



# AIRPORT TRAFFIC REPORT

*John F. Kennedy International Airport*

*Newark Liberty International Airport*

*LaGuardia Airport*

*Stewart International Airport*

*Atlantic City International Airport*

*Teterboro Airport*

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April 1, 2016

The consistency of our passenger records is a testament to the resiliency of our airport system and the region we serve.

I am happy to share the Port Authority Aviation Department's 2015 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.

#### **2015 IN PERSPECTIVE**

By any measure, 2015 was a spectacular year for the Port Authority's airport system. Our airports handled an all-time record high 124.2 million passengers, growing 5.9 percent over 2014. This represents the biggest annual increase since we gained 6.2 percent in 2005, and we easily outperformed the national 4.8 percent growth rate as well. To put the 124.2 million total passenger mark in perspective, imagine it as if it represented the population of a country. If that were the case, it would rank 11th in the world, just behind Japan's 127 million citizens and more than Mexico, Philippines, Vietnam, Egypt, and every country in Europe.

This marks our third consecutive record year, and it's the first time we've broken nine different passenger records. The region as a whole and all three major Port Authority airports set these individual records:

- Most total passengers, system-wide, 124.2 million
- Most international passengers, system-wide, 43.6 million
- Most total passengers, JFK, 56.8 million
- Most international passengers, JFK, 30 million
- Most domestic passengers, JFK, 26.8 million
- Most total passengers, LaGuardia, 28.4 million
- Most domestic passengers, LaGuardia, 26.7 million
- Most total passengers, Newark, 37.5 million
- Most domestic passengers, Newark, 25.7 million

All three major airports enjoyed growth in 2015. JFK was up 6.8 percent, EWR up 5.3 percent, and LGA up 5.4 percent. ACY traffic fell 0.9 percent in large part due to local economic conditions, and SWF was down 9 percent as airlines reduced capacity due to a number of factors, including an industry-wide shortage of pilots brought on partly by regulatory changes.

The consistency of our passenger records is a testament to the resiliency of our airport system and the region we serve. Our rate of growth exceeded that of four of the top five U.S. airports – ATL, ORD, DEN and DAL – and as economic engines, the Port Authority's airport system has few rivals. Today, our airports support more 588,800 jobs paying \$30.6 billion in annual wages and generating \$84.7 billion in annual sales.

Cargo deserves a special mention. While it significantly weakened in the second half of the year, it nevertheless had a positive year, growing 1.2 percent. The growth is significant because it represents the first time since 2004 that we have had consecutive years of cargo growth.

#### **2016 OUTLOOK**

Similar to last year, air travel in 2016 has started on rocky footing as a January blizzard created delays and cancellations. However, the outlook for the full year remains optimistic. We anticipate 2016 passenger traffic to grow 2.5-3 percent, which would establish another all-time record.

2015 was a  
spectacular year for  
the Port Authority's  
airport system.

The same cannot be said of cargo, which weakened significantly in the second half of 2015, even as the economy was growing and jet fuel prices were falling. Clearly, demand for air freight has weakened or shifted to other modes. The weakness has spilled over to 2016, and as a result, we are anticipating a flat to negative performance from cargo in 2016.

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

A handwritten signature in black ink, appearing to read "R. Tragale". The signature is fluid and cursive, with a large initial "R" and a long, sweeping tail.

Ralph Tragale  
Assistant Director  
Aviation Customer, Industry and External Affairs

# John F. Kennedy International Airport

## HISTORY

- Construction for a new international airport began in 1942 under a New York City contract on the site of the Idlewild Golf Course in Queens, New York City.
- The Port Authority of New York and New Jersey began operating the soon-to-open airport on June 1, 1947, under a lease with the City of New York.
- On July 9, 1948, commercial flights began flying into and out of the newly opened New York International Airport.
- The airport was rededicated John F. Kennedy International Airport on December 24, 1963, in memory of the nation's 35th president.
- On February 7, 1964, the Beatles arrived for the first time in the United States and entertained reporters and the public at a press conference in the former International Arrivals Building. Over the decades, the airport has been a gateway for numerous presidents and dignitaries, including thousands who have arrived throughout the years for the annual United Nations General Assembly.
- In 2000, JFK welcomed its one-billionth passenger.
- In 2004, the Port Authority and the City of New York concluded an agreement that ensures the agency's continued operation of JFK through 2050.
- JFK made airport history on March 19, 2007, when the A380, the world's largest passenger aircraft, touched down on U.S. soil for the first time in a route-proving test, and again on August 1, 2008, when an Emirates Airline A380 landed at JFK—the first regularly scheduled arrival of the A380 in the United States.
- In 2013, JFK surpassed 50 million annual passengers for the first time in its history.

## SIZE AND LOCATION

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

## AVIATION ROLE

JFK has been recognized for decades as the premier U.S. gateway for passengers and cargo. JFK is the busiest airport in the New York City metropolitan area, and among the busiest in North America and the world. In 2015, the airport handled

a record 56.8 million passengers, and more than 1.3 million tons of cargo. The airport handled about 30 million international passengers in 2015, also an all-time record. About 85 airlines operate out of the airport, serving about 165 nonstop destinations.

## EMPLOYMENT AND ECONOMIC IMPACT

About 37,000 people are employed at the airport. The airport contributes about \$42 billion in economic activity to the New York-New Jersey metropolitan region, generating about 284,500 total jobs and \$15.1 billion in annual wages.

## INVESTMENT

The City of New York invested about \$150 million in the original construction of the airport. Since then, the Port Authority has invested more than \$7.5 billion in JFK.

## REDEVELOPMENT

Major JFK redevelopment work includes several projects undertaken by the Port Authority and its airline and airport partners, including JetBlue's Terminal 5 and T5i, and American Airlines' Terminal 8, along with parking garages for both terminals. Delta Air Lines partnered with the Port Authority and Terminal 4 to construct a new state-of-the-art terminal space at Terminal 4, replacing the antiquated space it occupied in Terminal 3. The \$1.2 billion expansion, which enhanced capacity by nine passenger gates and added space for more aircraft parking, opened in May 2013.

A \$457 million rehabilitation of Runway 4L-22R was completed in 2015, and includes new runway safety areas, navigational aids, and operational enhancements to increase safety, efficiency and reduce delays. The Port Authority also invested nearly \$350 million to completely reconstruct JFK's Bay Runway, the airport's main runway and one of the longest commercial runways in the country. Both projects added new high-speed exits for landing aircraft. The new taxiways will enable swifter departures and easier access from taxiways to terminal gates, saving time on the ground for all passengers at JFK. On the books in the near future are two runway and several taxiway rehabilitation projects that will continue JFK's efforts to maintain our pavements in the best condition and enhance the operational efficiencies of the airport.

## CENTRAL TERMINAL AREA (CTA)

JFK has six airline terminals surrounded by a dual ring of peripheral taxiways. The original CTA was enlarged from

655 to 880 acres by relocating taxiways to provide needed space for expanding the passenger terminals. There are more than 125 aircraft gates serving the six terminals. The CTA also includes a cogeneration plant that produces the power supply for JFK, and the heating and air conditioning for the entire CTA.

## TERMINALS

- The Terminal One Group, a consortium of airlines – Air France, Japan Airlines, Korean Air, and Lufthansa – built the 11-gate international Terminal 1 on the site of the old Eastern Airlines Terminal. It opened in 1998.
- Delta Air Lines operates Terminal 2 and completed the expansion of Terminal 4 during 2013. Delta vacated Terminal 3 when the newly expanded Terminal 4 opened in May 2013. After 50 years of service to JFK, Terminal 3 was demolished.
- The 1.5-million-square-foot, common-use Terminal 4 opened in May 2001. Terminal 4 includes separate levels for departures and arrivals, consolidated ticketing and baggage operations, improved customer facilities, duty-free retail shops, and a wide variety of eateries. A Welcome Center opened in 2009. Delta Air Lines redeveloped a portion of the terminal by adding nine new gates, and other enhancements and amenities, which opened in 2013.
- JetBlue's Terminal 5 opened in 2008. The Port Authority provided nearly \$800 million toward the jointly financed, 26-gate, 635,000-square-foot terminal, which is designed to handle up to 20 million passengers per year. In 2012, JetBlue broke ground on T5i, a 145,000-square-foot expansion to accommodate JetBlue international arrivals. The project was completed 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.
- American Airlines' \$1.2 billion transformation of 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 completed \$20 million in restoration and preservation



measures for JFK's historic TWA Flight Center in advance of an adaptive re-use redevelopment program, which will create hotel space and related services in the Central Terminal Area.

#### **ROADWAY ACCESS AND GROUND TRANSPORTATION**

A roadway configuration in the Central Terminal Area divides the roadway network into five terminal areas so motorists can make direct connections between terminals, parking lots, and airport expressways. In addition to AirTrain JFK, the airport also is served by taxis, airport coaches, and several car rental agencies.

#### **AIRTRAIN JFK**

Opened in 2003, the light-rail system connects JFK with the Long Island Rail Road and New York City subway and bus lines. More than 7.1 million paid passengers used the system in 2015, and millions more rode the free portion of the system to connect between terminals, and to parking lots and rental car areas. Recent improvements include digital signage, expanded closed-circuit television and audio recording systems for monitoring critical communications.

#### **PARKING**

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

#### **CARGO**

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

#### **RUNWAYS/TAXIWAYS**

- JFK's runway system consists of two pairs of parallel runways (4L-22R, 4R-22L and 13L-31R, 13R-31L) aligned at right angles. Total runway length is nine miles.
- The Bay Runway reconstruction project widened 13R-31L from 150 to 200 feet wide in 2011. Runway 4R-22L was widened from 150 to 200 feet in 2002.

- All runways have high-intensity runway edge lighting, centerline and taxiway exit lighting, and are grooved to improve skid resistance and minimize hydroplaning.

- Taxiways total approximately 45 miles in length with widths of 75 feet or 82 feet. There are shoulders and erosion control pavements on each side of the taxiways. Other features include the taxiway centerline light system and a sign system, illuminated at night to provide directional information for taxiing aircraft.

- The Port Authority invested \$200 million for taxiway and airside rehabilitation to prepare for the A380 aircraft, and more than \$150 million was dedicated to fund technical and customer service initiatives to combat airport delays.

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

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

## HISTORY

- The metropolitan area's first major airport, Newark Airport was built by the City of Newark on 68 acres of marshland. After the airport's opening on October 1, 1928, it quickly became the world's busiest commercial airport.
- During World War II, the airport was operated by the Army Air Corps.
- After the Port Authority assumed responsibility for Newark Airport's operations on March 22, 1948, the agency added an instrument runway, a passenger terminal, a control tower, and an air cargo center.
- The Central Terminal Area was constructed and opened in 1973. Other construction during the early 1970s included the Port Authority Administration Building, the Central Heating and Refrigeration Plant, and taxiways and roadways.
- In 1989, a two-building maintenance complex opened.
- In 1996, the International Arrivals Facility opened in Terminal B, and the automated monorail began operating between terminals and parking lots.
- Terminal C opened in 1988 as the hub of Continental Airlines, and later underwent numerous upgrades.
- In 2001, the monorail was extended to the Northeast Corridor and renamed AirTrain Newark.
- In 2002, the airport was renamed Newark Liberty International Airport to memorialize all those who lost their lives on September 11, 2001. Also in 2002, the Port Authority and the City of Newark agreed to extend the lease through 2065.

## SIZE AND LOCATION

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

## AVIATION ROLE

Newark Liberty International Airport is among the busiest North American and international airports. In 2015, about 37.5 million passengers used the airport, an all-time record. About 30 airlines operate out of the airport, serving more than 150 nonstop destinations.

## EMPLOYMENT AND ECONOMIC IMPACT

About 21,000 people are employed at Newark Airport. The airport contributes about \$25.3 billion in economic activity to the New York-New Jersey

metropolitan region, generating about 176,900 total jobs and \$9.2 billion in annual wages.

## INVESTMENT

The City of Newark spent more than \$8.2 million on the construction and development of Newark Airport. The U.S. government spent more than \$15.1 million prior to 1948. Since assuming the airport's lease in 1948, the Port Authority has invested more than \$5.2 billion at the airport.

## REDEVELOPMENT

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

## CENTRAL TERMINAL AREA (CTA)

The 425-acre oval Central Terminal Area was built as part of a large-scale airport redevelopment program in the 1960s and early 1970s. The CTA consists of three passenger terminals: A, B, and C, and a first-class, ten-story, 585-room hotel with meeting rooms, a pool and fitness center, two restaurants and a bar.

## PASSENGER TERMINALS

- Construction of Terminal A began in October 1967, and the facility opened in August 1973. With 28 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, and includes a Welcome Center. Planning for the redevelopment of Terminal A is well under way.
- Terminal B's modernization expanded the two-level facility into three levels. Highlights include inline baggage screening systems and passenger screening systems, a baggage claim hall, departure areas, ticket counters, additional passenger lounges and concessions, and a Welcome Center. Terminal B has 15 international arrivals gates.
- Terminal C opened in 1988. Continental Airlines' Global Gateway project in 2001 added 600,000 square feet of space and turned the facility into a three-level terminal with two levels for departures. The C-3 concourse added 19 gates – bringing the terminal's total

to 57 – 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 Welcome Center also was added. In 2010, Continental merged with United Airlines.

- As part of the 2014 remodeling of the Terminal B food court, now named Liberty Terrace, Westfield Concessions invested approximately \$65,000 to add a custom wall shop unit in the corridor adjacent the food court with a variety of tenants hailing from the state of New Jersey. Travel America was opened in a converted space on the International Arrivals level on the U.S. Customs exit ramp. In the B2 satellite, EJE Duty Free moved from their original location in the rotunda to become a dramatic walk-through duty free visited by all outgoing B2 passengers. The walk-through spans the entire length of the satellite concourse with an impressive modern design. Garden State Diner, an icon at EWR since the early 1990s, opened in a new location in August 2015.
- OTG is making a \$120 million investment to upgrade and expand Terminal C's dining and shopping options, with completion scheduled for 2016.

## ROADWAYS

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

## AIRTRAIN NEWARK

AirTrain Newark, the airport's automated monorail, opened for service on-airport between terminals and parking lots in 1996. The system was extended to a new station on the Northeast Corridor Rail Line in 2001, providing passengers with connections to NJ Transit and Amtrak trains for links between the airport and New York City, Philadelphia, points across New Jersey, and beyond. More than 2.5 million paid riders used the system in 2015 to connect to the airport at the Northeast Corridor Rail Link station, along with millions of others who used the system free of charge to travel between passenger terminals, and to connect to parking lots and rental car areas.



**PARKING**

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

**CARGO**

The airport is the overnight express package center for the NY/NJ region, offering a full range of short-, medium-, and long-haul services to domestic and international destinations. In 2010, FedEx agreed to continue hub operations at Newark Liberty and committed to a 20-year lease extension. FedEx installed a rooftop solar electric system to provide more than 15 percent of the hub's energy needs. Newark Liberty handled more than 700,000 tons of cargo in 2015.

**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 to reduce community noise impacts. Visual aids include high-intensity edge lights, LED centerline and touchdown zone lighting, and high-speed exit taxiway centerline lighting. More than 12 miles of 75-foot-wide taxiways link the three runways with the central terminal and cargo areas. A \$42 million rehabilitation of Runway 4R-22L was completed in 2012, and a \$97 million rehabilitation of Runway 4L-22R, including the construction of multi-entrance and cross taxiways was completed in 2014. Runway 4R-22L changed its approach lighting system to an ALSF-2, and additional high-speeds P2 and P3 were completed in 2013. Runway 22L also was upgraded to a Cat III approach system allowing for landings in poor weather conditions.

