	-	23,241	783	-	-	-	-	362,996
2000	362,278	2	21,110	1,165	-	-	-	-	384,555
2001	348,734	-	17,441	1,696	-	-	-	-	367,871
2002	343,317	-	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

1.2.1 SWF

Aircraft Movements By Market

Annual Totals 1999 to 2012

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	7,251	-	5	3	-	-	2	-	7,261
2000	9,215	-	2	-	2	-	2	-	9,221
2001	6,947	-	1	-	1	-	7	-	6,956
2002	7,732	-	2	-	-	-	1	-	7,735
2003	9,931	-	2	3	-	-	2	2	9,940
2004	11,967	-	2	-	1	1	5	2	11,978
2005	11,708	-	3	-	1	-	20	4	11,736
2006	83,149	-	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

1.2.1 REGION

Aircraft Movements By Market

Annual Totals 1999 to 2012

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	1,138,421	12521	41,111	23,381	7,528	18,209	100,285	15,873	1,357,329
2000	1,146,810	13,846	43,142	26,096	7,801	16,024	102,596	15,949	1,372,264
2001	1,073,927	12,441	41,956	28,338	7,279	14,673	88,750	16,308	1,283,672
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	12,080	66,315	40,985	10,543	17,432	110,094	19,404	1,364,484
2011	1,102,775	11,361	66,281	40,702	9,011	17,977	115,383	19,913	1,383,403
2012	1,084,289	12,971	73,831	42,883	10,290	20,984	108,945	19,384	1,373,577

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

PASSENGER
TRAFFIC

2.1.1 Ranked by Passengers

Top 50 Domestic Airport Comparisons

U.S. Passenger Traffic

2012	RANK	AIRPORT	# OF PASSENGERS	% Change 2011-2012
	1	Hartsfield-Jackson Atlanta International Airport	95,462,867	3.3
	2	O'Hare International Airport	67,091,391	0.4
	3	Los Angeles International Airport	63,687,544	3.0
	4	Dallas/Fort Worth International Airport	58,591,842	1.4
	5	Denver International Airport	53,156,278	0.6
	6	John F. Kennedy International Airport	49,293,587	3.1
	7	San Francisco International Airport	44,431,894	8.6
	8	McCarran International Airport	41,666,527	0.5
	9	Charlotte Douglas International Airport	41,226,035	5.6
	10	Sky Harbor International Airport	40,452,009	-0.3
	11	George Bush Intercontinental Airport	40,022,736	-0.5
	12	Miami International Airport	39,467,444	3.0
	13	Orlando International Airport	35,214,430	-0.4
	14	Newark Liberty International Airport	33,993,962	0.9
	15	Seattle-Tacoma International Airport	33,219,723	1.2
	16	Minneapolis/St Paul International Airport	33,125,768	0.2
	17	Detroit Metropolitan Wayne County Airport	32,205,358	-0.7
	18	Philadelphia International Airport	30,228,596	-2.0
	19	Logan International Airport	29,315,881	1.6
	20	LaGuardia Airport	25,712,030	6.6
	21	Ft Lauderdale-Hollywood International Airport	23,550,249	0.9
	22	Baltimore/Washington International	22,679,680	1.3
	23	Washington Dulles International Airport	22,408,105	-2.8
	24	Salt Lake City International Airport	20,096,549	-1.7
	25	Ronald Reagan Washington National Airport	19,630,213	4.4
	26	Midway International Airport	19,516,127	3.4
	27	San Diego International Airport	17,250,103	2.5
	28	Tampa International Airport	16,820,859	0.9
	29	Portland International Airport	14,390,627	5.2
	30	Lambert-St Louis International Airport	12,691,870	1.3
	31	W. P. Hobby Airport	10,435,040	6.1
	32	Oakland International Airport	10,040,864	8.4
	33	Kansas City International Airport	10,001,364	-4.1
	34	Nashville International Airport	9,834,471	2.5
	35	Austin-Bergstrom International Airport	9,430,314	4.0
	36	Raleigh-Durham International Airport	9,220,391	0.7
	37	Cleveland Hopkins International Airport	9,004,983	-1.9
	38	John Wayne Airport	8,885,181	3.2
	39	Louis Armstrong New Orleans International Airport	8,600,860	0.3
	40	Norman Y. Mineta San Jose International Airport	8,296,174	-0.6
	41	San Antonio International Airport	8,243,221	1.1
	42	Love Field	8,173,473	2.4
	43	Pittsburgh International Airport	8,041,357	-3.1
	44	General Mitchell International Airport	7,515,070	-21.1
	45	Southwest Florida International Airport	7,350,625	-2.4
	46	Indianapolis International Airport	7,333,733	-1.9
	47	Memphis International Airport	6,753,186	-22.7
	48	Port Columbus International Airport	6,350,446	-0.4
	49	Cincinnati/Northern Kentucky International Airport	6,074,817	-13.7
	50	Palm Beach International Airport	5,609,168	-2.7

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2012

2.1.2 Ranked by Passengers

Top 50 Worldwide Airport Comparisons

Worldwide Passenger Traffic

2012	RANK	AIRPORT	# OF PASSENGERS	% Change 2011-2012
	1	Hartsfield-Jackson Atlanta International Airport	95,462,867	3.3
	2	Beijing Capital International Airport	81,929,689	4.5
	3	Heathrow Airport	70,038,857	0.9
	4	Tokyo International (Haneda) Airport	67,788,722	8.3
	5	O'Hare International Airport	67,091,391	0.4
	6	Los Angeles International Airport	63,687,544	3.0
	7	Aéroport de Paris-Charles de Gaulle	61,611,934	1.1
	8	Dallas/Fort Worth International Airport	58,591,842	1.4
	9	Soekarno-Hatta International Airport	57,730,732	14.4
	10	Dubai International Airport	57,684,550	13.2
	11	Flughafen Frankfurt/Main	57,520,001	1.9
	12	Hong Kong International Airport	56,064,248	5.2
	13	Denver International Airport	53,156,278	0.6
	14	Suvamabhumí International Airport	53,002,328	10.6
	15	Singapore Changi Airport	51,181,804	10.0
	16	Amsterdam Airport	51,035,590	2.6
	17	John F. Kennedy International Airport	49,293,587	3.1
	18	Guangzhou Bai Yun International Airport	48,548,430	7.8
	19	Aeropuerto de Barajas	45,175,501	-9.0
	20	Atatürk International Airport	44,992,420	20.2
	21	Pudong International Airport	44,880,164	8.3
	22	San Francisco International Airport	44,431,894	8.6
	23	McCarran International Airport	41,666,527	0.5
	24	Charlotte Douglas International Airport	41,226,035	5.6
	25	Sky Harbor International Airport	40,452,009	-0.3
	26	George Bush Intercontinental Airport	40,022,736	-0.5
	27	KL International Airport	39,887,866	6.6
	28	Miami International Airport	39,467,444	3.0
	29	Incheon International Airport	39,154,375	11.3
	30	Munich Airport	38,360,604	1.6
	31	Sydney International Airport	37,342,798	3.7
	32	Aeroporto di Roma-Fiumicino	36,980,161	-1.8
	33	Orlando International Airport	35,214,430	-0.4
	34	Aeropuerto de Barcelona	35,131,771	2.2
	35	Toronto Pearson International Airport	34,912,456	4.4
	36	Gatwick Airport	34,222,405	1.7
	37	Indira Gandhi International Airport	34,211,608	-1.5
	38	Newark Liberty International Airport	33,993,962	0.9
	39	Hongqiao International Airport	33,828,726	2.2
	40	Seattle-Tacoma International Airport	33,219,723	1.2
	41	Minneapolis/St Paul International Airport	33,125,768	0.2
	42	Narita International Airport	32,874,530	17.2
	43	Guarulhos International Airport	32,477,646	6.9
	44	Detroit Metropolitan Wayne County Airport	32,205,358	-0.7
	45	Ninoy Aquino International Airport	31,878,935	7.9
	46	Chengdu Shuangliu International Airport Co., Ltd	31,599,353	8.7
	47	Philadelphia International Airport	30,228,596	-2.0
	48	Chhatrapati Shivaji International Airport	30,038,696	-1.3
	49	Shenzhen Baoan International Airport	29,569,725	4.7
	50	Melbourne Airport	29,431,084	4.9

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2012

2.2.1 JFK

Annual Totals 1999 to 2012

Commercial Passenger Traffic

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1999	11,677,151	82,156	1,744,540	13,503,847
2000	12,387,187	89,634	1,683,059	14,159,880
2001	12,199,426	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

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1999	17,677,968	440,676	85,940	18,204,584
2000	18,098,059	481,954	87,971	18,667,984
2001	15,628,297	279,810	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	24,609,206	73,254	393,190	25,075,650

Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1999	29,355,119	522,832	1,830,480	31,708,431
2000	30,485,246	571,588	1,771,030	32,827,864
2001	27,827,723	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	46,323,577	75,533	2,893,623	49,292,733

2.2.1 EWR

Annual Totals 1999 to 2012

Commercial Passenger Traffic

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1999	23,242,960	302,192	2,367,417	25,912,569
2000	23,595,344	85,934	2,107,215	25,788,493
2001	21,236,656	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	5,298,492	22,189,712
2012	17,072,380	31,396	5,732,907	22,836,683

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1999	7,550,534	159,583	-	7,710,117
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	10,371,246	8,231	797,867	11,177,344

Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1999	30,793,494	461,775	2,367,417	33,622,686
2000	31,739,054	243,413	2,206,234	34,188,701
2001	28,463,892	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	6,081,659	33,697,535
2012	27,443,626	39,627	6,530,774	34,014,027

2.2.1 LGA

Commercial Passenger Traffic

Annual Totals 1999 to 2012

Domestic					
YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL	
1999	21,080,537	7,150	1,504,373	22,592,060	
2000	21,835,951	12,412	2,165,476	24,013,839	
2001	19,162,097	9,260	2,203,906	21,375,263	
2002	17,801,507	4,862	3,063,206	20,869,575	
2003	17,987,478	9,314	3,438,454	21,435,246	
2004	19,231,252	6,162	3,954,196	23,191,610	
2005	19,977,024	4,770	4,436,437	24,418,231	
2006	19,777,748	3,239	4,715,995	24,496,982	
2007	18,853,913	5,354	4,940,098	23,799,365	
2008	17,244,972	2,884	4,693,536	21,941,392	
2009	16,102,463	6,120	5,034,430	21,143,013	
2010	17,420,964	5,757	5,523,394	22,950,115	
2011	17,175,291	5,212	5,906,253	23,086,756	
2012	17,785,343	4,886	6,483,800	24,274,029	

International					
YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL	
1999	1,268,410	45	66,408	1,334,863	
2000	1,270,120	667	75,408	1,346,195	
2001	1,140,410	1,192	3,009	1,144,611	
2002	1,070,218	615	46,271	1,117,104	
2003	945,468	53	102,003	1,047,524	
2004	1,017,152	-	244,441	1,261,593	
2005	1,286,730	114	184,285	1,471,129	
2006	1,053,851	-	259,770	1,313,621	
2007	948,317	562	278,023	1,226,902	
2008	832,185	1,249	298,230	1,131,664	
2009	684,911	95	325,217	1,010,223	
2010	713,046	1,081	318,840	1,032,967	
2011	688,313	2,187	345,222	1,035,722	
2012	985,953	-	447,802	1,433,755	

Domestic and International Totals					
YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL	
1999	22,348,947	7,195	1,570,781	23,926,923	
2000	23,106,071	13,079	2,240,884	25,360,034	
2001	20,302,507	10,452	2,206,915	22,519,874	
2002	18,871,725	5,477	3,109,477	21,986,679	
2003	18,932,946	9,367	3,540,457	22,482,770	
2004	20,248,404	6,162	4,198,637	24,453,203	
2005	21,263,754	4,884	4,620,722	25,889,360	
2006	20,831,599	3,239	4,975,765	25,810,603	
2007	19,802,230	5,916	5,218,121	25,026,267	
2008	18,077,157	4,133	4,991,766	23,073,056	
2009	16,787,374	6,215	5,359,647	22,153,236	
2010	18,134,010	6,838	5,842,234	23,983,082	
2011	17,863,604	7,399	6,251,475	24,122,478	
2012	18,771,296	4,886	6,931,602	25,707,784	

2.2.1 SWF

Annual Totals 1999 to 2012

Commercial Passenger Traffic

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1999	362,143	-	-	362,143
2000	402,419	-	-	402,419
2001	283,960	-	-	283,960
2002	227,834	-	-	227,834
2003	400,464	-	-	400,464
2004	510,563	-	-	510,563
2005	398,214	-	-	398,214
2006	66,261	2,055	241,461	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

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1999	336	-	-	336
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	-	-	-	-

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1999	362,479	-	-	362,479
2000	402,647	-	-	402,647
2001	284,085	-	-	284,085
2002	227,834	-	-	227,834
2003	400,839	-	-	400,839
2004	510,563	-	-	510,563
2005	398,220	-	-	398,220
2006	66,261	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

2.2.1 REGION

Commercial Passenger Traffic

Annual Totals 1999 to 2012

Domestic					
YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL	
1999	56,362,791	391,498	5,616,330	62,370,619	
2000	58,220,901	187,980	5,955,750	64,364,631	
2001	52,882,139	187,405	5,396,285	58,465,829	
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	14,492,545	69,446,497	
2012	56,729,682	38,561	14,924,400	71,692,643	

International					
YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL	
1999	26,497,248	600,304	152,348	27,249,900	
2000	27,512,117	640,100	262,398	28,414,615	
2001	23,996,068	464,876	290,275	24,751,219	
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	35,966,405	81,485	1,638,859	37,686,749	

Domestic and International Totals					
YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL	
1999	82,860,039	991,802	5,768,678	89,620,519	
2000	85,733,018	828,080	6,218,148	92,779,246	
2001	76,878,207	652,281	5,686,560	83,217,048	
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	16,011,480	105,877,727	
2012	92,696,087	120,046	16,563,259	109,379,392	

2.2.2 JFK

Monthly Totals 2012

Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	1,582,803	150	192,823	1,775,776	4.8%	77,904
	Feb	1,527,941	-	191,228	1,719,169	8.2%	75,166
	Mar	1,901,974	949	248,218	2,151,141	4.7%	84,262
	Apr	1,832,304	-	223,901	2,056,205	4.7%	80,413
	May	1,840,335	-	228,921	2,069,256	-1.1%	81,643
	Jun	1,916,404	166	233,584	2,150,154	1.3%	84,672
	Jul	2,066,337	145	212,935	2,279,417	-0.9%	84,343
	Aug	2,099,343	145	202,768	2,302,256	7.7%	79,970
	Sep	1,746,534	90	189,175	1,935,799	-0.8%	75,928
	Oct	1,717,642	-	191,049	1,908,691	-4.5%	73,331
	Nov	1,713,995	558	187,415	1,901,968	-2.5%	69,288
	Dec	1,768,759	76	198,416	1,967,251	3.3%	70,435
	Total 2012	21,714,371	2,279	2,500,433	24,217,083	1.9%	937,355
	% Change						
	2011 to 2012	4.9%	16.7%	-18.4%	1.9%		-1%

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	1,716,422	5,112	25,395	1,746,929	2.6%	40,675
	Feb	1,490,624	6,671	23,513	1,520,808	8.9%	41,343
	Mar	1,863,013	6,484	33,775	1,903,272	5.7%	42,463
	Apr	2,035,982	10,697	28,226	2,074,905	3.5%	45,775
	May	2,086,655	5,668	35,290	2,127,613	1.7%	50,134
	Jun	2,320,151	1,456	36,763	2,358,370	6%	48,364
	Jul	2,582,926	10,068	37,332	2,630,326	4.3%	52,185
	Aug	2,628,293	14,697	41,485	2,684,475	11.7%	50,284
	Sep	2,190,245	5,756	35,616	2,231,617	7.3%	45,617
	Oct	1,898,345	4,173	32,843	1,935,361	-3.1%	45,325
	Nov	1,805,139	1,721	29,825	1,836,685	5.2%	42,225
	Dec	1,991,411	751	33,127	2,025,289	5.6%	45,439
	Total 2012	24,609,206	73,254	393,190	25,075,650	5%	549,829
	% Change						
	2011 to 2012	4.8%	390.2%	0.7%	5%		2.6%

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	3,299,225	5,262	218,218	3,522,705	3.7%	118,579
	Feb	3,018,565	6,671	214,741	3,239,977	8.6%	116,509
	Mar	3,764,987	7,433	281,993	4,054,413	5.2%	126,725
	Apr	3,868,286	10,697	252,127	4,131,110	4.1%	126,188
	May	3,926,990	5,668	264,211	4,196,869	0.3%	131,777
	Jun	4,236,555	1,622	270,347	4,508,524	3.7%	133,036
	Jul	4,649,263	10,213	250,267	4,909,743	1.8%	136,528
	Aug	4,727,636	14,842	244,253	4,986,731	9.8%	130,254
	Sep	3,936,779	5,846	224,791	4,167,416	3.4%	121,545
	Oct	3,615,987	4,173	223,892	3,844,052	-3.8%	118,656
	Nov	3,519,134	2,279	217,240	3,738,653	1.1%	111,513
	Dec	3,760,170	827	231,543	3,992,540	4.5%	115,874
	Total 2012	46,323,577	75,533	2,893,623	49,292,733	3.5%	1,487,184
	% Change						
	2011 to 2012	4.9%	347%	-16.2%	3.5%		0.3%

2.2.2 EWR

Monthly Totals 2012

Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	1,222,638	3,318	394,179	1,620,135	12.2%	74,890
	Feb	1,194,051	4,347	383,213	1,581,611	14.7%	72,099
	Mar	1,476,616	1,143	506,754	1,984,513	7.2%	76,998
	Apr	1,533,073	1,727	509,149	2,043,949	6.7%	83,892
	May	1,505,020	1,015	514,929	2,020,964	2.3%	88,749
	Jun	1,576,933	1,031	542,277	2,120,241	3.6%	93,537
	Jul	1,615,286	446	533,863	2,149,595	-0.8%	96,770
	Aug	1,618,022	3,473	540,494	2,161,989	7.4%	91,324
	Sep	1,279,996	3,231	448,720	1,731,947	-2.2%	79,887
	Oct	1,298,560	3,047	445,097	1,746,704	-7.1%	74,674
	Nov	1,352,763	4,385	453,806	1,810,954	-3.7%	70,483
	Dec	1,399,422	4,233	460,426	1,864,081	-0.3%	71,878
	Total 2012	17,072,380	31,396	5,732,907	22,836,683	2.9%	975,181
	% Change						
	2011 to 2012	1.3%	-13.3%	8.2%	2.9%		15.5%

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	779,363	280	56,755	836,398	-1%	19,559
	Feb	703,835	267	57,025	761,127	7.2%	20,766
	Mar	883,274	1,469	75,909	960,652	1.6%	21,881
	Apr	916,496	1,456	69,822	987,774	-2.8%	24,478
	May	912,874	393	67,814	981,081	-4.4%	27,644
	Jun	961,233	699	68,332	1,030,264	-4%	26,772
	Jul	1,047,188	730	74,496	1,122,414	-6.6%	28,753
	Aug	1,056,264	725	78,740	1,135,729	3.2%	28,252
	Sep	845,625	69	61,990	907,684	-3.5%	24,290
	Oct	760,182	391	63,031	823,604	-10.8%	23,306
	Nov	710,729	238	58,479	769,446	-7.2%	20,035
	Dec	794,183	1,514	65,474	861,171	-4%	21,760
	Total 2012	10,371,246	8,231	797,867	11,177,344	-2.9%	287,496
	% Change						
	2011 to 2012	-3.2%	-15.6%	1.9%	-2.9%		11.6%

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	2,002,001	3,598	450,934	2,456,533	7.4%	94,449
	Feb	1,897,886	4,614	440,238	2,342,738	12.1%	92,865
	Mar	2,359,890	2,612	582,663	2,945,165	5.3%	98,879
	Apr	2,449,569	3,183	578,971	3,031,723	3.4%	108,370
	May	2,417,894	1,408	582,743	3,002,045	0%	116,393
	Jun	2,538,166	1,730	610,609	3,150,505	1%	120,309
	Jul	2,662,474	1,176	608,359	3,272,009	-2.9%	125,523
	Aug	2,674,286	4,198	619,234	3,297,718	5.9%	119,576
	Sep	2,125,621	3,300	510,710	2,639,631	-2.6%	104,177
	Oct	2,058,742	3,438	508,128	2,570,308	-8.3%	97,980
	Nov	2,063,492	4,623	512,285	2,580,400	-4.7%	90,518
	Dec	2,193,605	5,747	525,900	2,725,252	-1.5%	93,638
	Total 2012	27,443,626	39,627	6,530,774	34,014,027	0.9%	1,262,677
	% Change						
	2011 to 2012	-0.5%	-13.8%	7.4%	0.9%		14.6%

2.2.2 LGA

Monthly Totals 2012

Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	1,262,109	105	390,400	1,652,614	5.2%	65,208
	Feb	1,206,168	-	417,269	1,623,437	8.6%	63,786
	Mar	1,478,814	362	503,378	1,982,554	2.6%	77,334
	Apr	1,539,826	952	570,777	2,111,555	8.2%	78,426
	May	1,619,572	320	575,732	2,195,624	4.7%	81,358
	Jun	1,548,030	762	597,632	2,146,424	3.4%	86,131
	Jul	1,538,406	698	592,122	2,131,226	0.6%	86,452
	Aug	1,740,067	537	624,467	2,365,071	14.5%	85,127
	Sep	1,447,657	1018	539,489	1,988,164	4.9%	76,530
	Oct	1,456,878	132	578,258	2,035,268	1.4%	74,821
	Nov	1,410,728	-	551,365	1,962,093	0.3%	64,427
	Dec	1,537,088	-	542,911	2,079,999	8.4%	63,458
	Total 2012	17,785,343	4,886	6,483,800	24,274,029	5.1%	903,058
	% Change						
	2011 to 2012	3.6%	-6.3%	9.8%	5.1%		11.6%

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	48,977	-	26,230	75,207	14.6%	1,245
	Feb	48,142	-	27,050	75,192	23.6%	1,153
	Mar	56,929	-	35,036	91,965	21.6%	2,087
	Apr	62,577	-	32,354	94,931	20%	2,068
	May	74,513	-	32,521	107,034	13.2%	2,383
	Jun	101,276	-	32,519	133,795	43.9%	2,295
	Jul	111,350	-	40,379	151,729	52.5%	2,895
	Aug	119,020	-	54,212	173,232	69.5%	3,438
	Sep	100,323	-	44,863	145,186	49.3%	2,836
	Oct	95,398	-	45,333	140,731	43.2%	2,430
	Nov	85,996	-	36,445	122,441	46.7%	1,960
	Dec	81,452	-	40,860	122,312	41.7%	2,395
	Total 2012	985,953	-	447,802	1,433,755	38.4%	27,185
	% Change						
	2011 to 2012	43.2%	-100%	29.7%	38.4%		49.2%

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	1,311,086	105	416,630	1,727,821	5.5%	66,453
	Feb	1,254,310	0	444,319	1,698,629	9.2%	64,939
	Mar	1,535,743	362	538,414	2,074,519	3.3%	79,421
	Apr	1,602,403	952	603,131	2,206,486	8.7%	80,494
	May	1,694,085	320	608,253	2,302,658	5%	83,741
	Jun	1,649,306	762	630,151	2,280,219	5.1%	88,426
	Jul	1,649,756	698	632,501	2,282,955	2.9%	89,347
	Aug	1,859,087	537	678,679	2,538,303	17%	88,565
	Sep	1,547,980	1,018	584,352	2,133,350	7.1%	79,366
	Oct	1,552,276	132	623,591	2,175,999	3.3%	77,251
	Nov	1,496,724	-	587,810	2,084,534	2.2%	66,387
	Dec	1,618,540	-	583,771	2,202,311	9.8%	65,853
	Total 2012	18,771,296	4,886	6,931,602	25,707,784	6.6%	930,243
	% Change						
	2011 to 2012	5.1%	-34%	10.9%	6.6%		12.4%