**PORT AUTHORITY ADMINISTRATION BUILDING**

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

**AIR TRAFFIC CONTROL TOWER**

A 325-foot air traffic control tower was commissioned in 2003, the fourth in the airport's history. The rooftop of the Port Authority Administration Building features what is believed to be the first air traffic control tower ever built. The first air route traffic control center was also established on the airport in 1935.

## HISTORY

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

## SIZE AND LOCATION

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

## AVIATION ROLE

LaGuardia Airport is one of the nation's leading domestic gateways for business travel, and is the primary business/short-haul airport for New York City. LaGuardia Airport set a new all-time record in 2015 with more than 28.4 million passengers. Eleven airlines serve 75 nonstop destinations at LaGuardia Airport, which relative to its size, holds the distinction of being the most efficient airport in the world, handling more passengers per acre per year than any other airport.

## EMPLOYMENT AND ECONOMIC IMPACT

LaGuardia Airport employs about 12,000 people. The airport contributes about \$17.7 billion in economic activity to the New York-New Jersey metropolitan region, generating about 129,100 total jobs and \$6.4 billion in annual wages.

## INVESTMENT

Original construction by the City of New York cost \$40 million. The Port Authority's total capital investment in the airport to date is about \$2.6 billion.

## REDEVELOPMENT

Planning is well under way for the multi-billion dollar redevelopment of Terminal B, including related airport infrastructure. A new \$86 million electrical substation provides a more reliable and robust source of power for the airport. Hangars 2 and 4 located just east of Terminal B were demolished in anticipation of redevelopment construction. In 2010, the Port Authority completed the airport's Police Crisis Command Center and Aircraft Rescue and Firefighting (ARFF) Facility and the Federal Aviation Administration (FAA) began operating from a new tower.

## PASSENGER TERMINALS

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

- Dedicated on April 17, 1964, Terminal B (also known as the Central Terminal Building) serves most of the airport's scheduled domestic airlines. It is 1,300 feet long and 180 feet wide, with approximately 750,000 square feet of floor space. Originally constructed at a cost of \$36 million and then expanded and modernized for \$340 million in the 1990s, the terminal consists of a four-story central section, two three-story wings, and four concourses that accommodate 35 aircraft contact gates. 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 some American Airlines flights, 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. It is operated by Delta Air Lines and hosts Canadian carrier WestJet. In 2010, Delta enhanced and expanded the terminal's food, retail, and concessions options, and the Port Authority opened a Welcome Center on the arrivals level. Delta expanded its operations into Terminal C following its takeover of the US Airways lease of Terminal C in 2011, and invested nearly \$100 million in its terminal complex to improve customer access, speed baggage handling, and improve the concessions and customer service experience. In 2012, Delta opened a 600-foot-long enclosed walkway connecting Terminals C and D.

## PARKING

LaGuardia Airport offers more than 5,600 public parking spaces, including a 2,650-space, five-level parking garage; E-Z Pass Plus in all parking lots; Express Pay machines in Lots 2, 4, and 5; and a 55-space metered lot. In 2011, the airport introduced a Premium Reservations program that enables customers the ability to reserved parking spaces. In 2013, the Port Authority's Board of Commissioners authorized a new \$82.9 million East Parking Garage, a critical early step toward the airport's redevelopment that will culminate with the replacement of Terminal B. The new 1,100-space garage opened in the summer of 2015. During the summer of 2016, construction will begin on a new 3,000-space West Parking Garage, and the airport's current parking garage (P2) and long-term parking lot (P3) will close.

## RUNWAYS

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

As part of an FAA Runway Safety Area project, two new Engineered Materials Arresting Systems (EMAS) beds were installed on Runways 4 and 31 in 2015.

**AIR TRAFFIC CONTROL TOWER**

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

## HISTORY

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

## SIZE AND LOCATION

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

## AVIATION ROLE

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

airlines operate at the airport, offering direct access to a number of major U.S. hubs with connections to virtually anywhere in the world. Stewart handled about 282,000 passengers and more than 15,100 tons of cargo in 2015.

## EMPLOYMENT AND ECONOMIC IMPACT

The airport contributes about \$347 million in annual economic activity to its region, generating about 2,400 total jobs and more than \$123 million in annual wages. More than half the capital projects initiated by the Port Authority have been awarded to local firms and contractors.

## INVESTMENT

A \$100 million project that rehabilitated and modernized both runways was completed in mid-2015, representing the largest investment ever made in a single project in Stewart's history. Since the Port Authority took over Stewart Airport in November 2007, it has invested more than \$173 million to make improvements. Planned investments include continued improvements to infrastructure, safety and security projects, parking, roadways, terminal upgrades, customer service, and amenities.

## REDEVELOPMENT

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

in 2019. The Port Authority built a new \$10 million regional crime lab for the New York State Police as part of an agreement that ensures the police force continues to guard and protect the airport. The lab opened in 2015.

## PASSENGER TERMINAL

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

## ROADWAY ACCESS AND GROUND TRANSPORTATION

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

## PARKING

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

## CARGO

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

### **RUNWAYS**

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

### **AIR TRAFFIC CONTROL TOWER**

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



# Atlantic City International Airport

## HISTORY

In 1940, Atlantic City's government purchased a vast parcel of land comprising 4,312 acres for the construction of a more modern airport to replace the Atlantic City Municipal Airport (Bader Field). Construction began in 1941 and was completed in earnest to meet the national security needs of a nation at war.

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

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

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

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

## AVIATION ROLE

Atlantic City International Airport serves residents of central and southern New Jersey and Pennsylvania. It is a well-situated alternative to the region's big New York City and Philadelphia airports. As a shared-use airport with unrestricted airspace, the airport experiences fewer delays compared to regional airports that operate in congested airspace. The airport can accommodate more than 3 million passengers each year.

Atlantic City International Airport offers scheduled non-stop flights to destinations in Florida and Myrtle Beach with connections to Latin America, the Caribbean Islands, and Mexico, along with seasonal service to Atlanta, Boston, Chicago, Detroit, and West Palm Beach.

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

## REDEVELOPMENT

In 2005, the airport completed a taxiway relocation project, designed to allow room for future terminal and aircraft parking expansion.

In 2008, Atlantic City International Airport erected a \$26.3 million six-story parking garage, with 1,400 spaces. The parking garage is located directly across the street from the terminal.

In 2011, a \$27 million, 75,000-square-foot terminal expansion was completed. The modernization project included a new federal inspection station, state-of-the-art international gateway, additional passenger loading bridges and gates, technological upgrades, baggage carousel enhancements, additional retail space, and improved check-in capabilities.

On July 12, 2013, Atlantic City International Airport opened a new 40,700-square-foot Aircraft Rescue and Fire Fighting (ARFF) station. The station comprises drive-through apparatus bays permitting vehicles to be immediately poised to respond to an airport emergency. The ARFF station replaced a half-century old facility leased from the FAA that was built in 1965. The new station significantly improves emergency staff's ability to respond to structural fires, aircraft incidents, and motor vehicle collisions. As part of the Atlantic County mutual aid network, the ARFF provides emergency assistance to surrounding communities when needed. Construction of the \$15.4 million ARFF facility was largely funded through an FAA grant.

Under construction and adjacent to the airport is the Stockton Aviation Research and Technology Park, a research center dedicated to the advancement of new air traffic control technologies.

## EMPLOYMENT AND ECONOMIC IMPACT

Atlantic City International Airport complex contributes \$678 million in economic activity to the New Jersey region, employs over 2,700 people, and provides over 7,700 jobs to the region.

Commercial and general aviation activities at Atlantic City International Airport provide over 700 these jobs.

## FACILITIES

Atlantic City International Airport's passenger terminal, the Civil Terminal Building, opened in 1961. The two-story, 185,000-square-foot terminal features 10 gates, 9 jet-boarding bridges, ticket counters, and gate areas. Other amenities include news and gift shops, three restaurants, and ATMs. High-speed broadband wireless connectivity via Wi-Fi service is available on the second floor of the terminal.

The 10,000-foot runway with arresting gear for military aircraft is capable of landing any aircraft in the fleet today. The airport measures more than 5,000 acres. To put this in perspective, this facility is large enough to fit all of Newark Liberty International Airport, Philadelphia International Airport, and 60 percent of LaGuardia Airport within the footprint of land at Atlantic City International Airport.

## ROADWAYS

Atlantic City International Airport is located minutes from Exit 9 of the Atlantic City Expressway, a major thoroughfare accessible from I-95 and the Garden State Parkway.

## TRANSPORTATION

Car rental agencies are located in the parking garage directly across from the passenger terminal. Taxi, limousine, and shuttle services are also available on site.

## PARKING

The airport offers 3,562 short-term, daily, and economy long-term parking spaces. A six-story parking garage with a covered walkway is located within steps of the terminal. Within walking distance is a surface parking lot. A free shuttle service is provided between surface parking lots and the terminal. A cell phone lot is conveniently located near the terminal.

#### **RUNWAYS**

Atlantic City International Airport has two runways: 4/22 is 6,144 by 150 feet (1,873 x 46 m) asphalt/concrete; 13/31 is 10,000 by 150 feet (3,048 x 46 m) asphalt.

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

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

#### **SECURITY AND SAFETY**

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

## HISTORY

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

## SIZE AND LOCATION

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

## AVIATION ROLE

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

## EMPLOYMENT AND ECONOMIC IMPACT

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

## INVESTMENT

The Port Authority has invested more than \$380 million to upgrade the airport's facilities and open new areas of service to the aviation community.

## REDEVELOPMENT

Plans are under way to develop 15 acres of unimproved land at Teterboro that will deliver more efficient operations by better meeting the needs of newer, more efficient aircraft through

improvements to aeronautical areas. Primary improvements throughout the airport include two new 40,000-square-foot hangars, a 30,000-square-foot hangar, a modernized terminal building, and paved parking for aircraft.

## BUSINESS SERVICES

- Fixed-Based Operations – Teterboro Airport is served by four fixed-based operators that provide a range of services for private, general aviation 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 – Couriers and small package cargo shippers operate at Teterboro Airport.
- Public Service – Teterboro Airport serves as the primary receiving point for hearts and other human organs used for life-saving transplant operations performed at medical centers throughout the region.
- International Travel – Customs clearance services are available at the airport.

## FACILITIES

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

## RUNWAYS AND TAXIWAYS

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

Runway 1-19 (North/South) is 7,000 feet long and 150 feet wide, and is equipped with HIRL and REILS. Runway 19 approach is equipped with a PAPI and Runway 1 approach is equipped

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

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

## CERTIFICATION STATUS

In 1973, Teterboro Airport voluntarily applied for and received certification for safety under Part 139 of the Federal Aviation Administration (FAA) Regulations. It was the first general aviation airport in the nation to have this certification. The certification requires that the airport operator meet prescribed operating and safety standards, terms, and 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

2015 – 167,236  
2010 – 149,530  
2000 – 181,903  
1990 – 160,307  
1980 – 231,017

## AIR TRAFFIC CONTROL TOWER

The control tower, which is open 24 hours a day, was constructed on the east side of the airport by the FAA and went into operation on October 29, 1975. Plans to construct a new tower are progressing.

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## 1.1.1 JFK

# COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2002 to 2015

### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	113,473	83	9,899	45,395	1,542	10,364	180,756
2003	120,002	221	8,850	34,213	2,580	8,290	174,156
2004	141,019	197	8,933	44,025	1,706	8,734	204,614
2005	150,258	204	8,193	59,973	1,728	9,886	230,242
2006	166,970	217	7,419	64,971	1,180	9,656	250,413
2007	192,606	215	7,586	91,600	1,297	9,654	302,958
2008	187,501	50	6,820	83,428	1,605	8,621	288,025
2009	177,208	30	5,723	81,302	1,398	7,143	272,804
2010	168,811	39	5,942	68,726	1,184	7,743	252,445
2011	171,153	25	5,588	73,405	1,234	8,098	259,503
2012	175,552	22	5,363	58,939	755	9,724	250,355
2013	175,688	18	5,397	57,105	461	9,662	248,331
2014	179,490	673	5,701	58,334	356	10,346	254,900
2015	193,729	21	5,850	53,509	394	11,513	265,016

### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	87,366	1,909	13,999	2,863	754	–	106,891
2003	85,402	1,961	15,163	2,701	935	–	106,162
2004	94,219	1,378	15,027	3,726	1,110	–	115,460
2005	97,527	1,266	14,380	5,209	1,324	–	119,706
2006	106,491	1,023	13,417	5,814	1,269	–	128,014
2007	118,233	1,823	13,311	6,231	1,198	–	140,796
2008	125,785	488	10,926	11,964	1,203	–	150,366
2009	123,444	171	7,839	10,503	525	–	142,482
2010	124,710	188	9,387	9,714	526	–	144,525
2011	127,323	182	9,668	11,742	320	–	149,235
2012	130,864	691	8,539	11,127	152	–	151,373
2013	138,645	133	8,016	10,866	136	–	157,796
2014	150,658	191	6,973	10,518	114	–	168,454
2015	156,909	118	6,948	9,751	155	–	173,881

### Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	200,839	1,992	23,898	48,258	2,296	10,364	287,647
2003	205,404	2,182	24,013	36,914	3,515	8,290	280,318
2004	235,238	1,575	23,960	47,751	2,816	8,734	320,074
2005	247,785	1,470	22,573	65,182	3,052	9,886	349,948
2006	273,461	1,240	20,836	70,785	2,449	9,656	378,427
2007	310,839	2,038	20,897	97,831	2,495	9,654	443,754
2008	313,286	538	17,746	95,392	2,808	8,621	438,391
2009	300,652	201	13,562	91,805	1,923	7,143	415,286
2010	293,521	227	15,329	78,440	1,710	7,743	396,970
2011	298,476	207	15,256	85,147	1,554	8,098	408,738
2012	306,416	713	13,902	70,066	907	9,724	401,728
2013	314,333	151	13,413	67,971	597	9,662	406,127
2014	330,148	864	12,674	68,852	470	10,346	423,354
2015	350,638	139	12,798	63,260	549	11,513	438,897

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	204,996	727	24,057	96,852	957	15,260	342,849
2003	189,214	1,252	24,469	110,726	651	14,064	340,376
2004	188,233	512	25,058	135,428	423	15,095	364,749
2005	180,606	322	24,719	138,989	352	14,992	359,980
2006	185,996	217	25,337	136,363	356	14,376	362,645
2007	181,414	384	23,902	126,785	202	14,786	347,473
2008	164,519	219	21,799	141,655	137	12,736	341,065
2009	144,577	418	18,475	144,648	128	11,443	319,689
2010	131,384	339	19,008	150,934	111	11,599	313,375
2011	138,804	506	18,736	142,243	306	11,420	312,015
2012	142,829	375	17,690	145,482	1,011	11,009	318,396
2013	144,757	373	16,895	146,170	1,440	11,341	320,976
2014	143,052	453	17,684	131,808	1,443	11,010	305,450
2015	149,604	391	20,291	138,485	1,882	12,954	323,607

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	51,299	1,077	2,133	7,988	467	–	62,964
2003	51,704	1,232	2,255	10,771	525	–	66,487
2004	57,192	663	2,069	11,991	773	–	72,688
2005	60,348	182	2,119	13,284	328	–	76,261
2006	62,082	131	2,900	17,292	206	–	82,611
2007	66,806	33	3,305	18,274	39	–	88,457
2008	71,356	85	3,363	18,141	40	–	92,985
2009	67,466	103	3,122	21,415	26	–	92,132
2010	72,439	171	3,134	20,121	80	–	95,945
2011	75,232	105	3,142	19,465	65	–	98,009
2012	72,690	76	2,406	20,503	56	–	95,731
2013	69,822	62	1,643	21,163	76	–	92,766
2014	71,548	106	1,347	18,756	154	–	91,911
2015	71,676	195	1,306	16,643	94	–	89,914