2.2.2 SWF

Monthly Totals 2012

Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	12,167	-	16,938	29,105	0.3%	282
	Feb	13,263	-	16,921	30,184	7.5%	445
	Mar	17,389	-	17,926	35,315	2.7%	319
	Apr	14,148	-	19,088	33,236	0.2%	451
	May	11,152	-	20,267	31,419	-8.9%	380
	Jun	11,151	-	20,321	31,472	-8.8%	404
	Jul	16,460	-	20,432	36,892	-10.3%	512
	Aug	16,630	-	21,128	37,758	-8.4%	421
	Sep	10,680	-	13,555	24,235	-27.8%	226
	Oct	10,377	-	13,641	24,018	-33.8%	249
	Nov	11,502	-	13,536	25,038	-24.8%	236
	Dec	12,669	-	13,507	26,176	-20.4%	199
	Total 2012	157,588	-	207,260	364,848	-11.5%	4,124
	% Change						
	2011 to 2012	-16%	-	-7.6%	-11.5%		-24.7%

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	-	-	-	-	-	-
	Feb	-	-	-	-	-100%	-
	Mar	-	-	-	-	-100%	-
	Apr	-	-	-	-	-100%	-
	May	-	-	-	-	-	-
	Jun	-	-	-	-	-	-
	Jul	-	-	-	-	-	-
	Aug	-	-	-	-	-	-
	Sep	-	-	-	-	-	-
	Oct	-	-	-	-	-	-
	Nov	-	-	-	-	-	-
	Dec	-	-	-	-	-	-
	Total 2012	-	-	-	-	-100%	-
	% Change						
	2011 to 2012	-	-100%	-	-100%	-	-

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	12,167	-	16,938	29,105	0.3%	282
	Feb	13,263	-	16,921	30,184	5.6%	445
	Mar	17,389	-	17,926	35,315	1.1%	319
	Apr	14,148	-	19,088	33,236	-1.5%	451
	May	11,152	-	20,267	31,419	-8.9%	380
	Jun	11,151	-	20,321	31,472	-8.8%	404
	Jul	16,460	-	20,432	36,892	-10.3%	512
	Aug	16,630	-	21,128	37,758	-8.4%	421
	Sep	10,680	-	13,555	24,235	-27.8%	226
	Oct	10,377	-	13,641	24,018	-33.8%	249
	Nov	11,502	-	13,536	25,038	-24.8%	236
	Dec	12,669	-	13,507	26,176	-20.4%	199
	Total 2012	157,588	-	207,260	364,848	-11.8%	4,124
	% Change						
	2011 to 2012	-16%	-	-7.6%	-11.8%		-24.7%

2.2.2 REGION

Monthly Totals 2012

Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	4,079,717	3,573	994,340	5,077,630	7.2%	218,284
	Feb	3,941,423	4,347	1,008,631	4,954,401	10.3%	211,496
	Mar	4,874,793	2,454	1,276,276	6,153,523	4.8%	238,913
	Apr	4,919,351	2,679	1,322,915	6,244,945	6.5%	243,182
	May	4,976,079	1,335	1,339,849	6,317,263	1.9%	252,130
	Jun	5,052,518	1,959	1,393,814	6,448,291	2.7%	264,744
	Jul	5,236,489	1,289	1,359,352	6,597,130	-0.5%	268,077
	Aug	5,474,062	4,155	1,388,857	6,867,074	9.7%	256,842
	Sep	4,484,867	4,339	1,190,939	5,680,145	0.5%	232,571
	Oct	4,483,457	3,179	1,228,045	5,714,681	-3.5%	223,075
	Nov	4,488,988	4,943	1,206,122	5,700,053	-2%	204,434
	Dec	4,717,938	4,309	1,215,260	5,937,507	3.7%	205,970
	Total 2012	56,729,682	38,561	14,924,400	71,692,643	3.2%	2,819,718
	% Change						
	2011 to 2012	3.3%	-11.1%	3%	3.2%		8.2%

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	2,544,762	5,392	108,380	2,658,534	1.8%	61,479
	Feb	2,242,601	6,938	107,588	2,357,127	8.8%	63,262
	Mar	2,803,216	7,953	144,720	2,955,889	4.8%	66,431
	Apr	3,015,055	12,153	130,402	3,157,610	1.8%	72,321
	May	3,074,042	6,061	135,625	3,215,728	0.1%	80,161
	Jun	3,382,660	2,155	137,614	3,522,429	3.9%	77,431
	Jul	3,741,464	10,798	152,207	3,904,469	2.1%	83,833
	Aug	3,803,577	15,422	174,437	3,993,436	10.8%	81,974
	Sep	3,136,193	5,825	142,469	3,284,487	5.4%	72,743
	Oct	2,753,925	4,564	141,207	2,899,696	-3.9%	71,061
	Nov	2,601,864	1,959	124,749	2,728,572	2.6%	64,220
	Dec	2,867,046	2,265	139,461	3,008,772	3.7%	69,594
	Total 2012	35,966,405	81,485	1,638,859	37,686,749	3.4%	864,510
	% Change						
	2011 to 2012	3.1%	186.1%	7.9%	3.4%		6.5%

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% Change	Non-Revenue
					PASSENGERS	2011 to 2012	Passengers
	Jan	6,624,479	8,965	1,102,720	7,736,164	5.2%	279,763
	Feb	6,184,024	11,285	1,116,219	7,311,528	9.8%	274,758
	Mar	7,678,009	10,407	1,420,996	9,109,412	4.8%	305,344
	Apr	7,934,406	14,832	1,453,317	9,402,555	4.9%	315,503
	May	8,050,121	7,396	1,475,474	9,532,991	1.3%	332,291
	Jun	8,435,178	4,114	1,531,428	9,970,720	3.1%	342,175
	Jul	8,977,953	12,087	1,511,559	10,501,599	0.5%	351,910
	Aug	9,277,639	19,577	1,563,294	10,860,510	10.1%	338,816
	Sep	7,621,060	10,164	1,333,408	8,964,632	2.2%	305,314
	Oct	7,237,382	7,743	1,369,252	8,614,377	-3.7%	294,136
	Nov	7,090,852	6,902	1,330,871	8,428,625	-0.6%	268,654
	Dec	7,584,984	6,574	1,354,721	8,946,279	3.7%	275,564
	Total 2012	92,696,087	120,046	16,563,259	109,379,392	3.3%	3,684,228
	% Change						
	2011 to 2012	3.2%	67%	3.4%	3.3%		7.8%

2.3.1 JFK

Passenger Traffic By Market

Annual Totals 1999 to 2012

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	12,051,043	1,452,804	167,360	2,669,806	419,918	1,434,742	12,011,032	1,501,726	31,708,431
2000	12,727,995	1,431,885	167,411	2,708,292	438,079	1,378,514	12,388,578	1,587,110	32,827,864
2001	12,223,461	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	4,343,437	790,751	2,461,422	14,401,172	2,684,447	49,292,733

2.3.1 EWR

Passenger Traffic By Market

Annual Totals 1999 to 2012

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	25,243,147	669,422	687,053	545,081	411,947	626,900	5,124,745	314,391	33,622,686
2000	25,020,657	767,836	906,028	607,095	411,782	643,674	5,538,997	292,632	34,188,701
2001	22,791,446	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	21,894,734	294,978	1,496,798	1,126,381	460,342	626,350	7,023,745	774,207	33,697,535
2012	22,544,108	292,575	1,515,475	1,144,024	439,734	722,940	6,635,445	719,726	34,014,027

Notes: 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.

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

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

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

2.3.1 LGA

Passenger Traffic By Market

Annual Totals 1999 to 2012

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	22,592,060	-	1,229,098	105,765	-	-	-	-	23,926,923
2000	24,013,839	-	1,212,662	133,533	-	-	-	-	25,360,034
2001	21,375,263	-	965,454	179,157	-	-	-	-	22,519,874
2002	20,869,575	-	940,971	176,133	-	-	-	-	21,986,679
2003	21,435,178	68	845,935	201,589	-	-	-	-	22,482,770
2004	23,191,610	-	1,059,906	201,687	-	-	-	-	24,453,203
2005	24,418,231	-	1,269,264	201,865	-	-	-	-	25,889,360
2006	24,496,982	-	1,186,312	127,309	-	-	-	-	25,810,603
2007	23,799,365	-	1,115,548	111,354	-	-	-	-	25,026,267
2008	21,941,392	-	1,058,076	73,588	-	-	-	-	23,073,056
2009	21,143,013	-	977,324	32,899	-	-	-	-	22,153,236
2010	22,950,115	-	1,000,291	32,676	-	-	-	-	23,983,082
2011	23,086,756	-	1,029,634	6,088	-	-	-	-	24,122,478
2012	24,274,029	-	1,366,902	66,853	-	-	-	-	25,707,784

2.3.1 SWF

Passenger Traffic By Market

Annual Totals 1999 to 2012

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	362,143	-	143	193	-	-	-	-	362,479
2000	402,419	-	-	-	228	-	-	-	402,647
2001	283,960	-	-	-	125	-	-	-	284,085
2002	227,834	-	-	-	-	-	-	-	227,834
2003	400,464	-	50	325	-	-	-	-	400,839
2004	510,563	-	-	-	-	-	-	-	510,563
2005	398,214	-	6	-	-	-	-	-	398,220
2006	309,777	-	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

2.3.1 REGION

Passenger Traffic By Market

Annual Totals 1999 to 2012

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1999	60,248,393	2,122,226	2,083,654	3,320,845	831,865	2,061,642	17,135,777	1,816,117	89,620,519
2000	62,164,910	2,199,721	2,286,101	3,448,920	850,089	2,022,188	17,927,575	1,879,742	92,779,246
2001	56,674,130	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	67,875,940	1,570,557	2,927,474	5,191,390	1,146,560	2,792,785	21,101,567	3,271,454	105,877,727
2012	69,890,671	1,801,972	3,276,798	5,554,314	1,230,485	3,184,362	21,036,617	3,404,173	109,379,392

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

2.4.1 JFK

Top 20 Carriers

2012 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRLINES	9,436,333	2,392,864	11,829,197	24%
2	DELTA	7,423,579	4,083,755	11,507,334	47.3%
3	AMERICAN	4,397,154	3,457,057	7,854,211	63.3%
4	BRITISH AIR	-	1,224,296	1,224,296	65.8%
5	VIRGIN AMERICA	1,066,861	-	1,066,861	67.9%
6	UNITED	1,012,065	-	1,012,065	70%
7	AIR FRANCE	-	905,022	905,022	71.8%
8	CARIBBEAN	-	725,424	725,424	73.3%
9	US AIRWAYS	675,679	-	675,679	74.7%
10	CATHAY PACIFIC	-	656,927	656,927	76%
11	VIRGIN ATLANTIC	-	546,575	546,575	77.1%
12	EMIRATES AIRLINES	-	535,055	535,055	78.2%
13	LUFTHANSA	-	534,103	534,103	79.3%
14	TURKISH AIR	-	425,971	425,971	80.1%
15	KOREAN	-	425,510	425,510	81%
16	AER LINGUS	-	419,279	419,279	81.8%
17	KLM	-	416,385	416,385	82.7%
18	ALITALIA	-	408,694	408,694	83.5%
19	TAM BRAZILIAN AIRLINES	-	401,745	401,745	84.3%
20	EL AL	-	400,723	400,723	85.1%
	@TOP 20	24,011,671	17,959,385	41,971,056	
	TOTAL AIRPORT	24,217,083	25,075,650	49,292,733	

2.4.1 EWR

Top 20 Carriers

2012 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	UNITED	16,445,707	7,628,412	24,074,119	70.8%
2	DELTA	1,391,515	114,417	1,505,932	75.2%
3	JETBLUE AIRLINES	1,326,683	-	1,326,683	79.1%
4	US AIRWAYS	1,254,879	-	1,254,879	82.8%
5	SOUTHWEST/AIRTRAN	1,151,307	-	1,151,307	86.2%
6	AMERICAN	1,050,556	394	1,050,950	89.3%
7	LUFTHANSA	-	522,197	522,197	90.8%
8	SAS	-	433,560	433,560	92.1%
9	AIR CANADA	-	398,124	398,124	93.2%
10	VIRGIN ATLANTIC	-	375,854	375,854	94.4%
11	PORTER AIRLINES	-	335,396	335,396	95.3%
12	BRITISH AIR	-	335,254	335,254	96.3%
13	ALASKA AIRLINES	197,987	-	197,987	96.9%
14	AIR PORTUGAL	-	182,985	182,985	97.4%
15	EL AL	-	156,192	156,192	97.9%
16	JET AIRWAYS	-	133,632	133,632	98.3%
17	SWISS INTI	-	112,310	112,310	98.6%
18	AIR INDIA	-	98,344	98,344	98.9%
19	OPENSIES	-	86,910	86,910	99.2%
20	ALITALIA	-	80,234	80,234	99.4%
	@TOP 20	22,818,634	10,994,215	33,812,849	
	TOTAL AIRPORT	22,836,683	11,177,344	34,014,027	

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

2.4.1 LGA

Top 11 Carriers

2012 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	DELTA	9,200,797	142,453	9,343,250	36.3%
2	AMERICAN	4,796,472	267,789	5,064,261	56%
3	US AIRWAYS	3,277,504	-	3,277,504	68.8%
4	UNITED	2,373,314	1,099	2,374,413	78%
5	SOUTHWEST/AIRTRAN	1,906,434	-	1,906,434	85.4%
6	JETBLUE AIRLINES	1,177,922	-	1,177,922	90%
7	SPIRIT	1,169,052	-	1,169,052	94.6%
8	AIR CANADA	-	854,834	854,834	97.9%
9	FRONTIER	371,541	-	371,541	99.3%
10	WESTJET	-	167,580	167,580	100%
11	MIAMI AIR INTL	993	-	993	100%
	@TOP 11	24,274,029	1,433,755	25,707,784	
	TOTAL AIRPORT	24,274,029	1,433,755	25,707,784	

2.4.1 SWF

Top 3 Carriers

2012 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRLINES	157,588	-	157,588	43.2%
2	DELTA	126,315	-	126,315	77.8%
3	US AIRWAYS	80,945	-	80,945	100%
	@TOP 3	364,848	-	364,848	
	TOTAL AIRPORT	364,848	-	364,848	

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

2.4.1 Region

Top 20 Carriers

2012 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	UNITED	19,831,086	7,629,511	27,460,597	25.1%
2	DELTA	18,142,206	4,340,625	22,482,831	45.7%
3	JETBLUE AIRLINES	12,098,526	2,392,864	14,491,390	58.9%
4	AMERICAN	10,244,182	3,724,846	13,969,028	71.7%
5	US AIRWAYS	5,289,007	-	5,289,007	76.5%
6	SOUTHWEST/AIRTRAN	3,057,741	155,558	3,213,299	79.5%
7	CARIBBEAN	-	725,424	725,424	80.1%
8	AIR CANADA	-	1,302,604	1,302,604	81.3%
9	SPIRIT	1,169,052	-	1,169,052	82.4%
10	VIRGIN AMERICA	1,066,861	-	1,066,861	83.4%
11	SWISS INTI	-	506,658	506,658	83.8%
12	AIR FRANCE	-	922,757	922,757	84.7%
13	VIRGIN ATLANTIC	-	922,429	922,429	85.5%
14	CATHAY PACIFIC	-	656,927	656,927	86.1%
15	EMIRATES AIRLINES	-	535,055	535,055	86.6%
16	VIRGIN ATLANTIC	-	922,429	922,429	87.4%
17	LUFTHANSA	-	1,056,300	1,056,300	88.4%
18	EL AL	-	556,915	556,915	88.9%
19	BRITISH AIR	-	1,559,550	1,559,550	90.3%
20	SAS	-	433,560	433,560	90.7%
	@TOP 20	70,898,661	28,344,012	99,242,673	
	TOTAL AIRPORT	71,692,643	37,686,749	109,379,392	

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

2.5.1 JFK

Passenger Traffic by Terminal

2012 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Terminal 1	-	-	2,353,280	2,313,321	4,666,601
Terminal 2	1,908,649	1,923,941	71,045	78,602	3,982,237
Terminal 3	1,491,814	1,479,791	1,523,862	1,724,084	6,219,551
Terminal 4	889,922	896,485	4,814,346	3,415,012	10,015,765
Terminal 5	4,775,132	4,766,661	192,896	1,195,618	10,930,307
Terminal 6 (closed Oct. 2008)	-	-	-	-	-
Terminal 7	850,839	836,695	1,387,872	1,367,587	4,442,993
Terminal 8	2,221,970	2,175,184	2,315,555	2,322,570	9,035,279
Total	12,138,326	12,078,757	12,658,856	12,416,794	49,292,733

2.5.1 EWR

2012 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Terminal A	4,072,058	4,055,113	395,577	436,257	8,959,005
Terminal B	806,592	789,470	2,629,085	1,539,132	5,764,279
Terminal C	6,530,280	6,583,170	2,552,551	3,624,742	19,290,743
Total	11,408,930	11,427,753	5,577,213	5,600,131	34,014,027

2.5.1 LGA

2012 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Central Terminal Building - B	5,886,656	5,909,072	560,441	563,281	12,919,450
Delta Terminal - D*	2,823,966	2,816,289	70,570	68,915	5,779,740
Marine Air Terminal - A	490,916	499,314	-	-	990,230
US Airways Terminal - C	2,916,381	2,931,435	87,840	82,708	6,018,364
Total	12,117,919	12,156,110	718,851	714,904	25,707,784

2.5.1 SWF

2012 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Airline Terminal	181,849	182,999	-	-	364,848
Total	181,849	182,999	-	-	364,848

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.

*LGA: Delta operates exclusively in Terminals A and D, and partially in Terminal C.

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

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC Airports
Unweighted Base Size	3,257	1,672	1,612	202	6,743	4,929
Passenger Type						
Departing	81.6%	89.5%	53.1%	100.0%	74.5%	84.3%
Connecting	<u>18.4%</u>	<u>10.5%</u>	<u>46.9%</u>	<u>0.0%</u>	<u>25.5%</u>	<u>15.7%</u>
Connecting From Domestic Flight	8.4%	8.7%	25.6%	0.0%	13.9%	8.5%
Connecting From International Flight	10.1%	1.8%	21.3%	0.0%	11.6%	7.2%
Type of Flight						
Domestic	45.7%	91.4%	62.9%	100.0%	62.2%	61.8%
International	54.3%	8.6%	37.1%	0.0%	37.8%	38.2%
First Trip Through This Terminal	34.9%	25.7%	39.4%	22.3%	34.1%	31.7%
First Trip Through This Airport	15.6%	13.5%	27.2%	22.3%	18.7%	14.8%
Trip Origin - O&D Passengers						
Home	47.8%	38.9%	34.8%	65.3%	42.4%	44.5%
Staying with Friends/Relatives	25.0%	18.3%	18.1%	17.8%	21.5%	22.5%
Hotel	16.9%	24.4%	23.8%	8.9%	20.6%	19.7%
Work	7.3%	15.0%	18.4%	4.5%	12.0%	10.2%
Another Airport	0.7%	0.5%	1.1%	0.0%	0.8%	0.7%
School	1.2%	1.7%	1.7%	3.0%	1.5%	1.4%
Cruise Ship	0.4%	0.4%	0.4%	0.0%	0.4%	0.4%
Other	0.6%	0.7%	1.7%	0.5%	0.9%	0.7%
Trip Origin Location - O&D						
New York	64.8%	82.9%	34.1%	88.6%	63.4%	71.7%
NYC	59.1%	73.9%	30.3%	0.5%	56.8%	64.7%
Manhattan	24.0%	50.1%	24.0%	0.0%	31.6%	34.0%
Manhattan - below 14th St.	3.8%	8.7%	3.0%	0.0%	5.0%	5.6%
Manhattan - 14th - 96th St.	16.3%	36.8%	19.4%	0.0%	23.0%	24.1%
Manhattan - above 96th St.	3.9%	4.7%	1.5%	0.0%	3.6%	4.2%
Bronx	3.4%	5.4%	0.8%	0.0%	3.4%	4.2%
Brooklyn	11.2%	10.3%	2.2%	0.0%	8.9%	10.8%
Queens	19.2%	6.8%	2.6%	0.0%	11.8%	14.5%
Staten Island	1.2%	1.3%	0.8%	0.5%	1.1%	1.2%
Westchester	1.2%	2.9%	1.1%	3.8%	1.7%	1.8%
Nassau	1.4%	1.7%	0.5%	0.0%	1.3%	1.5%
Suffolk	0.9%	1.1%	0.4%	0.0%	0.9%	1.0%
Rockland	0.2%	0.2%	0.2%	2.7%	0.2%	0.2%
Dutchess	0.1%	0.5%	0.4%	15.6%	0.3%	0.2%
Putnam	0.1%	0.5%	0.1%	1.1%	0.2%	0.3%
Orange	0.0%	0.5%	0.4%	39.2%	0.4%	0.2%
Sullivan	0.1%	0.0%	0.0%	7.0%	0.1%	0.0%
Ulster	0.0%	0.0%	0.2%	7.0%	0.1%	0.0%
Other Upstate NY	1.5%	0.9%	1.3%	8.4%	1.3%	1.3%
New Jersey	<u>2.9%</u>	<u>3.9%</u>	<u>48.9%</u>	<u>2.5%</u>	<u>13.3%</u>	<u>3.3%</u>
Bergen	0.5%	1.1%	5.7%	0.5%	1.8%	0.7%
Essex	0.4%	0.3%	5.0%	0.0%	1.4%	0.3%
Monmouth	0.0%	0.0%	2.9%	0.5%	0.7%	0.0%
Morris	0.2%	0.2%	3.9%	0.5%	1.0%	0.2%
Middlesex	0.2%	0.2%	4.1%	0.0%	1.1%	0.2%
Union	0.1%	0.2%	3.9%	0.0%	1.0%	0.2%
Hudson	0.2%	1.0%	4.8%	0.0%	1.5%	0.5%
Somerset	0.0%	0.4%	3.0%	0.0%	0.8%	0.2%
Passaic	0.1%	0.1%	1.8%	0.0%	0.5%	0.1%
Mercer	0.1%	0.1%	1.9%	0.0%	0.5%	0.1%
Ocean	0.1%	0.0%	1.2%	0.0%	0.3%	0.1%
Other NJ	0.7%	0.5%	10.7%	1.0%	2.9%	0.6%
Pennsylvania	0.6%	0.4%	5.1%	2.0%	1.6%	0.5%
Connecticut	2.7%	3.3%	1.4%	4.0%	2.6%	2.9%
Other US	29.0%	9.6%	10.6%	3.0%	19.1%	21.6%