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	256,295	1,804	26,190	104,840	1,424	15,260	405,813
2003	240,918	2,484	26,724	121,497	1,176	14,064	406,863
2004	245,425	1,175	27,127	147,419	1,196	15,095	437,437
2005	240,954	504	26,838	152,273	680	14,992	436,241
2006	248,078	348	28,237	153,655	562	14,376	445,256
2007	248,220	417	27,207	145,059	241	14,786	435,930
2008	235,875	304	25,162	159,796	177	12,736	434,050
2009	212,043	521	21,597	166,063	154	11,443	411,821
2010	203,823	510	22,142	171,055	191	11,599	409,320
2011	214,036	611	21,878	161,708	371	11,420	410,024
2012	215,519	451	20,096	165,985	1,067	11,009	414,127
2013	214,579	435	18,538	167,333	1,516	11,341	413,742
2014	214,600	559	19,031	150,564	1,597	11,010	397,361
2015	221,280	586	21,597	155,128	1,976	12,954	413,521

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	187,812	87	–	141,369	519	13,530	343,317
2003	184,113	142	–	156,883	563	14,206	355,907
2004	192,263	124	–	169,811	694	14,777	377,669
2005	191,910	98	–	169,111	456	15,706	377,281
2006	189,222	58	–	173,998	311	14,390	377,979
2007	181,482	90	–	174,451	310	13,990	370,323
2008	175,060	52	–	169,896	244	10,866	356,118
2009	156,940	96	–	165,384	228	8,835	331,483
2010	161,675	84	–	165,965	173	9,416	337,313
2011	159,391	88	–	175,111	264	9,035	343,889
2012	161,560	73	–	169,620	202	9,239	340,694
2013	156,247	63	–	172,051	213	9,292	337,866
2014	157,115	39	–	163,280	205	9,143	329,782
2015	167,577	44	–	155,924	218	9,336	333,099

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	17,080	7	–	2,028	7	–	19,122
2003	15,527	1	–	3,522	4	–	19,054
2004	15,034	0	–	7,066	6	–	22,106
2005	17,467	2	–	6,118	3	–	23,590
2006	13,782	0	–	8,186	3	–	21,971
2007	12,615	12	–	8,593	4	–	21,224
2008	12,599	19	–	10,164	8	–	22,790
2009	11,093	2	–	11,808	2	–	22,905
2010	11,570	15	–	12,717	1	–	24,303
2011	10,835	20	–	11,120	6	–	21,981
2012	15,012	0	–	14,283	0	–	29,295
2013	16,460	2	–	16,527	6	–	32,995
2014	12,055	6	–	19,359	9	–	31,429
2015	12,799	3	–	14,370	3	–	27,175

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	204,892	94	–	143,397	526	13,530	362,439
2003	199,640	143	–	160,405	567	14,206	374,961
2004	207,297	124	–	176,877	700	14,777	399,775
2005	209,377	100	–	175,229	459	15,706	400,871
2006	203,004	58	–	182,184	314	14,390	399,950
2007	194,097	102	–	183,044	314	13,990	391,547
2008	187,659	71	–	180,060	252	10,866	378,908
2009	168,033	98	–	177,192	230	8,835	354,388
2010	173,245	99	–	178,682	174	9,416	361,616
2011	170,226	108	–	186,231	270	9,035	365,870
2012	176,572	73	–	183,903	202	9,239	369,989
2013	172,707	65	–	188,578	219	9,292	370,861
2014	169,170	45	–	182,639	214	9,143	361,211
2015	180,376	47	–	170,294	221	9,336	360,274

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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	7,265	106	73,644	83,149
2007	6,783	–	1,520	7,756	–	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	5,350	193	39,175	47,047
2011	1,651	–	1,160	5,836	169	37,672	46,488
2012	1,768	–	1,261	5,734	95	33,286	42,144
2013	1,729	–	1,278	4,535	75	31,266	38,883
2014	1,643	–	1,274	4,311	58	29,591	36,877
2015	1,653	2	1,313	3,631	32	31,192	37,823

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	3	–	–	–	–	–	3
2003	9	–	–	–	–	–	9
2004	11	–	–	–	–	–	11
2005	28	–	–	–	–	–	28
2006	25	2	34	8	–	–	69
2007	–	–	20	–	–	–	20
2008	–	–	8	–	–	–	8
2009	–	–	3	–	3	–	6
2010	–	–	–	–	–	–	–
2011	–	20	1	–	21	–	42
2012	–	–	12	–	1	–	13
2013	–	–	20	–	2	–	22
2014	–	–	4	–	–	–	4
2015	–	–	11	–	–	–	11

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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	7,273	106	73,644	83,218
2007	6,783	–	1,540	7,756	–	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	5,350	193	39,175	47,047
2011	1,651	20	1,161	5,836	190	37,672	46,530
2012	1,768	–	1,273	5,734	96	33,286	42,157
2013	1,729	–	1,298	4,535	77	31,266	38,905
2014	1,643	–	1,278	4,311	58	29,591	36,881
2015	1,653	2	1,324	3,631	32	31,192	37,834

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	11,977	3,370	–	–	–	29,666	45,013
2003	13,341	2,755	–	–	–	27,558	43,654
2004	14,230	3,129	–	–	–	29,667	47,026
2005	13,347	3,349	–	–	–	29,972	46,668
2006	13,627	4,001	–	–	–	30,605	48,233
2007	14,176	3,642	–	–	–	25,199	43,017
2008	11,218	3,298	–	–	–	24,905	39,421
2009	10,419	2,496	–	–	–	22,650	35,565
2010	12,957	2,639	–	–	–	22,671	38,267
2011	9,893	2,505	–	–	–	20,814	33,212
2012	8,723	2,183	–	–	51	20,223	31,180
2013	6,967	2,641	–	–	177	20,416	30,201
2014	8,046	2,015	–	963	82	18,573	29,679
2015	7,563	2,588	–	–	84	17,020	27,255

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	–	–	–	–	–	–	–
2003	–	–	–	–	–	–	–
2004	–	2	–	–	–	–	2
2005	–	3	–	–	–	–	3
2006	–	–	–	–	–	–	–
2007	–	1	–	–	–	–	1
2008	–	–	–	–	–	–	–
2009	–	–	–	–	–	–	–
2010	–	–	–	–	–	–	–
2011	–	–	–	–	–	–	–
2012	–	23	–	–	–	–	23
2013	–	37	–	–	2	–	39
2014	6	34	–	–	–	–	40
2015	129	24	–	–	–	–	153

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	11,977	3,370	–	–	–	29,666	45,013
2003	13,341	2,755	–	–	–	27,558	43,654
2004	14,230	3,131	–	–	–	29,667	47,028
2005	13,347	3,352	–	–	–	29,972	46,671
2006	13,627	4,001	–	–	–	30,605	48,233
2007	14,176	3,643	–	–	–	25,199	43,018
2008	11,218	3,298	–	–	–	24,905	39,421
2009	10,419	2,496	–	–	–	22,650	35,565
2010	12,957	2,639	–	–	–	22,671	38,267
2011	9,893	2,505	–	–	–	20,814	33,212
2012	8,723	2,206	–	–	51	20,223	31,203
2013	6,967	2,678	–	–	179	20,416	30,240
2014	8,052	2,049	–	963	82	18,573	29,719
2015	7,692	2,612	–	–	84	17,020	27,408

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



## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	–	–	–	–	–	200,599	200,599
2003	–	–	–	–	–	193,807	193,807
2004	–	–	–	–	–	202,400	202,400
2005	–	–	–	–	–	196,129	196,129
2006	–	–	–	–	–	187,840	187,840
2007	–	–	–	–	–	182,101	182,101
2008	–	–	–	–	–	161,039	161,039
2009	–	–	–	–	–	132,746	132,746
2010	–	–	–	–	–	143,380	143,380
2011	–	–	–	–	–	145,792	145,792
2012	–	–	–	–	–	141,119	141,119
2013	–	–	–	–	–	148,207	148,207
2014	–	–	–	–	–	154,611	154,611
2015	–	–	–	–	–	159,707	159,707

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	–	–	–	–	–	–	–
2003	–	–	–	–	–	–	–
2004	–	–	–	–	–	–	–
2005	–	–	–	–	–	–	–
2006	–	–	–	–	–	–	–
2007	–	–	–	–	–	–	–
2008	–	–	–	–	–	1,394	1,394
2009	–	–	–	–	–	5,144	5,144
2010	–	–	–	–	–	6,150	6,150
2011	–	–	–	–	–	6,455	6,455
2012	–	–	–	–	–	6,357	6,357
2013	–	–	–	–	–	6,825	6,825
2014	–	–	–	–	–	7,231	7,231
2015	–	–	–	–	–	7,529	7,529

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	–	–	–	–	–	200,599	200,599
2003	–	–	–	–	–	193,807	193,807
2004	–	–	–	–	–	202,400	202,400
2005	–	–	–	–	–	196,129	196,129
2006	–	–	–	–	–	187,840	187,840
2007	–	–	–	–	–	182,101	182,101
2008	–	–	–	–	–	162,433	162,433
2009	–	–	–	–	–	137,890	137,890
2010	–	–	–	–	–	149,530	149,530
2011	–	–	–	–	–	152,247	152,247
2012	–	–	–	–	–	147,476	147,476
2013	–	–	–	–	–	155,032	155,032
2014	–	–	–	–	–	161,842	161,842
2015	–	–	–	–	–	167,236	167,236

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

### 1.1.1 REGION

## COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Annual Totals 2002 to 2015

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	525,990	4,267	33,956	283,616	3,018	68,820	919,667
2003	516,601	4,370	33,319	301,822	3,794	64,118	924,024
2004	547,712	3,962	33,991	349,264	2,823	68,273	1,006,025
2005	547,829	3,973	32,912	368,073	2,536	70,556	1,025,879
2006	556,358	4,525	34,315	382,597	1,953	142,671	1,122,419
2007	576,461	4,331	33,008	400,592	1,809	134,729	1,150,930
2008	543,739	3,619	30,221	401,719	1,998	115,968	1,097,264
2009	490,598	3,040	25,131	396,751	1,777	86,809	1,004,106
2010	476,253	3,101	25,853	390,975	1,661	90,604	988,447
2011	480,892	3,124	25,484	396,595	1,973	87,039	995,107
2012	490,432	2,653	24,314	379,775	2,114	83,481	982,769
2013	485,388	3,095	23,570	379,861	2,366	81,977	976,257
2014	489,346	3,180	24,659	358,696	2,144	78,663	956,688
2015	520,126	3,046	27,454	351,549	2,610	82,015	986,800

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	155,748	2,993	16,132	12,879	1,228	–	188,980
2003	152,642	3,194	17,418	16,994	1,464	–	191,712
2004	166,456	2,043	17,096	22,783	1,889	–	210,267
2005	175,370	1,453	16,499	24,611	1,655	–	219,588
2006	182,380	1,156	16,351	31,300	1,478	–	232,665
2007	197,654	1,869	16,636	33,098	1,241	–	250,498
2008	209,740	592	14,297	40,269	1,251	–	266,149
2009	202,003	276	10,964	43,726	556	–	257,525
2010	208,719	374	12,521	42,552	607	–	264,773
2011	213,390	327	12,811	42,327	412	–	269,267
2012	218,566	790	10,957	45,913	209	–	276,435
2013	224,927	234	9,679	48,556	222	–	283,618
2014	234,267	337	8,324	48,633	277	–	291,838
2015	241,513	340	8,265	40,764	252	–	291,134

#### Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2002	681,738	7,260	50,088	296,495	4,246	68,820	1,108,647
2003	669,243	7,564	50,737	318,816	5,258	64,118	1,115,736
2004	714,168	6,005	51,087	372,047	4,712	68,273	1,216,292
2005	723,199	5,426	49,411	392,684	4,191	70,556	1,245,467
2006	738,738	5,681	50,666	413,897	3,431	142,671	1,355,084
2007	774,115	6,200	49,644	433,690	3,050	134,729	1,401,428
2008	753,479	4,211	44,518	441,988	3,249	115,968	1,363,413
2009	692,601	3,316	36,095	440,477	2,333	86,809	1,261,631
2010	684,972	3,475	38,374	433,527	2,268	90,604	1,253,220
2011	694,282	3,451	38,295	438,922	2,385	87,039	1,264,374
2012	708,998	3,443	35,271	425,688	2,323	83,481	1,259,204
2013	710,315	3,329	33,249	428,417	2,588	81,977	1,259,875
2014	723,613	3,517	32,983	407,329	2,421	78,663	1,248,526
2015	761,639	3,386	35,719	392,313	2,862	82,015	1,277,934