Source: PANYNJ Spring 2012 Terminal-By-Terminal Customer Satisfaction Study

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC Airports
Trip Purpose						
Leisure/Vacation/Visiting	57.3%	54.3%	57.0%	51.0%	56.5%	56.3%
Business Only	10.8%	24.2%	21.1%	26.2%	17.3%	15.5%
Both Business/Non-Business	17.1%	12.7%	6.2%	11.9%	12.6%	15.5%
School related	5.2%	2.8%	4.9%	3.5%	4.5%	4.4%
Illness/Bereavement	4.9%	2.1%	1.4%	6.4%	3.1%	3.9%
Moving/Relocation	2.5%	1.9%	1.3%	0.5%	1.9%	2.3%
Other	2.3%	2.0%	8.3%	0.5%	4.1%	2.1%
Leisure Only (Net)	72.1%	63.2%	72.7%	61.9%	70.1%	69.0%
Any Business (Net)	27.9%	36.8%	27.3%	38.1%	29.9%	31.0%
Check-in Location						
Main check-in counter	59.3%	27.8%	43.5%	44.6%	46.6%	47.6%
Self check-in kiosk	19.4%	34.4%	25.9%	21.3%	25.2%	25.0%
Printed boarding pass before coming to airport	10.9%	27.9%	16.1%	34.2%	17.1%	17.3%
Downloaded boarding pass on web-enabled cell phone	4.2%	4.7%	11.3%	0.0%	5.9%	4.4%
Curbside	4.9%	4.9%	2.7%	0.0%	4.4%	4.9%
Airlines club lounge	1.3%	0.2%	0.4%	0.0%	0.8%	0.9%
Avg. Dwell Time: Local O&D (in mins.)	107	94	133	86	109	102
Avg. Dwell Time for Connectors (in mins.)	206	112	204	NA	196	184
Accompanied By Wellwisher	7.5%	5.4%	8.7%	12.4%	7.4%	6.8%
Food-Beverage Purchase						
Bought Food/Beverage	34.7%	46.9%	65.8%	42.6%	47.4%	39.0%
Pre-security	4.7%	5.1%	7.5%	13.9%	5.7%	4.8%
Post security	31.2%	42.8%	60.1%	31.2%	43.1%	35.3%
Food-Beverage Purchase Motivation/Spend						
Impromptu purchase	44.5%	39.1%	49.7%	50.0%	45.5%	42.2%
Planned purchase in advance	35.1%	30.5%	36.5%	26.7%	34.6%	33.2%
Bought an item to consume on plane	16.3%	20.3%	13.0%	11.6%	15.8%	18.0%
Avg. \$ Spent	\$19.03	\$14.07	\$16.22	942.2%	\$16.58	\$16.92
Unweighted Base Size	1,244	781	1,046	86	3,157	2,025
Retail Item Purchase						
Bought Retail Item	11.5%	12.1%	16.9%	15.8%	13.4%	11.7%
Pre-security	1.5%	1.7%	2.4%	2.0%	1.8%	1.6%
Post security	10.1%	10.5%	15.1%	13.9%	11.8%	10.3%
Retail Purchase Motivation/Spend						
Impromptu purchase	47.3%	59.2%	65.2%	70.0%	57.0%	51.3%
Planned purchase in advance	41.8%	31.9%	31.3%	10.0%	35.5%	38.4%
Bought something forgot to pack	10.0%	7.6%	8.6%	15.0%	8.9%	9.1%
Avg. \$ Spent	\$66.91	\$22.77	\$36.39	\$11.90	\$45.46	\$51.84
Unweighted Base Size	420	195	286	32	933	615

Source: PANYNJ Spring 2012 Terminal-By-Terminal Customer Satisfaction Study

	JFK	LGA	EWR	SWF	REGION	NYC Airports
Avg. Number of Bags Checked	2.4	1.8	2.3	1.3	2.3	2.2
Avg. Number of Carry-on Bags	1.7	1.3	1.4	1.3	1.5	1.5
Avg. Travel Party Size	2.7	1.8	2.3	1.4	2.4	2.4
Kids under 18 in party	15.4%	6.5%	6.4%	5.9%	10.4%	12.3%
Twittered/Tweeted at Gate	4.7%	3.8%	2.4%	1.0%	3.8%	4.4%
Used Mobile App in Terminal	4.0%	6.5%	6.7%	7.9%	5.5%	4.9%
Visited Restroom	50.1%	50.1%	72.6%	57.4%	57.2%	50.1%
Requested Special Assistance	<u>2.7%</u>	<u>2.0%</u>	<u>1.8%</u>	<u>0.0%</u>	<u>2.2%</u>	<u>2.5%</u>
Wheelchair	2.7%	2.0%	1.8%	0.0%	2.2%	2.5%
Motorized Golf Cart	2.0%	1.0%	0.9%	0.0%	1.4%	1.7%
Avg. # Past 12 Mos. Round Trips Through LGA	1.3	7.0	0.8	2.7	3.9	4.8
Avg. # Past 12 Mos. Round Trips Through JFK	4.2	5.6	1.1	1.4	4.0	4.6
Avg. # Past 12 Mos. Round Trips Through EWR	0.9	3.6	2.6	2.1	2.3	1.9
Avg. # Past 12 Mos. Round Trips Through SWF	0.1	0.2	0.1	2.2	0.1	0.1
Primary Residence						
United States	72.0%	89.5%	68.2%	100.0%	75.1%	78.1%
New York	24.4%	39.0%	8.1%	61.4%	22.9%	29.5%
NYC	20.7%	31.1%	4.9%	0.5%	18.2%	24.4%
Manhattan	5.6%	18.5%	3.3%	0.5%	8.0%	10.2%
Manhattan - below 14th St.	1.2%	4.4%	0.5%	0.0%	1.7%	2.3%
Manhattan - 14th - 96th St.	3.2%	11.4%	2.4%	0.5%	4.9%	6.1%
Manhattan - above 96th St.	1.3%	2.8%	0.4%	0.0%	1.4%	1.8%
Bronx	1.3%	4.0%	0.3%	0.0%	1.7%	2.3%
Brooklyn	4.6%	5.4%	0.6%	0.0%	3.5%	4.9%
Queens	8.7%	2.7%	0.3%	0.0%	4.6%	6.6%
Staten Island	0.4%	0.5%	0.4%	0.0%	0.4%	0.4%
Westchester	0.6%	1.9%	0.2%	1.5%	0.8%	1.1%
Nassau	0.7%	1.9%	0.2%	0.0%	0.8%	1.1%
Suffolk	0.5%	1.1%	0.1%	0.0%	0.5%	0.7%
Rockland	0.1%	0.2%	0.3%	1.0%	0.2%	0.1%
Dutchess	0.1%	0.0%	0.1%	10.9%	0.1%	0.1%
Putnam	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%
Orange	0.1%	0.4%	0.1%	24.3%	0.3%	0.2%
Sullivan	0.0%	0.1%	0.0%	2.5%	0.1%	0.1%
Ulster	0.0%	0.1%	0.2%	10.9%	0.1%	0.0%
Other Upstate NY	1.4%	2.1%	2.0%	6.9%	1.8%	1.7%
New Jersey	1.7%	2.0%	14.0%	1.5%	5.6%	1.8%
Bergen	0.4%	0.7%	1.5%	0.5%	0.8%	0.5%
Essex	0.2%	0.2%	1.9%	0.0%	0.7%	0.2%
Middlesex	0.2%	0.1%	1.4%	0.0%	0.5%	0.1%
Monmouth	0.0%	0.1%	1.1%	0.0%	0.4%	0.1%
Morris	0.1%	0.1%	1.3%	0.0%	0.5%	0.1%
Union	0.1%	0.2%	1.3%	0.0%	0.5%	0.1%
Hudson	0.1%	0.4%	1.1%	0.0%	0.5%	0.2%
Somerset	0.0%	0.3%	0.8%	0.0%	0.3%	0.1%
Mercer	0.0%	0.0%	0.6%	0.0%	0.2%	0.0%
Passaic	0.0%	0.1%	0.4%	0.0%	0.1%	0.0%
Ocean	0.1%	0.0%	0.3%	0.0%	0.2%	0.1%
Hunterdon	0.0%	0.0%	0.4%	0.0%	0.1%	0.0%
Other NJ	0.4%	0.0%	1.8%	1.0%	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	44.0%	46.0%	42.4%	28.2%	43.9%	44.7%
Outside U.S.	27.2%	10.5%	31.8%	0.0%	24.5%	21.3%

Source: PANYNJ Spring 2012 Terminal-By-Terminal Customer Satisfaction Study

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC Airports
Primary Residence Outside US						
Other North America	1.4%	5.3%	4.3%	0.0%	3.3%	2.8%
Caribbean	1.9%	0.3%	0.3%	0.0%	1.0%	1.3%
Central America	0.7%	0.3%	1.7%	0.0%	0.9%	0.6%
South America	1.7%	0.6%	1.6%	0.0%	1.4%	1.3%
Europe	12.5%	1.5%	18.1%	0.0%	11.6%	8.6%
Middle East	1.6%	0.1%	0.9%	0.0%	1.0%	1.1%
Africa	0.5%	0.2%	0.0%	0.0%	0.3%	0.4%
Asia	3.8%	1.2%	3.3%	0.0%	3.0%	2.9%
Oceania	0.7%	0.3%	0.5%	0.0%	0.6%	0.6%
Gender						
Male	54.7%	55.5%	47.1%	47.0%	52.5%	55.0%
Female	45.3%	44.5%	52.9%	53.0%	47.5%	45.0%
Age						
18-24	17.4%	10.4%	20.1%	17.9%	16.6%	14.8%
25-34	30.2%	23.0%	28.7%	16.2%	27.9%	27.5%
35-44	30.4%	21.9%	17.7%	18.4%	24.1%	27.3%
45-54	12.7%	23.2%	15.8%	16.2%	16.3%	16.6%
55-64	7.3%	14.4%	11.9%	16.2%	10.6%	9.9%
65-74	1.7%	6.0%	4.7%	11.7%	3.8%	3.3%
75+	0.3%	1.2%	1.1%	3.4%	0.8%	0.6%
Mean age	36.4	42.8	38.6	44.3	38.7	38.8
Annual Household Income						
Under \$25,000	10.5%	7.4%	12.9%	8.7%	10.3%	9.2%
\$25,000 - \$29,999	4.5%	3.6%	5.9%	6.1%	4.7%	4.1%
\$30,000 - \$39,999	6.4%	4.0%	5.4%	0.9%	5.4%	5.4%
\$40,000 - \$49,999	8.8%	5.3%	6.4%	7.0%	7.1%	7.4%
\$50,000 - \$59,999	8.9%	5.9%	8.1%	7.0%	7.8%	7.7%
\$60,000 - \$69,999	9.0%	7.7%	6.8%	4.3%	8.0%	8.5%
\$70,000 - \$79,999	10.0%	9.5%	7.4%	6.1%	9.1%	9.8%
\$80,000 - \$89,999	8.3%	10.3%	6.0%	8.7%	8.2%	9.1%
\$90,000 - \$99,999	6.2%	8.9%	6.4%	2.6%	7.0%	7.3%
\$100,000 - \$124,999	9.1%	11.8%	10.6%	14.8%	10.3%	10.2%
\$125,000 - \$149,999	5.1%	5.1%	6.7%	9.6%	5.5%	5.1%
\$150,000 - \$174,999	2.7%	4.8%	4.1%	6.1%	3.7%	3.5%
\$175,000 - \$199,999	2.5%	3.1%	3.1%	6.1%	2.9%	2.7%
\$200,000 - \$249,999	2.6%	3.3%	5.2%	7.0%	3.6%	2.9%
\$250,000 - \$299,999	1.6%	2.7%	1.9%	3.5%	2.0%	2.0%
\$300,000 or more	3.9%	6.6%	3.1%	1.7%	4.4%	5.0%
Mean income (in \$000's)	\$88.3	\$106.7	\$93.5	\$108.8	\$95.1	\$95.6
Main Modal Airport Access - O&D Passengers						
<u>Personal Car</u>	<u>50.6%</u>	<u>32.6%</u>	<u>41.8%</u>	<u>86.1%</u>	<u>43.6%</u>	<u>43.9%</u>
Passenger in Car and Dropped Off at Airport	34.8%	26.9%	32.3%	51.0%	32.1%	31.9%
Drove Your Own Car	14.4%	5.1%	6.8%	28.7%	10.1%	10.9%
Passenger in Car Parked at Airport	1.4%	.5%	2.6%	6.4%	1.5%	1.1%
Drove Rental Car	2.9%	3.9%	10.4%	11.4%	4.9%	3.3%
Taxicab	18.9%	34.9%	11.7%	.0%	21.8%	24.9%
Limousine	6.1%	14.0%	8.1%	1.0%	8.8%	9.1%
Super Shuttle Shared Ride Van	3.3%	3.4%	2.9%	.0%	3.2%	3.3%
Rail/Train/Subway	10.7%	.0%	11.5%	.0%	7.7%	6.7%
Bus	3.9%	8.9%	8.2%	.0%	6.3%	5.8%
Hotel Motel Van	2.7%	.7%	2.1%	.5%	2.0%	1.9%
Off-Airport Prkg Shuttle	.9%	1.6%	3.3%	1.0%	1.6%	1.2%

Source: PANYNJ Spring 2012 Terminal-By-Terminal Customer Satisfaction Study

C A R G O

T R A N S P O R T

3.1.1 Ranked by Freight

Top 50 Domestic Airport Comparisons

Domestic Airports: Revenue Freight (in Short Tons)

2012	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2011-2012
	1	Memphis International Airport	4,426,201	2.5
	2	Ted Stevens Anchorage International Airport	2,700,164	-3.7
	3	Louisville International Airport	2,335,462	-1.5
	4	Miami International Airport	2,091,826	4.7
	5	Los Angeles International Airport	1,857,652	3.1
	6	O'Hare International Airport	1,599,052	-2.8
	7	John F. Kennedy International Airport	1,318,719	-5.7
	8	Indianapolis International Airport	1,025,919	2.6
	9	Newark Liberty International Airport	741,281	-7.6
	10	Hartsfield-Jackson Atlanta International Airport	669,531	-4.8
	11	Dallas/Fort Worth International Airport	632,416	4.3
	12	Cincinnati/Northern Kentucky International Airport	597,550	11.5
	13	Oakland International Airport	542,550	0.5
	14	George Bush Intercontinental Airport	448,470	-1.3
	15	LA/Ontario International Airport	437,957	9.3
	16	Philadelphia International Airport	399,820	-7.6
	17	San Francisco International Airport	371,871	-1.0
	18	Washington Dulles International Airport	286,397	-10.8
	19	Sky Harbor International Airport	262,932	3.5
	20	Logan International Airport	262,032	-0.9
	21	Seattle-Tacoma International Airport	261,417	2.0
	22	Denver International Airport	243,985	-4.6
	23	Detroit Metropolitan Wayne County Airport	225,785	4.9
	24	Portland International Airport	212,119	2.0
	25	Minneapolis/St Paul International Airport	201,680	-10.1
	26	Orlando International Airport	184,928	-8.0
	27	Salt Lake City International Airport	172,013	4.0
	28	Bradley International Airport	134,189	1.3
	29	Chicago Rockford International Airport	132,192	0.0
	30	San Diego International Airport	125,756	6.8
	31	Charlotte Douglas International Airport	118,514	-6.6
	32	Baltimore/Washington Int Thurgood Marshall Airport	117,598	3.9
	33	Huntsville International Airport	99,645	-3.3
	34	Piedmont Triad International Airport	97,502	2.8
	35	McCarran International Airport	96,257	6.6
	36	San Antonio International Airport	94,547	-6.3
	37	El Paso International Airport	94,505	3.4
	38	Ft Lauderdale-Hollywood International Airport	94,439	1.3
	39	Kansas City International Airport	93,601	1.5
	40	Tampa International Airport	88,991	-1.3
	41	Manchester-Boston Regional Airport	87,991	0.8
	42	Cleveland Hopkins International Airport	82,750	-0.1
	43	Raleigh-Durham International Airport	82,221	-6.5
	44	Rickenbacker International Airport	79,696	9.1
	45	General Mitchell International Airport	78,291	-5.4
	46	Austin-Bergstrom International Airport	76,175	2.0
	47	Lambert-St Louis International Airport	74,108	-0.1
	48	Pittsburgh International Airport	73,314	-0.9
	49	Jacksonville International Airport	72,793	2.5
	50	Columbia Metropolitan Airport	72,330	0.6

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2012

3.1.2 Ranked by Freight

Top 50 Worldwide Airport Comparisons

Worldwide Airports: Revenue Freight (in Short Tons)

2012	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2011-2012
	1	Hong Kong International Airport	4,437,399	2.2
	2	Memphis International Airport	4,426,201	2.5
	3	Pudong International Airport	3,146,795	-5.5
	4	Ted Stevens Anchorage International Airport	2,700,164	-3.7
	5	Incheon International Airport	2,642,442	-3.5
	6	Dubai International Airport	2,499,339	3.1
	7	Louisville International Airport	2,335,462	-1.5
	8	Flughafen Frankfurt/Main	2,189,776	-6.9
	9	Narita International Airport	2,165,395	3.1
	10	Aéroport de Paris-Charles de Gaulle	2,149,019	-7.0
	11	Miami International Airport	2,091,826	4.7
	12	Singapore Changi Airport	1,991,020	-3.2
	13	Beijing Capital International Airport	1,969,858	6.0
	14	Los Angeles International Airport	1,857,652	3.1
	15	Taiwan Taoyuan International Airport	1,722,284	-3.1
	16	Amsterdam Airport	1,635,221	-2.7
	17	Heathrow Airport	1,614,439	-1.2
	18	O'Hare International Airport	1,599,052	-2.8
	19	Suvamabhumi International Airport	1,481,149	1.8
	20	John F. Kennedy International Airport	1,318,719	-5.7
	21	Guangzhou Bai Yun International Airport	1,282,148	42.0
	22	Indianapolis International Airport	1,025,919	2.6
	23	Shenzhen Baoan International Airport	942,366	3.5
	24	Tokyo International (Haneda) Airport	933,503	3.7
	25	Flughafen Leipzig/Halle	932,649	13.7
	26	Doha International Airport	911,246	3.9
	27	Köln-Bonn Airport	804,730	0.5
	28	Kansai International Airport	773,308	-2.9
	29	KL International Airport	741,973	-0.7
	30	Newark Liberty International Airport	741,281	-7.6
	31	Chhatrapati Shivaji International Airport	704,446	-4.4
	32	Aeropuerto Internacional El Dorado	696,960	4.3
	33	Luxembourg-Findel International Airport	677,816	-6.4
	34	Hartsfield-Jackson Atlanta International Airport	669,531	-4.8
	35	Soekarno-Hatta International Airport	655,385	19.4
	36	Liège Airport	636,281	-14.4
	37	Dallas/Fort Worth International Airport	632,416	4.3
	38	Abu Dhabi International Airport	626,072	17.7
	39	Indira Gandhi International Airport	605,504	-5.6
	40	Cincinnati/Northern Kentucky Int Airport	597,550	11.5
	41	Atatürk International Airport	575,711	4.9
	42	Chengdu Shuangliu International Airport Co., Ltd	560,017	6.4
	43	Oakland International Airport	542,550	0.5
	44	Ninoy Aquino International Airport	504,908	11.5
	45	Guarulhos International Airport	455,063	-1.9
	46	George Bush Intercontinental Airport	448,470	-1.3
	47	Milano Malpensa	447,381	-7.8
	48	Hongqiao International Airport	446,143	-6.3
	49	LA/Ontario International Airport	437,957	9.3
	50	Brussels National Airport	435,269	-5.7

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2012

3.2.1

Revenue Freight In Short Tons

Annual Totals 1999 to 2012

Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
1999	842,637	442,265	21,639	10	1,306,550
2000	824,598	452,393	19,299	571	1,296,861
2001	705,963	388,164	15,765	429	1,110,321
2002	728,039	426,711	11,321	926	1,166,997
2003	738,065	460,798	11,989	1,155	1,212,008
2004	739,005	446,339	13,817	1,147	1,200,308
2005	718,495	402,286	15,689	174	1,136,643
2006	717,003	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	257,385	6,819	18,895	777,999

International

YEAR	EWR	JFK	LGA	SWF	REGION
1999	242,023	1,310,556	752.75	-	1,553,332
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	246,377	1,061,554	190	203	1,308,323

Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
1999	1,084,660	1,752,821	22,392	10	2,859,883
2000	1,070,380	1,864,422	20,186	571	2,955,559
2001	918,705	1,521,498	16,474	429	2,457,105
2002	909,772	1,686,846	11,709	926	2,609,252
2003	975,595	1,740,043	12,333	1,155	2,729,126
2004	995,256	1,793,448	14,096	1,147	2,803,947
2005	957,603	1,720,926	16,006	174	2,694,710
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	741,276	1,318,938	7,009	19,098	2,086,321

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

3.2.2

Revenue Freight
In Short Tons

Monthly Totals 2012

Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
						2011 to 2012
Jan	38,008	18,946	615	1,382	58,950	-6.8%
Feb	39,115	18,631	537	1,372	59,655	-5.5%
Mar	43,785	22,735	665	1,551	68,737	-8.3%
Apr	39,481	19,187	590	1,390	60,648	-11.4%
May	44,372	22,265	659	1,569	68,865	2.5%
Jun	41,466	21,613	414	1,582	65,075	-8.1%
Jul	39,006	20,469	470	1,443	61,388	-1.6%
Aug	43,562	22,663	508	1,693	68,426	3.8%
Sep	40,311	21,656	514	1,495	63,976	-2.9%
Oct	37,145	21,574	570	1,556	60,844	-6.6%
Nov	42,297	23,340	674	1,885	68,195	1.9%
Dec	46,352	24,306	603	1,979	73,240	-5.3%
Total 2012	494,900	257,385	6,819	18,897	777,999	-4.1%
% Change						
2011 to 2012	-7.7%	2.3%	-6%	15.6%	-4.1%	

International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
						2011 to 2012
Jan	19,704	79,312	55	-	99,072	-12.5%
Feb	19,945	81,395	13	-	101,353	-6.5%
Mar	23,138	95,514	17	-	118,669	-10.5%
Apr	20,234	86,715	6	-	106,954	-11.7%
May	20,352	87,950	8	-	108,311	-8.6%
Jun	20,288	90,295	8	-	110,591	-7.7%
Jul	20,531	91,906	39	-	112,476	-6.3%
Aug	21,042	88,368	11	48	109,470	1.3%
Sep	19,050	89,569	5	-	108,624	-6.2%
Oct	19,000	87,010	9	-	106,020	-12.8%
Nov	21,404	88,962	11	127	110,503	-2.2%
Dec	21,689	94,557	7	29	116,282	0.7%
Total 2012	246,377	1,061,553	189	204	1,308,325	-7.1%
% Change						
2011 to 2012	-10.8%	-6.2%	39%	100%	-7.1%	

Domestic and
International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
						2011 to 2012
Jan	57,712	98,258	670	1,382	158,021	-10.5%
Feb	59,061	100,026	550	1,372	161,008	-6.1%
Mar	66,923	118,249	683	1,551	187,405	-9.7%
Apr	59,715	105,902	595	1,390	167,602	-11.6%
May	64,724	110,215	668	1,569	177,176	-4.6%
Jun	61,754	111,908	422	1,582	175,666	-7.8%
Jul	59,536	112,375	509	1,443	173,863	-4.7%
Aug	64,604	111,032	519	1,741	177,896	2.2%
Sep	59,361	111,225	519	1,495	172,600	-5%
Oct	56,145	108,584	579	1,556	166,864	-10.6%
Nov	63,701	112,302	685	2,011	178,698	-0.7%
Dec	68,041	118,863	610	2,008	189,522	-1.7%
Total 2012	741,277	1,318,939	7,009	19,100	2,086,321	-6%
% Change						
2011 to 2012	-8.7%	-4.6%	-5.1%	16.8%	-6%	

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 2003-2012 by International Market