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	14,608	–	454	3,715	19	601	19,397	8.9%
Feb	13,777	2	432	3,318	29	686	18,244	8.0%
Mar	15,982	4	448	3,766	17	724	20,941	1.4%
Apr	16,338	–	489	4,233	28	752	21,840	5.0%
May	17,005	2	480	4,532	28	1,034	23,081	2.4%
Jun	17,018	3	493	4,427	33	1,026	23,000	-0.2%
Jul	17,784	1	512	4,716	36	1,200	24,249	3.0%
Aug	17,962	–	473	4,903	27	1,092	24,457	0.7%
Sep	15,899	2	482	4,741	30	1,538	22,692	2.8%
Oct	16,444	1	524	5,142	41	1,132	23,284	7.1%
Nov	14,691	2	454	5,107	30	960	21,244	5.1%
Dec	16,221	4	609	4,909	76	768	22,587	5.8%
<b>Total 2015</b>	<b>193,729</b>	<b>21</b>	<b>5,850</b>	<b>53,509</b>	<b>394</b>	<b>11,513</b>	<b>265,016</b>	<b>3.9%</b>
<b>% Change 2014 to 2015</b>	<b>7.9%</b>	<b>-96.9%</b>	<b>1.2%</b>	<b>-8.3%</b>	<b>10.7%</b>	<b>11.3%</b>	<b>3.9%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	11,826	4	543	762	10	–	13,145	4.2%
Feb	10,406	1	553	694	19	–	11,673	3.9%
Mar	12,108	8	589	818	21	–	13,544	2.2%
Apr	12,761	10	578	854	18	–	14,221	4.7%
May	13,287	9	591	968	10	–	14,865	3.5%
Jun	14,114	12	551	930	4	–	15,611	3.1%
Jul	15,552	9	572	944	15	–	17,092	4.5%
Aug	15,623	8	556	896	19	–	17,102	2.5%
Sep	13,148	13	566	781	2	–	14,510	3.5%
Oct	12,856	13	600	706	12	–	14,187	2.4%
Nov	11,973	4	636	589	12	–	13,214	0.2%
Dec	13,255	27	613	809	13	–	14,717	4.0%
<b>Total 2015</b>	<b>156,909</b>	<b>118</b>	<b>6,948</b>	<b>9,751</b>	<b>155</b>	<b>–</b>	<b>173,881</b>	<b>3.2%</b>
<b>% Change 2014 to 2015</b>	<b>4.1%</b>	<b>-38.2%</b>	<b>-0.4%</b>	<b>-7.3%</b>	<b>37.2%</b>	<b>–</b>	<b>3.2%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	26,434	4	997	4,477	29	601	32,542	7.0%
Feb	24,183	3	985	4,012	48	686	29,917	6.3%
Mar	28,090	12	1,037	4,584	38	724	34,485	1.7%
Apr	29,099	10	1,067	5,087	46	752	36,061	4.9%
May	30,292	11	1,071	5,500	38	1,034	37,946	2.8%
Jun	31,132	15	1,044	5,357	37	1,026	38,611	1.1%
Jul	33,336	10	1,084	5,660	51	1,200	41,341	3.6%
Aug	33,585	8	1,029	5,799	46	1,092	41,559	1.4%
Sep	29,047	15	1,048	5,522	32	1,538	37,202	3.1%
Oct	29,300	14	1,124	5,848	53	1,132	37,471	5.2%
Nov	26,664	6	1,090	5,696	42	960	34,458	3.1%
Dec	29,476	31	1,222	5,718	89	768	37,304	5.1%
<b>Total 2015</b>	<b>350,638</b>	<b>139</b>	<b>12,798</b>	<b>63,260</b>	<b>549</b>	<b>11,513</b>	<b>438,897</b>	<b>3.7%</b>
<b>% Change 2014 to 2015</b>	<b>6.2%</b>	<b>-83.9%</b>	<b>0.4%</b>	<b>-8.1%</b>	<b>17.1%</b>	<b>11.3%</b>	<b>3.7%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	11,272	41	1,515	10,332	182	784	24,126	3.3%
Feb	10,599	26	1,546	9,052	144	844	22,211	7.9%
Mar	12,664	47	1,630	10,858	151	818	26,168	-1.3%
Apr	13,001	31	1,730	11,425	159	954	27,300	15.7%
May	12,821	15	1,600	11,642	149	1,274	27,501	16.6%
Jun	12,920	6	1,613	11,713	156	1,294	27,702	4.3%
Jul	13,361	15	1,751	12,349	145	1,204	28,825	6.3%
Aug	12,993	20	1,530	12,560	181	1,258	28,542	2.6%
Sep	11,964	20	1,687	11,789	118	1,126	26,704	3.7%
Oct	12,818	43	1,788	12,663	171	1,284	28,767	9.7%
Nov	12,429	66	1,544	12,430	170	1,080	27,719	4.1%
Dec	12,762	61	2,357	11,672	156	1,034	28,042	1.3%
<b>Total 2015</b>	<b>149,604</b>	<b>391</b>	<b>20,291</b>	<b>138,485</b>	<b>1,882</b>	<b>12,954</b>	<b>323,607</b>	<b>5.9%</b>
<b>% Change 2014 to 2015</b>	<b>4.6%</b>	<b>-13.7%</b>	<b>14.7%</b>	<b>5.1%</b>	<b>30.4%</b>	<b>17.7%</b>	<b>5.9%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	5,441	5	93	1,488	10	-	7,037	-0.5%
Feb	4,915	10	97	1,364	4	-	6,390	3.1%
Mar	6,047	10	105	1,490	10	-	7,662	-4.8%
Apr	6,309	17	103	1,455	16	-	7,900	5.1%
May	6,088	13	117	1,364	4	-	7,586	-5.1%
Jun	6,224	12	102	1,307	10	-	7,655	-4.8%
Jul	6,957	49	107	1,323	8	-	8,444	-6.0%
Aug	6,826	9	116	1,371	6	-	8,328	-1.4%
Sep	5,563	30	119	1,379	0	-	7,091	-0.3%
Oct	5,584	10	123	1,463	1	-	7,181	-2.1%
Nov	5,401	26	109	1,345	14	-	6,895	-3.2%
Dec	6,321	4	115	1,294	11	-	7,745	-3.6%
<b>Total 2015</b>	<b>71,676</b>	<b>195</b>	<b>1,306</b>	<b>16,643</b>	<b>94</b>	<b>-</b>	<b>89,914</b>	<b>-2.2%</b>
<b>% Change 2014 to 2015</b>	<b>0.2%</b>	<b>84.0%</b>	<b>-3.0%</b>	<b>-11.3%</b>	<b>-39.0%</b>	<b>-</b>	<b>-2.2%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	16,713	46	1,608	11,820	192	784	31,163	2.4%
Feb	15,514	36	1,643	10,416	148	844	28,601	6.8%
Mar	18,711	57	1,735	12,348	161	818	33,830	-2.1%
Apr	19,310	48	1,833	12,880	175	954	35,200	13.2%
May	18,909	28	1,717	13,006	153	1,274	35,087	11.1%
Jun	19,144	18	1,715	13,020	166	1,294	35,357	2.2%
Jul	20,318	64	1,858	13,672	153	1,204	37,269	3.2%
Aug	19,819	29	1,646	13,931	187	1,258	36,870	1.6%
Sep	17,527	50	1,806	13,168	118	1,126	33,795	2.9%
Oct	18,402	53	1,911	14,126	172	1,284	35,948	7.1%
Nov	17,830	92	1,653	13,775	184	1,080	34,614	2.5%
Dec	19,083	65	2,472	12,966	167	1,034	35,787	0.2%
<b>Total 2015</b>	<b>221,280</b>	<b>586</b>	<b>21,597</b>	<b>155,128</b>	<b>1,976</b>	<b>12,954</b>	<b>413,521</b>	<b>4.1%</b>
<b>% Change 2014 to 2015</b>	<b>3.1%</b>	<b>4.8%</b>	<b>13.5%</b>	<b>3.0%</b>	<b>23.7%</b>	<b>17.7%</b>	<b>4.1%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	13,224	–	–	12,017	11	722	25,974	5.8%
Feb	12,244	–	–	10,723	19	670	23,656	5.5%
Mar	14,683	–	–	12,323	20	764	27,790	-1.4%
Apr	14,619	3	–	13,274	12	840	28,748	1.0%
May	14,508	6	–	12,895	24	926	28,359	0.1%
Jun	14,354	4	–	12,476	7	740	27,581	-2.4%
Jul	14,403	7	–	14,338	17	716	29,481	4.3%
Aug	14,387	11	–	14,659	31	742	29,830	2.0%
Sep	13,679	4	–	13,580	28	836	28,127	1.5%
Oct	14,241	5	–	14,122	21	806	29,195	-0.4%
Nov	13,250	2	–	13,314	16	810	27,392	0.9%
Dec	13,985	2	–	12,203	12	764	26,966	-3.2%
<b>Total 2015</b>	<b>167,577</b>	<b>44</b>	<b>–</b>	<b>155,924</b>	<b>218</b>	<b>9,336</b>	<b>333,099</b>	<b>1.0%</b>
<b>% Change 2014 to 2015</b>	<b>6.7%</b>	<b>12.8%</b>	<b>–</b>	<b>-4.5%</b>	<b>6.3%</b>	<b>2.1%</b>	<b>1.0%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	820	2	–	1,358	–	–	2,180	-11.5%
Feb	809	–	–	1,217	1	–	2,027	-9.8%
Mar	953	–	–	1,350	–	–	2,303	-16.2%
Apr	1,000	–	–	1,457	–	–	2,457	-9.5%
May	1,156	–	–	1,440	–	–	2,596	-3.4%
Jun	1,097	–	–	1,438	–	–	2,535	-5.2%
Jul	1,147	–	–	1,356	–	–	2,503	-7.5%
Aug	1,135	–	–	1,293	1	–	2,429	-14.7%
Sep	1,129	1	–	1,036	–	–	2,166	-23.1%
Oct	1,216	–	–	968	1	–	2,185	-22.8%
Nov	1,154	–	–	778	–	–	1,932	-16.7%
Dec	1,183	–	–	679	–	–	1,862	-21.6%
<b>Total 2015</b>	<b>12,799</b>	<b>3</b>	<b>–</b>	<b>14,370</b>	<b>3</b>	<b>–</b>	<b>27,175</b>	<b>-13.5%</b>
<b>% Change 2014 to 2015</b>	<b>6.2%</b>	<b>-50.0%</b>	<b>–</b>	<b>-25.8%</b>	<b>-66.7%</b>	<b>–</b>	<b>-13.5%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	14,044	2	–	13,375	11	722	28,154	4.2%
Feb	13,053	–	–	11,940	20	670	25,683	4.1%
Mar	15,636	–	–	13,673	20	764	30,093	-2.7%
Apr	15,619	3	–	14,731	12	840	31,205	0.1%
May	15,664	6	–	14,335	24	926	30,955	-0.2%
Jun	15,451	4	–	13,914	7	740	30,116	-2.7%
Jul	15,550	7	–	15,694	17	716	31,984	3.3%
Aug	15,522	11	–	15,952	32	742	32,259	0.6%
Sep	14,808	5	–	14,616	28	836	30,293	-0.7%
Oct	15,457	5	–	15,090	22	806	31,380	-2.4%
Nov	14,404	2	–	14,092	16	810	29,324	-0.5%
Dec	15,168	2	–	12,882	12	764	28,828	-4.7%
<b>Total 2015</b>	<b>180,376</b>	<b>47</b>	<b>–</b>	<b>170,294</b>	<b>221</b>	<b>9,336</b>	<b>360,274</b>	<b>-0.3%</b>
<b>% Change 2014 to 2015</b>	<b>6.6%</b>	<b>4.4%</b>	<b>–</b>	<b>-6.8%</b>	<b>3.3%</b>	<b>2.1%</b>	<b>-0.3%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	132	–	97	256	13	1,816	2,314	-13.8%
Feb	128	–	95	228	7	1,839	2,297	-6.9%
Mar	138	–	110	251	–	2,119	2,618	-8.1%
Apr	137	–	116	325	–	2,719	3,297	-0.4%
May	144	–	108	366	–	2,980	3,598	4.1%
Jun	135	–	110	352	–	2,593	3,190	-3.5%
Jul	142	–	111	355	–	2,893	3,501	-3.0%
Aug	141	–	98	354	–	3,351	3,944	16.5%
Sep	136	–	114	317	–	3,136	3,703	10.0%
Oct	140	–	110	269	8	2,971	3,498	9.0%
Nov	138	2	96	265	4	2,731	3,236	17.9%
Dec	142	–	148	293	–	2,044	2,627	5.5%
<b>Total 2015</b>	<b>1,653</b>	<b>2</b>	<b>1,313</b>	<b>3,631</b>	<b>32</b>	<b>31,192</b>	<b>37,823</b>	<b>2.6%</b>
<b>% Change 2014 to 2015</b>	<b>0.6%</b>	<b>–</b>	<b>3.1%</b>	<b>-15.8%</b>	<b>-44.8%</b>	<b>5.4%</b>	<b>2.6%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	–	–	1	–	–	–	1	100.0%
Feb	–	–	–	–	–	–	–	–
Mar	–	–	2	–	–	–	2	100.0%
Apr	–	–	–	–	–	–	–	–
May	–	–	4	–	–	–	4	100.0%
Jun	–	–	–	–	–	–	–	–
Jul	–	–	4	–	–	–	4	–
Aug	–	–	–	–	–	–	–	–
Sep	–	–	–	–	–	–	–	–
Oct	–	–	–	–	–	–	–	–
Nov	–	–	–	–	–	–	–	–
Dec	–	–	–	–	–	–	–	–
<b>Total 2015</b>	<b>–</b>	<b>–</b>	<b>11</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>11</b>	<b>175.0%</b>
<b>% Change 2014 to 2015</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>175.0%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	132	–	98	256	13	1,816	2,315	-13.8%
Feb	128	–	95	228	7	1,839	2,297	-6.9%
Mar	138	–	112	251	–	2,119	2,620	-8.1%
Apr	137	–	116	325	–	2,719	3,297	-0.4%
May	144	–	112	366	–	2,980	3,602	4.3%
Jun	135	–	110	352	–	2,593	3,190	-3.5%
Jul	142	–	115	355	–	2,893	3,505	-3.0%
Aug	141	–	98	354	–	3,351	3,944	16.5%
Sep	136	–	114	317	–	3,136	3,703	10.0%
Oct	140	–	110	269	8	2,971	3,498	9.0%
Nov	138	2	96	265	4	2,731	3,236	17.9%
Dec	142	–	148	293	–	2,044	2,627	5.5%
<b>Total 2015</b>	<b>1,653</b>	<b>2</b>	<b>1,324</b>	<b>3,631</b>	<b>32</b>	<b>31,192</b>	<b>37,834</b>	<b>2.6%</b>
<b>% Change 2014 to 2015</b>	<b>0.6%</b>	<b>100.0%</b>	<b>3.6%</b>	<b>-15.8%</b>	<b>-44.8%</b>	<b>5.4%</b>	<b>2.6%</b>	

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



## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION*	TOTAL	% CHANGE 2014-15
Jan	667	164	-	-	2	1,059	1,892	0.5%
Feb	610	175	-	-	10	964	1,759	-7.8%
Mar	716	191	-	-	4	1,310	2,221	6.0%
Apr	719	182	-	-	3	1,399	2,303	-9.3%
May	682	282	-	-	5	1,714	2,683	-10.9%
Jun	640	287	-	-	8	1,598	2,533	-12.4%
Jul	679	313	-	-	18	1,744	2,754	-9.2%
Aug	674	248	-	-	5	1,970	2,897	-11.2%
Sep	534	191	-	-	8	1,563	2,296	-10.8%
Oct	494	200	-	-	8	1,358	2,060	-13.4%
Nov	553	191	-	-	3	1,299	2,046	-9.9%
Dec	595	164	-	-	10	1,042	1,811	-1.4%
<b>Total 2015</b>	<b>7,563</b>	<b>2,588</b>	<b>-</b>	<b>-</b>	<b>84</b>	<b>17,020</b>	<b>27,255</b>	<b>-8.2%</b>
<b>% Change 2014 to 2015</b>	<b>-6.0%</b>	<b>28.4%</b>	<b>-</b>	<b>-100.0%</b>	<b>2.4%</b>	<b>-8.4%</b>	<b>-8.2%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION*	TOTAL	% CHANGE 2014-15
Jan	-	1	-	-	-	-	1	-
Feb	-	1	-	-	-	-	1	-50.0%
Mar	-	3	-	-	-	-	3	-25.0%
Apr	-	3	-	-	-	-	3	-25.0%
May	14	2	-	-	-	-	16	700.0%
Jun	35	1	-	-	-	-	36	414.3%
Jul	34	5	-	-	-	-	39	875.0%
Aug	38	3	-	-	-	-	41	925.0%
Sep	8	-	-	-	-	-	8	60.0%
Oct	-	4	-	-	-	-	4	-42.9%
Nov	-	-	-	-	-	-	-	-
Dec	-	1	-	-	-	-	1	-
<b>Total 2015</b>	<b>129</b>	<b>24</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>153</b>	<b>282.5%</b>
<b>% Change 2014 to 2015</b>	<b>2050.0%</b>	<b>-29.4%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>282.5%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION*	TOTAL	% CHANGE 2014-15
Jan	667	165	-	-	2	1,059	1,893	0.5%
Feb	610	176	-	-	10	964	1,760	-7.8%
Mar	716	194	-	-	4	1,310	2,224	6.0%
Apr	719	185	-	-	3	1,399	2,306	-9.4%
May	696	284	-	-	5	1,714	2,699	-10.4%
Jun	675	288	-	-	8	1,598	2,569	-11.4%
Jul	713	318	-	-	18	1,744	2,793	-8.0%
Aug	712	251	-	-	5	1,970	2,938	-10.0%
Sep	542	191	-	-	8	1,563	2,304	-10.6%
Oct	494	204	-	-	8	1,358	2,064	-13.5%
Nov	553	191	-	-	3	1,299	2,046	-9.9%
Dec	595	165	-	-	10	1,042	1,812	-1.4%
<b>Total 2015</b>	<b>7,692</b>	<b>2,612</b>	<b>-</b>	<b>-</b>	<b>84</b>	<b>17,020</b>	<b>27,408</b>	<b>-7.8%</b>
<b>% Change 2014 to 2015</b>	<b>-4.5%</b>	<b>27.5%</b>	<b>-</b>	<b>-100.0%</b>	<b>2.4%</b>	<b>-8.4%</b>	<b>-7.8%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2014-15
Jan	–	–	–	–	–	10,404	10,404	-6.6%
Feb	–	–	–	–	–	11,297	11,297	6.0%
Mar	–	–	–	–	–	12,736	12,736	8.3%
Apr	–	–	–	–	–	13,435	13,435	6.9%
May	–	–	–	–	–	14,883	14,883	-0.7%
Jun	–	–	–	–	–	14,085	14,085	6.2%
Jul	–	–	–	–	–	12,942	12,942	9.3%
Aug	–	–	–	–	–	11,834	11,834	2.7%
Sep	–	–	–	–	–	14,868	14,868	0.5%
Oct	–	–	–	–	–	15,109	15,109	2.6%
Nov	–	–	–	–	–	14,296	14,296	6.9%
Dec	–	–	–	–	–	13,818	13,818	-1.2%
<b>Total 2015</b>	–	–	–	–	–	<b>159,707</b>	<b>159,707</b>	<b>3.3%</b>
<b>% Change 2014 to 2015</b>	–	–	–	–	–	<b>3.3%</b>	<b>3.3%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2014-15
Jan	–	–	–	–	–	630	630	-0.2%
Feb	–	–	–	–	–	526	526	10.5%
Mar	–	–	–	–	–	650	650	15.0%
Apr	–	–	–	–	–	633	633	6.2%
May	–	–	–	–	–	688	688	9.9%
Jun	–	–	–	–	–	664	664	8.0%
Jul	–	–	–	–	–	526	526	-8.5%
Aug	–	–	–	–	–	503	503	12.3%
Sep	–	–	–	–	–	707	707	-0.4%
Oct	–	–	–	–	–	661	661	2.0%
Nov	–	–	–	–	–	696	696	3.7%
Dec	–	–	–	–	–	645	645	-3.7%
<b>Total 2015</b>	–	–	–	–	–	<b>7,529</b>	<b>7,529</b>	<b>4.1%</b>
<b>% Change 2014 to 2015</b>	–	–	–	–	–	<b>4.1%</b>	<b>4.1%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL	% CHANGE 2014-15
Jan	–	–	–	–	–	11,034	11,034	-6.3%
Feb	–	–	–	–	–	11,823	11,823	6.2%
Mar	–	–	–	–	–	13,386	13,386	8.6%
Apr	–	–	–	–	–	14,068	14,068	6.9%
May	–	–	–	–	–	15,571	15,571	-0.2%
Jun	–	–	–	–	–	14,749	14,749	6.3%
Jul	–	–	–	–	–	13,468	13,468	8.4%
Aug	–	–	–	–	–	12,337	12,337	3.0%
Sep	–	–	–	–	–	15,575	15,575	0.5%
Oct	–	–	–	–	–	15,770	15,770	2.5%
Nov	–	–	–	–	–	14,992	14,992	6.8%
Dec	–	–	–	–	–	14,463	14,463	-1.3%
<b>Total 2015</b>	–	–	–	–	–	<b>167,236</b>	<b>167,236</b>	<b>3.3%</b>
<b>% Change 2014 to 2015</b>	–	–	–	–	–	<b>3.3%</b>	<b>3.3%</b>	

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

## 1.1.2 REGION

# COMMERCIAL AND NON-COMMERCIAL AIRCRAFT MOVEMENTS

Monthly Totals 2015

### Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	39,903	205	2,066	26,320	227	4,982	73,703	4.9%
Feb	37,358	203	2,073	23,321	209	5,003	68,167	6.0%
Mar	44,183	242	2,188	27,198	192	5,735	79,738	-0.7%
Apr	44,814	216	2,335	29,257	202	6,664	83,488	6.1%
May	45,160	305	2,188	29,435	206	7,928	85,222	5.3%
Jun	45,067	300	2,216	28,968	204	7,251	84,006	-0.1%
Jul	46,369	336	2,374	31,758	216	7,757	88,810	3.8%
Aug	46,157	279	2,101	32,476	244	8,413	89,670	1.9%
Sep	42,212	217	2,283	30,427	184	8,199	83,522	2.5%
Oct	44,137	249	2,422	32,196	249	7,551	86,804	4.7%
Nov	41,061	263	2,094	31,116	223	6,880	81,637	3.3%
Dec	43,705	231	3,114	29,077	254	5,652	82,033	1.0%
<b>Total 2015</b>	<b>520,126</b>	<b>3,046</b>	<b>27,454</b>	<b>351,549</b>	<b>2,610</b>	<b>82,015</b>	<b>986,800</b>	<b>3.1%</b>
<b>% Change 2014 to 2015</b>	<b>6.3%</b>	<b>-4.2%</b>	<b>11.0%</b>	<b>-2.0%</b>	<b>21.7%</b>	<b>4.3%</b>	<b>3.1%</b>	

### International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	18,087	12	637	3,608	20	–	22,364	1.0%
Feb	16,130	12	650	3,275	24	–	20,091	2.1%
Mar	19,108	21	696	3,658	31	–	23,514	-2.3%
Apr	20,070	30	681	3,766	34	–	24,581	3.2%
May	20,545	24	712	3,772	14	–	25,067	0.1%
Jun	21,470	25	653	3,675	14	–	25,837	-0.1%
Jul	23,690	63	683	3,623	23	–	28,082	0.1%
Aug	23,622	20	672	3,560	26	–	27,900	-0.3%
Sep	19,848	44	685	3,196	2	–	23,775	-0.8%
Oct	19,656	27	723	3,137	14	–	23,557	-2.0%
Nov	18,528	30	745	2,712	26	–	22,041	-2.6%
Dec	20,759	32	728	2,782	24	–	24,325	-1.0%
<b>Total 2015</b>	<b>241,513</b>	<b>340</b>	<b>8,265</b>	<b>40,764</b>	<b>252</b>	<b>–</b>	<b>291,134</b>	<b>-0.2%</b>
<b>% Change 2014 to 2015</b>	<b>3.1%</b>	<b>0.9%</b>	<b>-0.7%</b>	<b>-16.2%</b>	<b>-8.7%</b>	<b>–</b>	<b>-0.2%</b>	

### Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2014-15
Jan	57,990	217	2,703	29,928	247	4,982	96,067	3.9%
Feb	53,488	215	2,723	26,596	233	5,003	88,258	5.1%
Mar	63,291	263	2,884	30,856	223	5,735	103,252	-1.0%
Apr	64,884	246	3,016	33,023	236	6,664	108,069	5.4%
May	65,705	329	2,900	33,207	220	7,928	110,289	4.1%
Jun	66,537	325	2,869	32,643	218	7,251	109,843	-0.1%
Jul	70,059	399	3,057	35,381	239	7,757	116,892	2.9%
Aug	69,779	299	2,773	36,036	270	8,413	117,570	1.4%
Sep	62,060	261	2,968	33,623	186	8,199	107,297	1.8%
Oct	63,793	276	3,145	35,333	263	7,551	110,361	3.2%
Nov	59,589	293	2,839	33,828	249	6,880	103,678	2.0%
Dec	64,464	263	3,842	31,859	278	5,652	106,358	0.5%
<b>Total 2015</b>	<b>761,639</b>	<b>3,386</b>	<b>35,719</b>	<b>392,313</b>	<b>2,862</b>	<b>82,015</b>	<b>1,277,934</b>	<b>2.3%</b>
<b>% Change 2014 to 2015</b>	<b>5.3%</b>	<b>-3.7%</b>	<b>8.0%</b>	<b>-3.7%</b>	<b>18.3%</b>	<b>4.3%</b>	<b>2.3%</b>	

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

## JFK

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2002	173,984	6,772	3,663	19,698	3,725	9,184	56,195	14,426	287,647
2003	166,198	7,958	4,425	19,817	3,896	8,425	54,247	15,352	280,318
2004	194,935	9,679	5,178	21,663	3,954	9,679	58,312	16,674	320,074
2005	219,672	10,570	6,604	20,814	4,142	10,093	60,385	17,668	349,948
2006	239,670	10,743	8,052	20,813	5,115	11,146	65,960	16,928	378,427
2007	293,130	9,828	8,285	23,424	7,558	12,092	72,271	17,166	443,754
2008	278,965	9,060	13,850	25,577	8,243	11,806	74,939	15,951	438,391
2009	263,832	8,972	11,289	29,220	7,228	11,854	68,822	14,069	415,286
2010	242,987	9,458	10,221	31,713	6,625	12,763	67,762	15,441	396,970
2011	249,977	9,526	11,871	31,942	5,441	13,207	70,700	16,074	408,738
2012	239,333	11,022	11,139	33,281	6,915	15,349	68,763	15,926	401,728
2013	236,981	11,350	11,065	35,880	8,902	15,409	70,167	16,373	406,127
2014	243,287	11,613	11,264	40,931	8,709	17,101	74,113	16,335	423,353
2015	254,000	11,008	10,931	41,203	10,211	16,608	77,745	17,191	438,897

## EWR

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2002	337,473	5,376	17,533	7,694	3,941	3,995	27,903	1,898	405,813
2003	335,185	5,191	20,031	8,354	3,690	3,932	28,758	1,722	406,863
2004	358,830	5,919	21,358	9,656	3,918	4,354	31,365	2,037	437,437
2005	354,556	5,424	21,084	8,909	4,075	4,474	34,716	3,003	436,241
2006	356,033	6,612	22,304	8,225	3,719	5,125	39,869	3,369	445,256
2007	342,280	5,193	22,536	8,849	3,908	4,688	45,259	3,217	435,930
2008	337,154	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,050
2009	316,516	3,173	30,200	8,534	3,699	4,649	41,476	3,574	411,821
2010	310,754	2,621	32,137	8,926	3,918	4,669	42,332	3,963	409,320
2011	310,180	1,835	32,486	8,703	3,529	4,770	44,682	3,839	410,024
2012	316,447	1,949	34,040	8,846	3,483	5,635	40,189	3,538	414,127
2013	319,009	1,967	33,346	8,181	3,634	5,631	38,586	3,388	413,742
2014	301,830	2,644	29,319	10,315	3,845	5,764	39,089	3,579	396,385
2015	320,481	3,126	27,881	10,572	4,228	5,560	38,159	3,514	413,521

## LGA

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2002	343,317	–	17,377	1,745	–	–	–	–	362,439
2003	355,906	1	17,138	1,916	–	–	–	–	374,961
2004	377,669	–	19,908	2,198	–	–	–	–	399,775
2005	377,281	–	21,556	2,034	–	–	–	–	400,871
2006	377,979	–	20,831	1,140	–	–	–	–	399,950
2007	370,323	–	20,048	1,176	–	–	–	–	391,547
2008	356,118	–	22,076	714	–	–	–	–	378,908
2009	331,483	–	22,573	332	–	–	–	–	354,388
2010	337,313	–	23,957	346	–	–	–	–	361,616
2011	343,889	–	21,924	57	–	–	–	–	365,870
2012	340,694	–	28,652	643	–	–	–	–	369,989
2013	337,866	–	31,701	1,294	–	–	–	–	370,861
2014	329,782	–	30,881	548	–	–	–	–	361,211
2015	333,099	–	27,041	133	–	–	1	–	360,274

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

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

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

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

## SWF

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2002	7,732	–	2	–	–	–	1	–	7,735
2003	9,931	–	2	3	–	–	2	2	9,940
2004	11,967	–	2	–	1	1	5	2	11,978
2005	11,708	–	3	–	1	–	20	4	11,736
2006	83,149	–	35	2	–	1	31	–	83,218
2007	87,159	–	–	–	–	–	20	–	87,179
2008	72,635	–	–	–	–	–	8	–	72,643
2009	44,565	–	–	–	–	–	6	–	44,571
2010	47,047	–	–	–	–	–	–	–	47,047
2011	46,488	–	–	–	41	–	1	–	46,530
2012	42,144	–	–	–	–	–	13	–	42,157
2013	38,883	–	–	–	–	–	22	–	38,905
2014	36,877	–	–	–	–	–	4	–	36,881
2015	37,823	–	–	–	–	–	11	–	37,834

## ACY

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2002	45,013	–	–	–	–	–	–	–	45,013
2003	43,654	–	–	–	–	–	–	–	43,654
2004	47,026	–	–	2	–	–	–	–	47,028
2005	46,668	–	–	3	–	–	–	–	46,671
2006	48,233	–	–	–	–	–	–	–	48,233
2007	43,017	–	–	1	–	–	–	–	43,018
2008	39,421	–	–	–	–	–	–	–	39,421
2009	35,565	–	–	–	–	–	–	–	35,565
2010	38,267	–	–	–	–	–	–	–	38,267
2011	33,212	–	–	–	–	–	–	–	33,212
2012	31,180	–	–	23	–	–	–	–	31,203
2013	30,201	–	–	39	–	–	–	–	30,240
2014	29,679	–	–	40	–	–	–	–	29,719
2015	27,255	–	129	24	–	–	–	–	27,408

## REGION

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2002	907,519	12,148	38,575	29,137	7,666	13,179	84,099	16,324	1,108,647
2003	910,874	13,150	41,596	30,090	7,586	12,357	83,007	17,076	1,115,736
2004	990,427	15,598	46,446	33,519	7,873	14,034	89,682	18,713	1,216,292
2005	1,009,885	15,994	49,247	31,760	8,218	14,567	95,121	20,675	1,245,467
2006	1,105,064	17,355	51,222	30,180	8,834	16,272	105,860	20,297	1,355,084
2007	1,135,909	15,021	50,869	33,450	11,466	16,780	117,550	20,383	1,401,428
2008	1,084,293	12,971	61,464	35,004	12,311	16,286	121,939	19,145	1,363,413
2009	991,961	12,145	64,062	38,086	10,927	16,503	110,304	17,643	1,261,631
2010	976,368	12,079	66,315	40,985	10,543	17,432	110,094	19,404	1,253,220
2011	983,746	11,361	66,281	40,702	9,011	17,977	115,383	19,913	1,264,374
2012	969,798	12,971	73,831	42,793	10,398	20,984	108,965	19,464	1,259,204
2013	962,940	13,317	76,112	45,394	12,536	21,040	108,775	19,761	1,259,875
2014	941,455	14,257	71,464	51,834	12,554	22,865	113,206	19,914	1,247,549
2015	972,658	14,134	65,982	51,932	14,439	22,168	115,916	20,705	1,277,934

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

Note: Region total does not include Teterboro.

Table with multiple columns listing flight routes, airlines, and schedules. Includes sections for various cities like London, Mexico, and Asia.

PASSENGER TRAFFIC

Top 50 Airport Comparisons

Commercial Passenger Traffic

Passenger Traffic by Market

2015 Revenue Passenger Traffic by Airline

Passenger Traffic by Terminal

Table with multiple columns listing flight routes, airlines, and schedules. Includes sections for various cities like Panama, Providence, and Toronto.