Imports	YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
	2003	445,035	365,555	33,257	19,820	12,783	3,334	4,772	884,556
2004	497,369	364,663	33,023	20,061	13,617	3,801	4,673	937,207	
2005	499,237	334,217	33,075	13,412	13,054	2,479	4,358	899,831	
2006	490,579	341,996	31,894	19,305	13,461	2,945	4,038	904,118	
2007	471,001	365,110	31,115	15,877	12,683	2,910	5,531	904,227	
2008	413,895	315,790	26,230	15,399	10,707	3,308	4,390	789,711	
2009	343,111	253,772	21,638	12,031	7,292	3,238	2,177	643,311	
2010	423,374	335,666	23,723	15,160	7,313	2,637	2,578	810,530	
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	

Exports	YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
	2003	199,501	208,335	11,931	8,865	7,399	10,996	4,538	451,565
2004	240,701	236,257	13,961	10,981	7,917	12,890	638	523,344	
2005	246,945	252,635	14,275	13,806	8,691	13,397	629	550,378	
2006	275,589	282,113	15,211	15,784	8,987	13,799	929	612,412	
2007	298,427	315,968	21,625	19,084	9,303	15,135	1,232	680,774	
2008	294,798	308,973	19,583	19,899	8,275	15,670	1,428	668,893	
2009	238,378	260,409	13,578	16,578	6,234	12,925	1,230	549,539	
2010	317,527	301,656	19,691	18,847	5,504	14,157	1,382	679,047	
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	

Total	YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
	2003	644,536	573,890	45,188	28,685	20,181	14,330	9,310	1,336,121
2004	738,070	600,920	46,984	31,042	21,534	16,691	5,311	1,460,552	
2005	746,181	586,853	47,351	27,217	21,745	15,876	4,986	1,450,209	
2006	766,168	624,109	47,105	34,989	22,448	16,744	4,967	1,516,530	
2007	769,428	681,078	52,740	34,961	21,986	18,045	6,763	1,585,001	
2008	708,692	624,763	45,813	35,298	18,982	18,978	5,817	1,458,684	
2009	581,488	514,182	35,216	28,609	13,526	16,163	3,407	1,192,850	
2010	740,901	637,321	43,414	34,007	12,817	16,794	3,960	1,489,576	
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	

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 2012

RANK	CUSTOMS DISTRICTS	SHORT TONS	TOTAL IMPORTS		% OF TOTAL	
				\$ IN 000'S	TONS	DOLLARS
1	New York, NY	694,996	\$	98,830,731	16.8%	19.8%
2	Miami, FL	633,355		25,212,101	15.3%	5%
3	Chicago, IL	614,297		80,296,387	14.9%	16%
4	Los Angeles, CA	486,765		45,049,434	11.8%	9%
5	Anchorage, AK	227,479		34,713,086	5.5%	6.9%
6	New Orleans, LA	223,305		42,166,936	5.4%	8.4%
7	Savannah, GA	218,465		23,288,772	5.3%	4.7%
8	Dallas/Fort Worth, TX	182,659		30,312,964	4.4%	6.1%
9	Cleveland, OH	169,964		28,970,978	4.1%	5.8%
10	San Francisco, CA	139,039		23,084,949	3.4%	4.6%
All Others		540,251	\$	68,534,783	13.1%	13.7%
Total		4,130,575	\$	500,461,121	100%	100%

RANK	CUSTOMS DISTRICTS	SHORT TONS	TOTAL EXPORTS		% OF TOTAL	
				\$ IN 000'S	TONS	DOLLARS
1	New York, NY	598,612	\$	100,116,379	16%	23.5%
2	Los Angeles, CA	461,791		40,906,901	12.3%	9.6%
3	Chicago, IL	459,266		37,299,916	12.2%	8.7%
4	Miami, FL	435,172		44,654,573	11.6%	10.5%
5	Cleveland, OH	247,882		29,813,988	6.6%	7%
6	New Orleans, LA	193,267		27,538,922	5.2%	6.5%
7	San Francisco, CA	177,779		26,914,584	4.7%	6.3%
8	Savannah, GA	163,042		13,047,697	4.3%	3.1%
9	Dallas/Forth Worth, TX	154,369		19,148,838	4.1%	4.5%
10	Detroit, MI	145,943		3,757,276	3.9%	0.9%
All Others		716,414	\$	83,689,339	19.1%	19.6%
Total		3,753,537	\$	426,888,413	100%	100%

RANK	CUSTOMS DISTRICTS	SHORT TONS	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
				\$ IN 000'S	TONS	DOLLARS
1	New York, NY	1,293,608	\$	198,947,110	16.4%	21.5%
2	Chicago, IL	1,073,564		117,596,303	13.6%	12.7%
3	Miami, FL	1,068,526		69,866,674	13.6%	7.5%
4	Los Angeles, CA	948,555		85,956,335	12%	9.3%
5	Cleveland, OH	417,846		58,784,966	5.3%	6.3%
6	New Orleans, LA	416,571		69,705,859	5.3%	7.5%
7	Savannah, GA	381,507		36,336,469	4.8%	3.9%
8	Dallas/Fort Worth, TX	337,028		49,461,802	4.3%	5.3%
9	San Francisco, CA	316,818		49,999,533	4.1%	5.4%
10	Anchorage, AK	313,727		44,383,314	4%	4.8%
All Others		1,316,362	\$	146,311,170	16.6%	15.8%
Total		7,884,112	\$	927,349,535	100%	100%

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 2012

RANK	COMMODITY	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	112,427	\$ 14,917,997	16.2%	15.1%
2	WOVEN APPAREL	68,506	2,967,548	9.9%	3%
3	ELECTRICAL MACHINERY	66,256	9,474,326	9.5%	9.6%
4	KNIT APPAREL	53,912	1,729,240	7.8%	1.8%
5	FISH AND SEAFOOD	44,319	280,890	6.4%	0.3%
6	OPTICAL, MEDICAL INSTRUMENTS	38,434	6,920,659	5.5%	7%
7	PLASTIC	25,008	613,042	3.6%	0.6%
8	FOOTWEAR	22,218	1,214,898	3.2%	1.2%
9	VEHICLES, NOT RAILWAY	17,839	358,874	2.6%	0.4%
10	VEGETABLES	17,386	39,758	2.5%	0.0%
All Others		228,691	\$ 60,313,499	32.9%	61%
Total		694,996	\$ 98,830,731	100%	100%

RANK	COMMODITY	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	97,603	\$ 9,792,139	16.3%	9.8%
2	ELECTRICAL MACHINERY	51,261	9,117,737	8.6%	9.1%
3	OPTICAL, MEDICAL INSTRUMENTS	41,647	7,978,382	7%	8%
4	PLASTIC	37,040	1,010,713	6.2%	1%
5	IRON AND STEEL PRODUCTS	29,025	416,423	4.9%	0.4%
6	BOOKS AND NEWSPAPERS	23,855	617,700	4%	0.6%
7	PERFUMERY, COSMETIC PRODUC	21,833	680,524	3.7%	0.7%
8	IRON AND STEEL	20,339	99,554	3.4%	0.1%
9	FISH AND SEAFOOD	20,011	221,592	3.3%	0.2%
10	PHARMACEUTICAL PRODUCTS	19,513	5,918,379	3.3%	5.9%
All Others		236,488	\$ 64,263,236	39.5%	64.2%
Total		598,615	\$ 100,116,379	100%	100%

RANK	COMMODITY	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	210,030	\$ 24,710,136	16.2%	12.4%
2	ELECTRICAL MACHINERY	117,516	18,592,063	9.1%	9.4%
3	OPTICAL, MEDICAL INSTRUMENTS	80,081	14,899,041	6.2%	7.5%
4	WOVEN APPAREL	74,804	3,219,717	5.8%	1.6%
5	FISH AND SEAFOOD	64,330	502,482	5%	0.3%
6	PLASTIC	62,048	1,623,755	4.8%	0.8%
7	KNIT APPAREL	58,658	1,868,007	4.5%	0.9%
8	IRON AND STEEL PRODUCTS	36,797	578,320	2.8%	0.3%
9	PHARMACEUTICAL PRODUCTS	36,729	12,496,314	2.8%	6.3%
10	PERFUMERY, COSMETIC PRODUC	35,332	1,161,036	2.7%	0.6%
All Others		517,283	\$ 119,296,239	40%	60%
Total		1,293,608	\$ 198,947,110	100%	100%

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

JFK 3.4.1

2012 Revenue Freight by Airline

Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	AMERICAN	120,901	9.2%
2	FEDEX	116,939	18%
3	DELTA	91,110	24.9%
4	KOREAN	61,303	29.6%
5	LUFTHANSA	53,738	33.7%
6	CHINA AIRLINES (CAL)	53,399	37.7%
7	EVA	50,892	41.6%
8	BRITISH AIR	49,777	45.3%
9	CATHAY PACIFIC	49,749	49.1%
10	ASIANA	49,673	52.9%
11	UNITED PARCEL	41,210	56%
12	TNT	36,221	58.8%
13	CARGOLUX AIRLINES	28,857	60.9%
14	AIR FRANCE	27,608	63%
15	QANTAS AIRWAYS	24,071	64.9%
TOTAL AIRPORT ALL AIRLINES		1,318,834	

EWR 3.4.1

2012 Revenue Freight by Airline

Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDEX	371,014	50.1%
2	UNITED PARCEL	129,584	67.5%
3	UNITED	99,354	80.9%
4	KALITTA AIR	20,462	83.7%
5	LUFTHANSA	18,721	86.2%
6	SAS	17,505	88.6%
7	BRITISH AIR	17,268	90.9%
8	ABX AIR INC.	15,182	93%
9	VIRGIN ATLANTIC	11,108	94.5%
10	SINGAPORE AIRLINES	7,042	95.4%
11	JET AIRWAYS	4,920	96.1%
12	EL AL	4,724	96.7%
13	DELTA	4,163	97.3%
14	SWISS INT'I	3,602	97.8%
15	AIR PORTUGAL	3,296	98.2%
TOTAL AIRPORT ALL AIRLINES		741,276	

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

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

LGA 3.4.1**2012 Revenue Freight by Airline****Top 8 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	DELTA	3,208	45.8%
2	SOUTHWEST/AIRTRAN	1,312	64.5%
3	UNITED	860	76.8%
4	US AIRWAYS	469	83.4%
5	FRONTIER	448	89.8%
6	AMERICAN	306	94.2%
7	JETBLUE AIRLINES	231	97.5%
8	AIR CANADA	176	100%
TOTAL AIRPORT ALL AIRLINES		7,009	

SWF 3.4.1**2012 Revenue Freight by Airline****Top 10 Carriers**

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDEX	12,970	67.9%
2	UNITED PARCEL	5,787	98.2%
3	ANTONOV AIR CARGO	183	99.2%
4	KALITTA FLYING SERVICES	62	99.5%
5	AIR TRANSPORT INTL (BAX)	40	99.7%
6	DUBAI AIR WING	29	99.9%
7	JETBLUE AIRLINES	13	99.9%
8	US AIRWAYS	8	100%
9	EMIRATES AIRLINES	3	100%
10	DELTA	3	100%
TOTAL AIRPORT ALL AIRLINES		19,098	

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

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

REGION 3.4.1

2012 Revenue Freight by Airline

Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDEX	500,923	24%
2	UNITED PARCEL	176,582	32.5%
3	AMERICAN	121,955	38.3%
4	UNITED	102,319	43.2%
5	DELTA	98,484	47.9%
6	LUFTHANSA	72,459	51.4%
7	BRITISH AIR	67,046	54.6%
8	KOREAN	61,303	57.6%
9	CHINA AIRLINES (CAL)	53,399	60.1%
10	EVA	50,892	62.6%
11	CATHAY PACIFIC	49,749	65%
12	ASIANA	49,673	67.3%
13	KALITTA AIR	41,511	69.3%
14	TNT	36,221	71.1%
15	ABX AIR INC.	34,895	72.7%
TOTAL AIRPORT ALL AIRLINES		2,086,321	