2015

RANK	AIRPORT	NO. OF PASSENGERS	% CHANGE 2014-15
1	Hartsfield-Jackson Atlanta International Airport	101,491,106	5.52
2	O'Hare International Airport	76,942,493	9.8
3	Los Angeles International Airport	74,937,004	6.05
4	Dallas/Ft Worth International Airport	64,072,468	0.87
5	John F. Kennedy International Airport	56,827,154	6.78
6	Denver International Airport	54,014,502	1.01
7	San Francisco International Airport	50,057,887	6.25
8	McCarran International Airport	45,356,580	5.8
9	Charlotte Douglas International Airport	44,876,627	1.23
10	Miami International Airport	44,350,247	8.32
11	Sky Harbor International Airport	44,003,840	4.51
12	George Bush Intercontinental Airport	43,023,224	4.29
13	Seattle-Tacoma International Airport	42,340,461	12.92
14	Orlando International Airport	38,727,749	8.38
15	Newark Liberty International Airport	37,494,704	5.29
16	Minneapolis/St Paul International Airport	36,556,281	4.06
17	Logan International Airport	33,515,905	5.87
18	Detroit Metropolitan Wayne County Airport	33,440,112	2.85
19	Philadelphia International Airport	31,444,403	3.98
20	LaGuardia Airport	28,437,668	5.5
21	Ft Lauderdale-Hollywood International Airport	26,941,671	9.3
22	Baltimore/Washington International Thurgood Marshall Airport	23,823,532	6.77
23	Ronald Reagan Washington National Airport	23,012,191	10.72
24	Midway International Airport	22,221,499	4.92
25	Salt Lake City International Airport	22,152,498	4.78
26	Washington Dulles International Airport	21,498,902	0.37
27	San Diego International Airport	20,081,258	7.05
28	Tampa International Airport	18,815,425	7.19
29	Portland International Airport	16,850,952	5.87
30	Love Field	14,497,498	54
31	Lambert-St Louis International Airport	12,720,878	2.72
32	W. P. Hobby Airport	12,163,344	1.8
33	Austin-Bergstrom International Airport	11,897,959	11
34	Nashville International Airport	11,673,633	5.74
35	Oakland International Airport	11,205,063	8.4
36	Louis Armstrong New Orleans International Airport	10,868,827	9.31
37	Kansas City International Airport	10,472,461	3.01
38	John Wayne Airport	10,180,258	8.46
39	Raleigh-Durham International Airport	9,943,331	4.18
40	Norman Y. Mineta San Jose International Airport	9,799,427	4.41
41	Sacramento International Airport	9,608,737	7.21
42	San Antonio International Airport	8,507,459	1.65
43	Southwest Florida International Airport	8,371,801	5.03
44	Pittsburgh International Airport	8,128,187	1.62
45	Cleveland Hopkins International Airport	8,117,899	6.68
46	Indianapolis International Airport	7,922,218	7.6
47	Port Columbus International Airport	6,796,214	6.93
48	General Mitchell International Airport	6,549,353	-0.07
49	Cincinnati/Northern Kentucky International Airport	6,316,333	6.9
50	Palm Beach International Airport	6,265,530	6.44

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2015.

2015

RANK	AIRPORT	NO. OF PASSENGERS	% CHANGE 2014-15
1	Hartsfield-Jackson Atlanta International Airport	101,491,106	5.52
2	Beijing Capital International Airport	89,938,628	4.42
3	Dubai International Airport	78,014,841	10.7
4	O'Hare International Airport	76,942,493	9.8
5	Tokyo International (Haneda) Airport	75,316,718	3.42
6	Heathrow Airport	74,989,795	2.15
7	Los Angeles International Airport	74,937,004	6.05
8	Hong Kong International Airport	68,283,407	8.18
9	Aéroport de Paris-Charles de Gaulle	65,766,986	3.06
10	Dallas/Ft Worth International Airport	64,072,468	0.87
11	Atatürk International Airport	61,836,781	9.17
12	Flughafen Frankfurt/Main	61,032,022	2.46
13	Pudong International Airport	60,053,387	16.27
14	Amsterdam Airport	58,284,864	6.01
15	John F. Kennedy International Airport	56,827,154	6.78
16	Singapore Changi Airport	55,449,000	2.51
17	Guangzhou Bai Yun International Airport	55,201,915	0.77
18	Soekarno-Hatta International Airport	54,053,905	-5.51
19	Denver International Airport	54,014,502	1.01
20	Suvarnabhumi International Airport	52,808,013	13.75
21	San Francisco International Airport	50,057,887	6.25
22	Incheon International Airport	49,412,750	8.21
23	Kuala Lumpur International Airport	48,938,424	0.02
24	Aeropuerto de Barajas	46,779,554	11.97
25	Indira Gandhi International Airport	45,981,773	15.67
26	McCarran International Airport	45,356,580	5.8
27	Charlotte Douglas International Airport	44,876,627	1.23
28	Miami International Airport	44,350,247	8.32
29	Sky Harbor International Airport	44,003,840	4.51
30	George Bush Intercontinental Airport	43,023,224	4.29
31	Seattle-Tacoma International Airport	42,340,461	12.92
32	Chengdu Shuangliu International Airport	42,244,842	12.02
33	Toronto Pearson International Airport	41,036,847	6.39
34	Munich Airport	40,981,522	3.23
35	Chhatrapati Shivaji International Airport	40,637,377	16.13
36	Aeroporto di Roma-Fiumicino	40,422,156	4.97
37	Gatwick Airport	40,271,343	5.66
38	Sydney International Airport	39,914,103	2.7
39	Shenzhen Baoan International Airport	39,721,619	9.51
40	Aeropuerto de Barcelona	39,674,095	5.74
41	Guarulhos International Airport	39,213,865	-1.39
42	Hongqiao International Airport	39,090,699	2.95
43	Orlando International Airport	38,727,749	8.38
44	Taiwan Taoyuan International Airport	38,473,333	7.45
45	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	38,433,288	12.2
46	Kunming International Airport	37,523,345	15.99
47	Newark Liberty International Airport	37,494,704	5.29
48	Narita International Airport	37,268,307	4.88
49	Ninoy Aquino International Airport	36,583,459	7.31
50	Minneapolis/St Paul International Airport	36,556,281	4.06

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2015.

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	13,527,370	12,727	1,061,757	14,601,854
2003	15,521,729	25,848	889,281	16,436,858
2004	18,715,056	26,342	1,346,335	20,087,733
2005	20,191,175	32,628	1,867,751	22,091,554
2006	20,852,450	14,754	2,136,295	23,003,499
2007	23,003,389	4,893	3,165,409	26,173,691
2008	21,942,288	3,423	3,258,357	25,204,068
2009	20,796,078	2,023	3,223,132	24,021,233
2010	20,566,499	3,189	2,834,589	23,404,277
2011	20,692,623	1,953	3,063,937	23,758,513
2012	21,714,371	2,282	2,500,430	24,217,083
2013	21,464,606	1,065	2,443,504	23,909,175
2014	22,256,473	86,587	2,678,372	25,021,432
2015	24,173,647	1,216	2,631,990	26,806,853

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	222,685	99,976	17,486,758
2005	18,417,371	232,969	150,017	18,800,357
2006	19,306,775	146,305	172,303	19,625,383
2007	21,168,276	202,293	173,556	21,544,125
2008	22,197,030	66,035	335,983	22,599,048
2009	21,516,446	18,920	321,343	21,856,709
2010	22,793,276	17,939	305,394	23,116,609
2011	23,480,594	14,944	390,546	23,886,084
2012	24,590,649	73,356	393,088	25,057,093
2013	26,122,488	17,282	401,413	26,541,183
2014	27,718,176	26,171	451,971	28,196,318
2015	29,541,412	16,405	462,484	30,020,301

## Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	28,507,014	297,883	1,133,291	29,938,188
2003	30,472,906	307,573	956,012	31,736,491
2004	35,879,153	249,027	1,446,311	37,574,491
2005	38,608,546	265,597	2,017,768	40,891,911
2006	40,159,225	161,059	2,308,598	42,628,882
2007	44,171,665	207,186	3,338,965	47,717,816
2008	44,139,318	69,458	3,594,340	47,803,116
2009	42,312,524	20,943	3,544,475	45,877,942
2010	43,359,775	21,128	3,139,983	46,520,886
2011	44,173,217	16,897	3,454,483	47,644,597
2012	46,305,020	75,638	2,893,518	49,274,176
2013	47,587,094	18,347	2,844,917	50,450,358
2014	49,974,649	112,758	3,130,343	53,217,750
2015	53,715,059	17,621	3,094,474	56,827,154

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	19,117,433	35,850	2,694,322	21,847,605
2003	18,376,295	105,072	3,300,363	21,781,730
2004	18,829,569	45,423	4,160,231	23,035,223
2005	19,076,593	12,672	4,624,203	23,713,468
2006	20,727,182	15,868	4,862,251	25,605,301
2007	20,831,391	37,030	4,745,689	25,614,110
2008	18,890,453	19,612	5,312,127	24,222,192
2009	17,023,793	29,749	5,489,133	22,542,675
2010	15,961,660	24,775	5,730,451	21,716,886
2011	16,855,000	36,630	5,298,039	22,189,669
2012	17,072,380	31,617	5,732,686	22,836,683
2013	17,655,605	27,539	6,033,693	23,716,837
2014	17,942,705	39,983	5,779,939	23,762,627
2015	19,397,057	28,391	6,267,065	25,692,513

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	6,966,505	134,836	271,600	7,372,941
2003	7,177,804	139,927	350,109	7,667,840
2004	8,310,390	87,529	460,007	8,857,926
2005	8,880,039	20,494	465,030	9,365,563
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	6,536	760,998	10,817,448
2010	10,677,742	11,383	788,179	11,477,304
2011	10,714,909	9,853	783,061	11,507,823
2012	10,341,246	8,305	797,793	11,147,344
2013	10,401,720	8,020	889,659	11,299,399
2014	10,953,811	8,106	886,143	11,848,060
2015	10,978,876	30,398	792,917	11,802,191

## Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	26,083,938	170,686	2,965,922	29,220,546
2003	25,554,099	244,999	3,650,472	29,449,570
2004	27,139,959	132,952	4,620,238	31,893,149
2005	27,956,632	33,166	5,089,233	33,079,031
2006	30,150,206	24,041	5,460,301	35,634,548
2007	30,947,968	39,748	5,379,494	36,367,210
2008	29,360,962	56,447	5,943,327	35,360,736
2009	27,073,707	36,285	6,250,131	33,360,123
2010	26,639,402	36,158	6,518,630	33,194,190
2011	27,569,909	46,483	6,081,100	33,697,492
2012	27,413,626	39,922	6,530,479	33,984,027
2013	28,057,325	35,559	6,923,352	35,016,236
2014	28,896,516	48,089	6,666,082	35,610,687
2015	30,375,933	58,789	7,059,982	37,494,704

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	17,801,507	5,054	3,063,014	20,869,575
2003	17,987,478	9,314	3,438,454	21,435,246
2004	19,231,252	6,274	3,954,084	23,191,610
2005	19,977,024	4,935	4,436,272	24,418,231
2006	19,777,748	3,281	4,715,953	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	5,920	5,523,231	22,950,115
2011	17,175,291	5,252	5,906,213	23,086,756
2012	17,785,343	7,607	6,481,079	24,274,029
2013	17,895,141	5,263	7,053,168	24,953,572
2014	18,064,300	2,905	7,089,997	25,157,202
2015	19,757,324	2,422	6,925,177	26,684,923

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	1,070,218	615	46,271	1,117,104
2003	945,468	53	102,003	1,047,524
2004	1,017,152	–	244,441	1,261,593
2005	1,286,730	114	184,285	1,471,129
2006	1,053,851	–	259,770	1,313,621
2007	948,317	562	278,023	1,226,902
2008	832,185	1,249	298,230	1,131,664
2009	684,911	95	325,217	1,010,223
2010	713,046	1,081	318,840	1,032,967
2011	688,313	2,187	345,222	1,035,722
2012	985,953	–	447,802	1,433,755
2013	1,129,674	116	597,738	1,727,528
2014	947,305	244	867,344	1,814,893
2015	1,077,809	126	674,810	1,752,745

## Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	18,871,725	5,669	3,109,285	21,986,679
2003	18,932,946	9,367	3,540,457	22,482,770
2004	20,248,404	6,274	4,198,525	24,453,203
2005	21,263,754	5,049	4,620,557	25,889,360
2006	20,831,599	3,281	4,975,723	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	7,001	5,842,071	23,983,082
2011	17,863,604	7,439	6,251,435	24,122,478
2012	18,771,296	7,607	6,928,881	25,707,784
2013	19,024,815	5,379	7,650,906	26,681,100
2014	19,011,605	3,149	7,957,341	26,972,095
2015	20,835,133	2,548	7,599,987	28,437,668

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	227,834	–	–	227,834
2003	400,464	–	–	400,464
2004	510,563	–	–	510,563
2005	398,214	–	–	398,214
2006	66,261	2,055	241,461	309,777
2007	646,058	–	267,869	913,927
2008	536,627	–	252,680	789,307
2009	180,154	–	209,911	390,065
2010	185,531	–	209,371	394,902
2011	187,653	–	224,400	412,053
2012	157,588	–	207,260	364,848
2013	157,526	–	163,156	320,682
2014	157,681	–	151,676	309,357
2015	155,621	203	125,930	281,754

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	–	–	–	–
2003	375	–	–	375
2004	–	–	–	–
2005	6	–	–	6
2006	–	125	19	144
2007	–	–	–	–
2008	–	–	–	–
2009	–	–	–	–
2010	–	–	–	–
2011	–	1,601	–	1,601
2012	–	–	–	–
2013	–	–	–	–
2014	–	–	–	–
2015	–	–	–	–

## Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	227,834	–	–	227,834
2003	400,839	–	–	400,839
2004	510,563	–	–	510,563
2005	398,220	–	–	398,220
2006	66,261	2,180	241,480	309,921
2007	646,058	–	267,869	913,927
2008	536,627	–	252,680	789,307
2009	180,154	–	209,911	390,065
2010	185,531	–	209,371	394,902
2011	187,653	1,601	224,400	413,654
2012	157,588	–	207,260	364,848
2013	157,526	–	163,156	320,682
2014	157,681	–	151,676	309,357
2015	155,621	203	125,930	281,754



## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	700,666	201,530	–	902,196
2003	819,678	182,792	–	1,002,470
2004	857,649	192,469	–	1,050,118
2005	778,926	201,425	–	980,351
2006	732,635	215,701	–	948,336
2007	981,282	195,332	–	1,176,614
2008	895,986	201,851	–	1,097,837
2009	961,181	161,635	–	1,122,816
2010	1,260,900	165,899	–	1,426,799
2011	1,237,653	157,013	–	1,394,666
2012	1,251,613	131,563	–	1,383,176
2013	998,998	130,624	–	1,129,622
2014	1,087,025	96,452	25,014	1,208,491
2015	1,084,585	109,046	–	1,193,631

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	–	–	–	–
2003	–	–	–	–
2004	–	54	–	54
2005	–	126	–	126
2006	–	–	–	–
2007	–	17	–	17
2008	–	–	–	–
2009	–	–	–	–
2010	–	–	–	–
2011	–	–	–	–
2012	–	2,462	–	2,462
2013	–	3,276	–	3,276
2014	477	2,699	–	3,176
2015	6,090	561	–	6,651

## Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	700,666	201,530	–	902,196
2003	819,678	182,792	–	1,002,470
2004	857,649	192,523	–	1,050,172
2005	778,926	201,551	–	980,477
2006	732,635	215,701	–	948,336
2007	981,282	195,349	–	1,176,631
2008	895,986	201,851	–	1,097,837
2009	961,181	161,635	–	1,122,816
2010	1,260,900	165,899	–	1,426,799
2011	1,237,653	157,013	–	1,394,666
2012	1,251,613	134,025	–	1,385,638
2013	998,998	133,900	–	1,132,898
2014	1,087,502	99,151	25,014	1,211,667
2015	1,090,675	109,607	–	1,200,282

## 2.2.1 REGION

# COMMERCIAL PASSENGER TRAFFIC

Annual Totals 2002 to 2015

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	51,374,810	255,161	6,819,093	58,449,064
2003	53,105,644	323,026	7,628,098	61,056,768
2004	58,144,089	270,508	9,460,650	67,875,247
2005	60,421,932	251,660	10,928,226	71,601,818
2006	62,156,276	251,659	11,955,960	74,363,895
2007	64,316,033	242,609	13,119,065	77,677,707
2008	59,510,326	227,770	13,516,700	73,254,796
2009	55,063,669	199,527	13,956,606	69,219,802
2010	55,395,554	199,783	14,297,642	69,892,979
2011	56,148,220	200,848	14,492,589	70,841,657
2012	57,981,295	173,069	14,921,455	73,075,819
2013	58,171,876	164,491	15,693,521	74,029,888
2014	59,508,184	225,927	15,724,998	75,459,109
2015	64,568,234	141,278	15,950,162	80,659,674