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

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

3.5.1

Revenue Mail In Short Tons

Annual Totals 1999 to 2012

Domestic	YEAR	EWR	JFK	LGA	SWF	REGION
	1999	115,162	106,419	55,335	194	277,111
2000	116,675	99,194	56,493	209	272,572	
2001	66,386	88,015	42,476	133	197,010	
2002	31,258	44,004	22,350	-	97,612	
2003	71,533	45,325	17,740	4	134,603	
2004	81,434	39,387	14,269	2	135,092	
2005	66,590	31,057	8,997	6	106,650	
2006	37,719	38,060	4,568	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	

International	YEAR	EWR	JFK	LGA	SWF	REGION
	1999	5,957	46,819	1,715	-	54,492
2000	6,339	41,714	1,755	-	49,808	
2001	6,481	38,920	1,295	-	46,695	
2002	7,888	42,295	1,468	-	51,652	
2003	13,058	39,432	1,291	-	53,781	
2004	9,130	49,351	950	-	59,431	
2005	23,579	48,862	1,300	-	73,740	
2006	57,940	61,809	1,150	-	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	73,508	793	-	121,534	

Domestic and International	YEAR	EWR	JFK	LGA	SWF	REGION
	1999	121,120	153,238	57,051	194	331,603
2000	123,015	140,908	58,248	209	322,380	
2001	72,867	126,934	43,771	133	243,706	
2002	39,147	86,299	23,818	-	149,264	
2003	84,591	84,757	19,032	4	188,384	
2004	90,564	88,738	15,219	2	194,524	
2005	90,169	79,919	10,296	6	180,390	
2006	95,658	99,869	5,718	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	93,672	1,177	-	174,242	

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

3.5.2

Revenue Mail In Short Tons

Monthly Totals 2012

Domestic	MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
							2011 to 2012
	Jan	3,256	1,586	-	-	4,843	38.8%
	Feb	2,909	1,619	23	-	4,551	44.7%
	Mar	2,986	1,682	47	-	4,715	22.6%
	Apr	2,493	1,621	35	-	4,148	9.1%
	May	2,871	1,561	42	-	4,474	21.5%
	Jun	2,505	2,199	2	-	4,706	38.3%
	Jul	2,431	2,063	44	-	4,538	28.6%
	Aug	2,516	1,586	44	-	4,146	25.6%
	Sep	2,597	1,552	42	-	4,191	17%
	Oct	2,650	1,552	42	-	4,244	10.1%
	Nov	2,424	1,462	32	-	3,919	-7.5%
	Dec	2,521	1,680	31	-	4,232	-21%
	Total 2012	32,159	20,163	384	-	52,707	16.5%
	% Change						
	2011 to 2012	24.4%	4.2%	1728.6%		16.5%	

International	MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
							2011 to 2012
	Jan	4,060	5,781	55	-	9,895	-5.4%
	Feb	3,906	5,109	71	-	9,086	-9.4%
	Mar	4,315	6,124	80	-	10,519	-12.3%
	Apr	4,092	5,628	85	-	9,805	-13.5%
	May	3,983	5,668	71	-	9,722	-11.5%
	Jun	3,397	6,571	65	-	10,034	-5.9%
	Jul	3,269	6,574	74	-	9,916	-15.5%
	Aug	3,535	5,965	81	-	9,580	-14.5%
	Sep	3,375	6,290	9	-	9,675	-13.9%
	Oct	3,540	5,639	63	-	9,241	-22.3%
	Nov	3,854	5,810	69	-	9,733	-20.3%
	Dec	5,908	8,349	71	-	14,328	-8.8%
	Total 2012	47,234	73,508	794	-	121,534	-12.9%
	% Change						
	2011 to 2012	-19.6%	-8.2%	28.5%		-12.9%	

Domestic and International	MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE
							2011 to 2012
	Jan	7,316	7,366	56	-	14,738	5.6%
	Feb	6,815	6,729	94	-	13,637	3.6%
	Mar	7,301	7,806	127	-	15,234	-3.9%
	Apr	6,585	7,249	119	-	13,953	-7.8%
	May	6,853	7,229	113	-	14,196	-3.2%
	Jun	5,902	8,771	67	-	14,740	4.8%
	Jul	5,699	8,637	117	-	14,454	-5.3%
	Aug	6,051	7,551	125	-	13,726	-5.3%
	Sep	5,973	7,842	51	-	13,866	-6.4%
	Oct	6,190	7,191	104	-	13,485	-14.4%
	Nov	6,278	7,273	101	-	13,652	-17%
	Dec	8,428	10,029	103	-	18,560	-11.9%
	Total 2012	79,391	93,673	1,177	-	174,241	-5.7%
	% Change						
	2011 to 2012	-6.2%	-5.8%	83.3%		-5.7%	

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

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

4.1.1 Passengers Accessing Airports by Bus & Rail

EWR					
Year	Olympia Trails	New Jersey Transit			Total New Jersey Transit
	Olympia Trails (Motor Coach)	Express #300 Bus (Operated by Olympic Trails as of 4/5/1997)	NJT rail service & AirTrain	Airlink/302 Bus Operated by Olympia Trails	
1999	758,674	543,674	-	296,328	840,002
2000	663,591	521,679	-	288,081	809,760
2001	484,571	419,286	127,152	251,644	798,082
2002	308,998	306,300	1,008,821	-	1,315,121
2003	314,272	300,784	1,178,822	-	1,479,606
2004	387,828	293,250	1,368,067	-	1,661,317
2005	374,322	272,357	1,445,035	-	1,717,392
2006	229,507	386,227	1,588,163	-	1,974,390
2007	225,972	394,490	1,793,796	-	2,188,286
2008	271,527	396,581	1,933,100	-	2,329,681
2009	275,913	361,321	1,863,718	-	2,225,039
2010	279,716	352,753	1,870,237	-	2,222,990
2011	275,853	349,016	2,055,623	-	2,404,639
2012	264,582	316,816	2,136,446	-	2,453,262

Year	JFK	LGA	SWF	REGION	Grand Total Motor Coach & Rail
	New York Airport Service (Motor Coach)	AirTrain Jamaica Station & Howard Beach	New York Airport Service (Motor Coach)	Connecting Bus (Leprechaun)	
1999	620,274	-	377,300	-	2,596,250
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	2,594,236	421,746	-	5,636,175
2005	570,468	3,411,762	425,547	-	6,499,491
2006	514,561	3,950,014	407,838	-	7,076,310
2007	498,755	4,393,258	383,394	-	7,689,665
2008	488,459	4,733,128	332,048	8,839	8,163,682
2009	491,429	5,236,404	332,947	1,371	8,563,103
2010	492,597	5,287,909	400,762	1,320	8,685,294
2011	272,274	5,573,116	232,843	1,548	8,760,273
2012	346,749	5,706,207	266,825	652	9,038,277

EWR

Olympia Trails - currently serves Bryant Park and GCT, formerly served lower Manhattan and Penn Station

Express #300 bus - currently serves PABT

NJT Rail Services & AirTrain - currently serves Manhattan and various points in New Jersey

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

JFK

New York Airport Service - currently serves GCT and the PABT in Manhattan (formerly known as Carey bus),

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

LGA

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

SWF

Leprechaun Bus - currently serves Beacon Metro-North commuter rail station

4.2.1

Annual Totals 1999 to 2012

Paid Parked Cars

YEAR	EWR	JFK	LGA	SWF*	REGION
1999	5,935,846	4,736,602	2,790,760	-	13,463,208
2000	5,921,144	4,726,660	2,942,561	-	13,590,365
2001	5,396,562	4,493,573	2,619,336	-	12,509,471
2002	4,844,475	4,724,885	2,542,071	-	12,111,431
2003	4,398,127	4,958,635	2,314,150	-	11,670,912
2004	4,397,346	5,196,064	2,305,507	-	11,898,917
2005	4,306,993	4,762,364	2,250,659	-	11,320,016
2006	4,466,632	4,283,499	2,092,066	124,608	10,966,805
2007	4,246,706	4,753,459	1,874,350	404,505	11,279,020
2008	3,762,446	4,570,687	1,645,465	353,075	10,331,673
2009	3,272,762	4,429,201	1,467,839	157,363	9,327,165
2010	3,105,058	4,337,572	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

SWF* Historical data prior to 2006 not available

4.3.1

Taxi Dispatch Passengers

Annual Totals 1999 to 2012

Outbound Passengers	EWR	JFK	LGA	SWF Visconti Cab Company	REGION
1999	-	-	-	-	-
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

Ground Transportation Center Bookings*

Annual Totals 1999 to 2012

Outbound Only	EWR	JFK	LGA	SWF No data available	REGION
1999	223,098	272,216	258,204	-	753,518
2000	219,107	238,335	242,366	-	699,808
2001	192,485	181,538	211,271	-	585,294
2002	165,276	261,423	195,446	-	622,145
2003	167,592	238,063	186,444	-	592,099
2004	164,206	251,793	184,034	-	600,033
2005	105,572	191,131	129,887	-	426,590
2006	110,022	166,026	151,795	-	427,843
2007	84,304	149,322	122,802	-	356,428
2008	94,335	156,553	102,510	-	353,398
2009	103,706	169,021	108,489	-	381,216
2010	104,697	171,736	115,681	-	392,114
2011	99,826	175,785	117,143	-	392,754
2012	111,175	204,480	123,988	-	439,643

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

4.4.1

Annual Totals 1993 to 2012

Airport Employment

YEAR	EWR	JFK	LGA	SWF	REGION
1993	17,821	35,154	10,272	n/a	63,247
1994	18,572	37,365	9,180	n/a	65,117
1995	n/a	n/a	n/a	n/a	n/a
1996	n/a	n/a	n/a	n/a	n/a
1997	n/a	n/a	n/a	n/a	n/a
1998	n/a	n/a	n/a	n/a	n/a
1999	24,270	37,396	10,034	n/a	71,700
2000	n/a	n/a	n/a	n/a	n/a
2001	n/a	n/a	n/a	n/a	n/a
2002*	20,000	29,500	9,400	n/a	58,900
2003	n/a	n/a	n/a	n/a	n/a
2004	18,352	29,519	7,874	n/a	55,745
2005	n/a	30,988	9,110	n/a	40,098
2006	n/a	32,350	9,172	n/a	41,522
2007	20,900	34,576	8,796	n/a	64,272
2008	22,449	25,201	9,510	n/a	57,160
2009	20,304	30,851	9,411	1,194	61,760
2010	20,091	34,761	7,891	n/a	62,743
2011	20,716	36,352	10,284	1,139	68,491
2012	20,283	34,924	11,068	1,113	67,388

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

Note*: 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.

4.5.1

Economic Impact of the Aviation Industry

New York/New Jersey Region

IMPACT	EWR	JFK	LGA	REGION
2012 Passenger Operating Impact				
Wages	\$3,567	\$5,153	\$2,438	\$11,158
Sales	\$10,062	\$14,325	\$6,903	\$31,290
Jobs	63,980	91,810	43,450	199,240
Visitor Economic Impact				
Wages	\$2,669	\$3,657	\$1,840	\$8,166
Sales	\$7,081	\$9,726	\$4,882	\$21,689
Jobs	62,849	86,528	43,174	192,551
Cargo Impact				
Wages	\$1,262	\$2,133	\$17	\$3,412
Sales	\$3,487	\$6,338	\$38	\$9,863
Jobs	19,900	34,130	230	54,260
Capital Spending Impact				
Wages	\$21	\$53	\$12	\$87
Sales	\$82	\$209	\$48	\$340
Jobs	375	937	221	1,533
Total Regional Economic Impact				
Wages	\$7,519	\$10,996	\$4,308	\$22,823
Sales	\$20,712	\$30,599	\$11,871	\$63,182
Jobs	147,104	213,405	87,075	447,584

*Jobs: Operations consists of employment directly related to servicing aircraft, passengers, freight and mail on airport.
All monetary values are in millions of 2012 dollars. Jobs include direct and indirect employees.

Credits

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The Honorable Chris Christie, Governor, State of New Jersey

The Port Authority of New York and New Jersey

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