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	23,016,367	420,607	389,405	23,826,379
2003	23,074,824	421,705	518,843	24,015,372
2004	26,491,639	310,268	804,424	27,606,331
2005	28,584,146	253,703	799,332	29,637,181
2006	29,783,650	154,603	1,030,142	30,968,395
2007	32,233,170	205,590	1,085,384	33,524,144
2008	33,499,724	104,119	1,265,413	34,869,256
2009	32,251,271	25,551	1,407,558	33,684,380
2010	34,184,064	30,403	1,412,413	35,626,880
2011	34,883,816	28,585	1,518,829	36,431,230
2012	35,917,848	84,123	1,638,683	37,640,654
2013	37,653,882	28,694	1,888,810	39,571,386
2014	39,619,769	37,220	2,205,458	41,862,447
2015	41,604,187	47,490	1,930,211	43,581,888

### Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2002	74,391,177	675,768	7,208,498	82,275,443
2003	76,180,468	744,731	8,146,941	85,072,140
2004	84,635,728	580,776	10,265,074	95,481,578
2005	89,006,078	505,363	11,727,558	101,238,999
2006	91,939,926	406,262	12,986,102	105,332,290
2007	96,549,203	448,199	14,204,449	111,201,851
2008	93,010,050	331,889	14,782,113	108,124,052
2009	87,314,940	225,078	15,364,164	102,904,182
2010	89,579,618	230,186	15,710,055	105,519,859
2011	91,032,036	229,433	16,011,418	107,272,887
2012	93,899,143	257,192	16,560,138	110,716,473
2013	95,825,758	193,185	17,582,331	113,601,274
2014	99,127,953	263,147	17,930,456	117,321,556
2015	106,172,421	188,768	17,880,373	124,241,562

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	1,740,420	–	150,736	1,891,156	9.1%	78,280
Feb	1,666,597	255	139,582	1,806,434	12.9%	58,058
Mar	2,025,219	239	183,597	2,209,055	7.7%	69,510
Apr	2,046,587	–	206,044	2,252,631	7.6%	79,006
May	2,122,602	–	237,271	2,359,873	7.5%	82,461
Jun	2,150,681	248	229,770	2,380,699	7.7%	85,796
Jul	2,287,825	40	242,286	2,530,151	7.9%	91,646
Aug	2,290,840	–	245,131	2,535,971	5.2%	84,430
Sep	1,904,616	263	229,589	2,134,468	1.9%	74,843
Oct	2,057,289	–	271,009	2,328,298	7.6%	75,082
Nov	1,883,777	108	253,491	2,137,376	8.6%	71,522
Dec	1,997,194	63	243,484	2,240,741	3.9%	72,564
<b>Total 2015</b>	<b>24,173,647</b>	<b>1,216</b>	<b>2,631,990</b>	<b>26,806,853</b>	<b>7.1%</b>	<b>923,198</b>
<b>% Change 2014 to 2015</b>	<b>8.6%</b>	<b>-98.6%</b>	<b>-1.7%</b>	<b>7.1%</b>		<b>-5.3%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	2,031,241	–	29,726	2,060,967	3.1%	37,601
Feb	1,688,794	749	29,031	1,718,574	4.8%	37,010
Mar	2,172,327	603	35,101	2,208,031	6.0%	45,598
Apr	2,344,857	1,219	35,425	2,381,501	2.8%	50,660
May	2,562,110	–	43,701	2,605,811	4.5%	53,780
Jun	2,727,326	1,104	44,691	2,773,121	5.5%	55,263
Jul	3,068,387	900	48,425	3,117,712	7.9%	60,021
Aug	3,224,098	891	48,764	3,273,753	6.8%	60,101
Sep	2,604,225	2,958	40,446	2,647,629	8.2%	51,940
Oct	2,529,647	3,038	39,083	2,571,768	9.5%	53,088
Nov	2,173,406	1,006	30,270	2,204,682	10.7%	49,017
Dec	2,414,994	3,937	37,821	2,456,752	7.2%	50,576
<b>Total 2015</b>	<b>29,541,412</b>	<b>16,405</b>	<b>462,484</b>	<b>30,020,301</b>	<b>6.5%</b>	<b>604,655</b>
<b>% Change 2014 to 2015</b>	<b>6.6%</b>	<b>-37.3%</b>	<b>2.3%</b>	<b>6.5%</b>		<b>4.0%</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	3,771,661	–	180,462	3,952,123	5.9%	115,881
Feb	3,355,391	1,004	168,613	3,525,008	8.8%	95,068
Mar	4,197,546	842	218,698	4,417,086	6.8%	115,108
Apr	4,391,444	1,219	241,469	4,634,132	5.1%	129,666
May	4,684,712	–	280,972	4,965,684	5.9%	136,241
Jun	4,878,007	1,352	274,461	5,153,820	6.5%	141,059
Jul	5,356,212	940	290,711	5,647,863	7.9%	151,667
Aug	5,514,938	891	293,895	5,809,724	6.1%	144,531
Sep	4,508,841	3,221	270,035	4,782,097	5.3%	126,783
Oct	4,586,936	3,038	310,092	4,900,066	8.6%	128,170
Nov	4,057,183	1,114	283,761	4,342,058	9.6%	120,539
Dec	4,412,188	4,000	281,305	4,697,493	5.6%	123,140
<b>Total 2015</b>	<b>53,715,059</b>	<b>17,621</b>	<b>3,094,474</b>	<b>56,827,154</b>	<b>6.8%</b>	<b>1,527,853</b>
<b>% Change 2014 to 2015</b>	<b>7.5%</b>	<b>-84.4%</b>	<b>-1.1%</b>	<b>6.8%</b>		<b>-1.8%</b>

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	1,337,782	1,487	413,654	1,752,923	2.9%	64,820
Feb	1,292,919	1,260	378,106	1,672,285	10.3%	56,507
Mar	1,615,475	1,893	483,569	2,100,937	0.8%	72,501
Apr	1,667,710	1,950	515,614	2,185,274	13.2%	73,619
May	1,669,681	901	535,833	2,206,415	11.7%	72,099
Jun	1,682,256	415	539,141	2,221,812	4.4%	83,917
Jul	1,789,126	808	575,928	2,365,862	7.6%	86,495
Aug	1,752,555	2,573	582,160	2,337,288	4.3%	81,235
Sep	1,538,784	2,501	537,008	2,078,293	9.3%	75,393
Oct	1,699,745	4,356	590,396	2,294,497	14.8%	78,898
Nov	1,652,292	5,655	572,049	2,229,996	13.0%	72,619
Dec	1,698,732	4,592	543,607	2,246,931	6.4%	69,203
<b>Total 2015</b>	<b>19,397,057</b>	<b>28,391</b>	<b>6,267,065</b>	<b>25,692,513</b>	<b>8.1%</b>	<b>887,306</b>
<b>% Change 2014 to 2015</b>	<b>8.1%</b>	<b>-29.0%</b>	<b>8.4%</b>	<b>8.1%</b>		<b>-3.8%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	792,868	222	66,301	859,391	2.0%	20,227
Feb	693,224	310	63,391	756,925	7.3%	16,992
Mar	894,912	795	70,854	966,561	-0.6%	20,630
Apr	928,353	2,880	67,225	998,458	-0.6%	23,315
May	946,545	1,530	68,904	1,016,979	-0.5%	21,538
Jun	992,077	1,103	65,085	1,058,265	-2.6%	22,274
Jul	1,134,127	6,924	65,856	1,206,907	-4.1%	27,343
Aug	1,120,758	6,437	66,262	1,193,457	2.0%	26,166
Sep	887,818	3,950	66,877	958,645	1.3%	22,293
Oct	862,040	1,479	70,596	934,115	-1.5%	20,684
Nov	800,398	4,616	61,986	867,000	0.3%	20,613
Dec	925,756	152	59,580	985,488	-3.9%	28,103
<b>Total 2015</b>	<b>10,978,876</b>	<b>30,398</b>	<b>792,917</b>	<b>11,802,191</b>	<b>-0.4%</b>	<b>270,178</b>
<b>% Change 2014 to 2015</b>	<b>0.2%</b>	<b>275.0%</b>	<b>-10.5%</b>	<b>-0.4%</b>		<b>-16.7%</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	2,130,650	1,709	479,955	2,612,314	2.6%	85,047
Feb	1,986,143	1,570	441,497	2,429,210	9.3%	73,499
Mar	2,510,387	2,688	554,423	3,067,498	0.4%	93,131
Apr	2,596,063	4,830	582,839	3,183,732	8.5%	96,934
May	2,616,226	2,431	604,737	3,223,394	7.5%	93,637
Jun	2,674,333	1,518	604,226	3,280,077	2.1%	106,191
Jul	2,923,253	7,732	641,784	3,572,769	3.3%	113,838
Aug	2,873,313	9,010	648,422	3,530,745	3.5%	107,401
Sep	2,426,602	6,451	603,885	3,036,938	6.6%	97,686
Oct	2,561,785	5,835	660,992	3,228,612	9.6%	99,582
Nov	2,452,690	10,271	634,035	3,096,996	9.1%	93,232
Dec	2,624,488	4,744	603,187	3,232,419	3.0%	97,306
<b>Total 2015</b>	<b>30,375,933</b>	<b>58,789</b>	<b>7,059,982</b>	<b>37,494,704</b>	<b>5.3%</b>	<b>1,157,484</b>
<b>% Change 2014 to 2015</b>	<b>5.1%</b>	<b>22.3%</b>	<b>5.9%</b>	<b>5.3%</b>		<b>-7.2%</b>

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	1,318,466	–	403,235	1,721,701	-1.1%	71,903
Feb	1,304,376	–	415,266	1,719,642	9.2%	61,390
Mar	1,677,245	–	518,751	2,195,996	3.5%	76,847
Apr	1,707,225	168	576,560	2,283,953	4.0%	79,200
May	1,754,736	374	600,328	2,355,438	3.0%	68,902
Jun	1,752,981	235	604,835	2,358,051	5.4%	143,106
Jul	1,823,844	355	670,782	2,494,981	9.6%	90,439
Aug	1,822,529	719	670,019	2,493,267	7.0%	80,827
Sep	1,595,365	266	597,024	2,192,655	10.6%	74,335
Oct	1,711,178	170	670,881	2,382,229	8.9%	70,691
Nov	1,597,315	38	613,519	2,210,872	9.4%	65,788
Dec	1,692,064	97	583,977	2,276,138	3.3%	63,861
<b>Total 2015</b>	<b>19,757,324</b>	<b>2,422</b>	<b>6,925,177</b>	<b>26,684,923</b>	<b>6.1%</b>	<b>947,289</b>
<b>% Change 2014 to 2015</b>	<b>9.4%</b>	<b>-16.6%</b>	<b>-2.3%</b>	<b>6.1%</b>		<b>0.7%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	57,167	–	52,934	110,101	-8.4%	1,565
Feb	59,886	–	52,082	111,968	1.1%	1,398
Mar	74,543	–	60,077	134,620	-6.5%	1,627
Apr	81,603	55	67,668	149,326	-1.0%	1,929
May	100,730	–	67,187	167,917	3.5%	2,132
Jun	104,571	–	71,635	176,206	6.1%	2,089
Jul	109,019	–	69,089	178,108	7.9%	2,357
Aug	112,288	–	69,753	182,041	-5.0%	2,301
Sep	95,199	71	52,505	147,775	-9.6%	1,571
Oct	97,822	–	49,833	147,655	-11.9%	1,701
Nov	91,021	–	31,662	122,683	-6.9%	1,620
Dec	93,960	–	30,385	124,345	-12.0%	1,674
<b>Total 2015</b>	<b>1,077,809</b>	<b>126</b>	<b>674,810</b>	<b>1,752,745</b>	<b>-3.4%</b>	<b>21,964</b>
<b>% Change 2014 to 2015</b>	<b>13.8%</b>	<b>-48.4%</b>	<b>-22.2%</b>	<b>-3.4%</b>		<b>-18.6%</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	1,375,633	–	456,169	1,831,802	-1.6%	73,468
Feb	1,364,262	–	467,348	1,831,610	8.7%	62,788
Mar	1,751,788	–	578,828	2,330,616	2.8%	78,474
Apr	1,788,828	223	644,228	2,433,279	3.7%	81,129
May	1,855,466	374	667,515	2,523,355	3.1%	71,034
Jun	1,857,552	235	676,470	2,534,257	5.5%	145,195
Jul	1,932,863	355	739,871	2,673,089	9.5%	92,796
Aug	1,934,817	719	739,772	2,675,308	6.1%	83,128
Sep	1,690,564	337	649,529	2,340,430	9.1%	75,906
Oct	1,809,000	170	720,714	2,529,884	7.4%	72,392
Nov	1,688,336	38	645,181	2,333,555	8.4%	67,408
Dec	1,786,024	97	614,362	2,400,483	2.4%	65,535
<b>Total 2015</b>	<b>20,835,133</b>	<b>2,548</b>	<b>7,599,987</b>	<b>28,437,668</b>	<b>5.4%</b>	<b>969,253</b>
<b>% Change 2014 to 2015</b>	<b>9.6%</b>	<b>-19.1%</b>	<b>-4.5%</b>	<b>5.4%</b>		<b>0.2%</b>

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	12,850	–	8,102	20,952	-15.1%	175
Feb	12,272	–	7,544	19,816	-7.3%	202
Mar	14,016	–	8,278	22,294	-14.0%	181
Apr	13,068	–	10,916	23,984	-9.9%	260
May	13,685	–	12,292	25,977	-10.1%	249
Jun	12,097	–	12,070	24,167	-7.7%	814
Jul	13,765	–	13,163	26,928	-4.4%	338
Aug	13,682	–	13,359	27,041	-4.2%	304
Sep	12,087	–	11,691	23,778	-5.8%	209
Oct	12,821	–	9,649	22,470	-15.9%	219
Nov	12,515	203	9,375	22,093	-5.5%	247
Dec	12,763	–	9,491	22,254	-7.3%	238
<b>Total 2015</b>	<b>155,621</b>	<b>203</b>	<b>125,930</b>	<b>281,754</b>	<b>-8.9%</b>	<b>3,436</b>
<b>% Change 2014 to 2015</b>	<b>-1.3%</b>		<b>-17.0%</b>	<b>-8.9%</b>		<b>5.1%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	–	–	–	–	–	–
Feb	–	–	–	–	–	–
Mar	–	–	–	–	–	–
Apr	–	–	–	–	–	–
May	–	–	–	–	–	–
Jun	–	–	–	–	–	–
Jul	–	–	–	–	–	–
Aug	–	–	–	–	–	–
Sep	–	–	–	–	–	–
Oct	–	–	–	–	–	–
Nov	–	–	–	–	–	–
Dec	–	–	–	–	–	–
<b>Total 2015</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
<b>% Change 2014 to 2015</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	12,850	–	8,102	20,952	-15.1%	175
Feb	12,272	–	7,544	19,816	-7.3%	202
Mar	14,016	–	8,278	22,294	-14.0%	181
Apr	13,068	–	10,916	23,984	-9.9%	260
May	13,685	–	12,292	25,977	-10.1%	249
Jun	12,097	–	12,070	24,167	-7.7%	814
Jul	13,765	–	13,163	26,928	-4.4%	338
Aug	13,682	–	13,359	27,041	-4.2%	304
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<b>Total 2015</b>	<b>155,621</b>	<b>203</b>	<b>125,930</b>	<b>281,754</b>	<b>-8.9%</b>	<b>3,436</b>
<b>% Change 2014 to 2015</b>	<b>-1.3%</b>		<b>-17.0%</b>	<b>-8.9%</b>		<b>5.1%</b>



## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	92,266	5,911	–	98,177	6.2%	196
Feb	90,236	6,195	–	96,431	6.8%	1,077
Mar	108,401	8,092	–	116,493	6.2%	0
Apr	97,310	8,229	–	105,539	0.9%	458
May	92,245	11,423	–	103,668	-5.8%	852
Jun	84,380	11,879	–	96,259	-8.9%	622
Jul	96,917	12,320	–	109,237	-6.9%	660
Aug	96,739	11,961	–	108,700	-9.5%	814
Sep	72,781	9,487	–	82,268	-0.6%	587
Oct	71,297	9,604	–	80,901	-4.4%	451
Nov	84,785	9,573	–	94,358	-1.9%	148
Dec	97,228	4,372	–	101,600	7.2%	424
<b>Total 2015</b>	<b>1,084,585</b>	<b>109,046</b>	<b>–</b>	<b>1,193,631</b>	<b>-1.2%</b>	<b>6,289</b>
<b>% Change 2014 to 2015</b>	<b>-0.2%</b>	<b>13.1%</b>	<b>–</b>	<b>-1.2%</b>		<b>2.8%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	–	90	–	90	–	–
Feb	65	–	–	65	-56.1%	–
Mar	197	–	–	197	-39.9%	–
Apr	161	–	–	161	-49.8%	–
May	425	–	–	425	132.2%	–
Jun	1,101	–	–	1,101	85.4%	–
Jul	1,894	–	–	1,894	449.0%	–
Aug	1,932	–	–	1,932	394.1%	–
Sep	315	–	–	315	-19.2%	–
Oct	–	443	–	443	13.9%	–
Nov	–	–	–	–	–	–
Dec	–	28	–	28	-67.8%	–
<b>Total 2015</b>	<b>6,090</b>	<b>561</b>	<b>–</b>	<b>6,651</b>	<b>109.4%</b>	<b>–</b>
<b>% Change 2014 to 2015</b>	<b>1176.7%</b>	<b>-79.2%</b>	<b>–</b>	<b>109.4%</b>		<b>–</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	92,266	6,001	–	98,267	6.3%	196
Feb	90,301	6,195	–	96,496	6.7%	1,077
Mar	108,598	8,092	–	116,690	6.1%	–
Apr	97,471	8,229	–	105,700	0.7%	458
May	92,670	11,423	–	104,093	-5.6%	852
Jun	85,481	11,879	–	97,360	-8.4%	622
Jul	98,811	12,320	–	111,131	-5.6%	660
Aug	98,671	11,961	–	110,632	-8.2%	814
Sep	73,096	9,487	–	82,583	-0.7%	587
Oct	71,297	10,047	–	81,344	-4.3%	451
Nov	84,785	9,573	–	94,358	-1.9%	148
Dec	97,228	4,400	–	101,628	7.1%	424
<b>Total 2015</b>	<b>1,090,675</b>	<b>109,607</b>	<b>–</b>	<b>1,200,282</b>	<b>-0.9%</b>	<b>6,289</b>
<b>% Change 2014 to 2015</b>	<b>0.3%</b>	<b>10.5%</b>	<b>–</b>	<b>-0.9%</b>	<b>-100.0%</b>	<b>2.8%</b>

## 2.2.2 REGION

# COMMERCIAL PASSENGER TRAFFIC

Monthly Totals 2015

### Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	4,501,784	7,398	975,727	5,484,909	2.0%	215,374
Feb	4,366,400	7,710	940,498	5,314,608	32.0%	177,234
Mar	5,440,356	10,224	1,194,195	6,644,775	4.3%	219,039
Apr	5,531,900	10,347	1,309,134	6,851,381	15.8%	232,543
May	5,652,949	12,698	1,385,724	7,051,371	6.3%	224,563
Jun	5,682,395	12,777	1,385,816	7,080,988	1.0%	314,255
Jul	6,011,477	13,523	1,502,159	7,527,159	13.8%	269,578
Aug	5,976,345	15,253	1,510,669	7,502,267	2.8%	247,610
Sep	5,123,633	12,517	1,375,312	6,511,462	15.5%	225,367
Oct	5,552,330	14,130	1,541,935	7,108,395	11.1%	225,341
Nov	5,230,684	15,577	1,448,434	6,694,695	23.6%	210,324
Dec	5,497,981	9,124	1,380,559	6,887,664	13.5%	206,290
<b>Total 2015</b>	<b>64,568,234</b>	<b>141,278</b>	<b>15,950,162</b>	<b>80,659,674</b>	<b>6.9%</b>	<b>2,767,518</b>
<b>% Change 2014 to 2015</b>	<b>8.5%</b>	<b>-37.5%</b>	<b>1.4%</b>	<b>6.9%</b>		<b>-2.8%</b>

### International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	2,881,276	312	148,961	3,030,549	-3.3%	59,393
Feb	2,441,969	1,059	144,504	2,587,532	-42.9%	55,400
Mar	3,141,979	1,398	166,032	3,309,409	-41.0%	67,855
Apr	3,354,974	4,154	170,318	3,529,446	-48.7%	75,904
May	3,609,810	1,530	179,792	3,791,132	139.8%	77,450
Jun	3,825,075	2,207	181,411	4,008,693	94.4%	79,626
Jul	4,313,427	7,824	183,370	4,504,621	460.6%	89,721
Aug	4,459,076	7,328	184,779	4,651,183	397.9%	88,568
Sep	3,587,557	6,979	159,828	3,754,364	-19.4%	75,804
Oct	3,489,509	4,960	159,512	3,653,981	9.9%	75,473
Nov	3,064,825	5,622	123,918	3,194,365	4.0%	71,250
Dec	3,434,710	4,117	127,786	3,566,613	-76.5%	80,353
<b>Total 2015</b>	<b>41,604,187</b>	<b>47,490</b>	<b>1,930,211</b>	<b>43,581,888</b>	<b>4.1%</b>	<b>896,797</b>
<b>% Change 2014 to 2015</b>	<b>5.0%</b>	<b>27.6%</b>	<b>-12.5%</b>	<b>4.1%</b>		<b>-3.9%</b>

### Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2014 TO 2015	NON-REVENUE PASSENGERS
Jan	7,383,060	7,710	1,124,688	8,515,458	3.1%	274,767
Feb	6,808,369	8,769	1,085,002	7,902,140	8.9%	232,634
Mar	8,582,335	11,622	1,360,227	9,954,184	3.8%	286,894
Apr	8,886,874	14,501	1,479,452	10,380,827	5.7%	308,447
May	9,262,759	14,228	1,565,516	10,842,503	5.5%	302,013
Jun	9,507,470	14,984	1,567,227	11,089,681	4.7%	393,881
Jul	10,324,904	21,347	1,685,529	12,031,780	6.7%	359,299
Aug	10,435,421	22,581	1,695,448	12,153,450	5.1%	336,178
Sep	8,711,190	19,496	1,535,140	10,265,826	6.5%	301,171
Oct	9,041,839	19,090	1,701,447	10,762,376	8.4%	300,814
Nov	8,295,509	21,199	1,572,352	9,889,060	9.0%	281,574
Dec	8,932,691	13,241	1,508,345	10,454,277	4.0%	286,643
<b>Total 2015</b>	<b>106,172,421</b>	<b>188,768</b>	<b>17,880,373</b>	<b>124,241,562</b>	<b>5.9%</b>	<b>3,664,315</b>
<b>% Change 2014 to 2015</b>	<b>7.1%</b>	<b>-28.3%</b>	<b>-0.3%</b>	<b>5.9%</b>		<b>-3.1%</b>

## JFK

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2002	13,608,103	993,751	133,172	2,608,719	434,347	1,126,384	9,430,305	1,603,407	29,938,188
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	18,536,717	1,551,016	156,538	3,044,598	480,985	1,352,007	10,622,734	1,829,896	37,574,491
2005	20,367,497	1,724,057	212,745	3,126,787	490,462	1,474,630	11,509,756	1,985,977	40,891,911
2006	21,354,376	1,649,123	321,403	3,160,943	581,651	1,567,191	12,016,416	1,977,779	42,628,882
2007	24,666,381	1,507,310	295,293	3,472,314	795,675	1,719,556	13,167,346	2,093,941	47,717,816
2008	23,823,575	1,380,493	453,484	3,650,590	890,555	1,696,021	13,761,056	2,147,342	47,803,116
2009	22,793,400	1,227,833	363,393	3,828,019	757,431	1,758,428	13,046,234	2,103,204	45,877,942
2010	22,105,914	1,298,363	354,898	4,105,998	775,510	2,000,877	13,534,550	2,344,776	46,520,886
2011	22,482,934	1,275,579	401,042	4,058,921	684,617	2,166,435	14,077,822	2,497,247	47,644,597
2012	22,707,686	1,509,397	394,421	4,310,955	804,676	2,461,422	14,401,172	2,684,447	49,274,176
2013	22,419,305	1,489,870	426,438	4,456,519	1,067,928	2,651,113	15,100,873	2,838,312	50,450,358
2014	23,505,944	1,515,488	528,222	4,902,380	1,100,725	2,869,978	15,879,605	2,915,408	53,217,750
2015	25,350,128	1,456,725	632,788	5,171,480	1,288,111	2,806,993	16,859,185	3,261,744	56,827,154

## EWR

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2002	21,148,154	699,451	806,382	747,637	397,219	488,012	4,598,621	335,070	29,220,546
2003	21,043,554	738,176	827,594	845,629	398,655	480,792	4,830,348	284,822	29,449,570
2004	22,224,829	810,394	988,004	995,157	430,669	504,577	5,548,387	391,132	31,893,149
2005	22,944,821	768,647	885,954	997,189	451,567	527,249	5,968,564	535,040	33,079,031
2006	24,682,659	922,642	919,852	1,080,410	434,827	575,201	6,360,770	658,187	35,634,548
2007	24,870,701	743,409	925,443	1,106,580	476,115	572,452	7,009,009	663,501	36,367,210
2008	23,625,236	596,956	1,064,244	1,111,975	511,461	577,747	7,236,619	636,498	35,360,736
2009	22,041,074	501,601	1,225,403	1,098,468	479,071	622,518	6,681,810	710,178	33,360,123
2010	21,295,398	421,488	1,419,746	1,163,250	523,058	620,403	6,911,125	839,722	33,194,190
2011	21,894,691	294,978	1,496,798	1,126,381	460,342	626,350	7,023,745	774,207	33,697,492
2012	22,544,108	292,575	1,515,475	1,144,024	439,734	722,940	6,605,445	719,726	33,984,027
2013	23,428,485	288,352	1,599,087	1,070,751	459,567	761,154	6,705,443	703,397	35,016,236
2014	23,372,240	390,387	1,595,196	1,350,043	504,289	774,516	6,806,946	817,070	35,610,687
2015	25,230,157	462,356	1,489,579	1,434,643	589,877	773,725	6,697,203	817,164	37,494,704

## LGA

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2002	19,368,828	–	940,971	176,133	–	–	–	–	20,485,932
2003	20,051,956	68	845,935	201,589	–	–	–	–	21,099,548
2004	21,876,953	–	1,059,906	201,687	–	–	–	–	23,138,546
2005	23,183,615	–	1,269,264	201,865	–	–	–	–	24,654,744
2006	23,298,913	–	1,186,312	127,309	–	–	–	–	24,612,534
2007	22,765,813	–	1,115,548	111,354	–	–	–	–	23,992,715
2008	21,095,660	–	1,058,076	73,588	–	–	–	–	22,227,324
2009	20,760,343	–	977,324	32,899	–	–	–	–	21,770,566
2010	22,571,451	–	1,000,291	32,676	–	–	–	–	23,604,418
2011	22,732,852	–	1,029,634	6,088	–	–	–	–	23,768,574
2012	24,109,389	–	1,366,902	66,853	–	–	–	–	25,543,144
2013	24,953,572	–	1,597,240	130,288	–	–	–	–	26,681,100
2014	25,157,202	–	1,761,717	53,176	–	–	–	–	26,972,095
2015	26,684,923	–	1,739,472	13,273	–	–	–	–	28,437,668

**Notes:** Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan.

Transpacific includes Pacific Rim counties, including China, Japan, Australia, New Zealand, "Indo-China", "Far East". "Domestic" includes Air Taxi, Business & Private, and Government. Helicopters are excluded.

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

**SWF**

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2002	227,834	-	-	-	-	-	-	-	227,834
2003	400,464	-	50	325	-	-	-	-	400,839
2004	510,563	-	-	-	-	-	-	-	510,563
2005	398,214	-	6	-	-	-	-	-	398,220
2006	309,777	-	19	-	-	-	125	-	309,921
2007	913,927	-	-	-	-	-	-	-	913,927
2008	789,307	-	-	-	-	-	-	-	789,307
2009	390,065	-	-	-	-	-	-	-	390,065
2010	394,902	-	-	-	-	-	-	-	394,902
2011	412,053	-	-	-	1,601	-	-	-	413,654
2012	364,848	-	-	-	-	-	-	-	364,848
2013	320,682	-	-	-	-	-	-	-	320,682
2014	309,357	-	-	-	-	-	-	-	309,357
2015	281,754	-	-	-	-	-	-	-	281,754

**ACY**

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2002	902,196	-	-	-	-	-	-	-	2,706,588
2003	1,002,470	-	-	-	-	-	-	-	3,007,410
2004	1,050,118	-	-	54	-	-	-	-	3,150,408
2005	980,351	-	-	126	-	-	-	-	2,941,179
2006	948,336	-	-	0	-	-	-	-	948,336
2007	1,176,614	-	-	17	-	-	-	-	1,176,631
2008	1,097,837	-	-	-	-	-	-	-	1,097,837
2009	1,122,816	-	-	-	-	-	-	-	1,122,816
2010	1,426,799	-	-	-	-	-	-	-	1,426,799
2011	1,394,666	-	-	-	-	-	-	-	1,394,666
2012	1,383,176	-	-	2,462	-	-	-	-	1,385,638
2013	1,129,622	-	-	3,276	-	-	-	-	1,132,898
2014	1,208,491	-	-	3,176	-	-	-	-	1,211,667
2015	1,193,631	-	4,692	1,959	-	-	-	-	1,200,282

**REGION**

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2002	55,255,115	2,595,398	2,782,721	3,532,489	831,566	1,614,396	14,028,926	1,938,477	82,579,088
2003	57,644,119	3,031,897	2,791,191	3,823,481	837,184	1,623,785	14,123,996	1,818,205	85,693,858
2004	64,199,180	3,411,528	3,254,566	4,241,496	911,654	1,856,584	16,171,121	2,221,028	96,267,157
2005	67,874,498	3,473,055	3,348,320	4,325,967	942,029	2,001,879	17,478,320	2,521,017	101,965,085
2006	70,594,061	2,571,765	2,427,586	4,368,662	1,016,478	2,142,392	18,377,311	2,635,966	104,134,221
2007	74,393,436	2,250,719	2,336,284	4,690,265	1,271,790	2,292,008	20,176,355	2,757,442	110,168,299
2008	70,431,615	1,977,449	2,575,804	4,836,153	1,402,016	2,273,768	20,997,675	2,783,840	107,278,320
2009	67,107,698	1,729,434	2,566,120	4,959,386	1,236,502	2,380,946	19,728,044	2,813,382	102,521,512
2010	67,794,464	1,719,851	2,774,935	5,301,924	1,298,568	2,621,280	20,445,675	3,184,498	105,141,195
2011	68,917,196	1,570,557	2,927,474	5,191,390	1,146,560	2,792,785	21,101,567	3,271,454	106,918,983
2012	71,109,207	1,801,972	3,276,798	5,524,294	1,244,410	3,184,362	21,006,617	3,404,173	110,551,833
2013	72,251,666	1,778,222	3,622,765	5,660,834	1,527,495	3,412,267	21,806,316	3,541,709	113,601,274
2014	73,553,234	1,905,875	3,885,135	6,308,775	1,605,014	3,644,494	22,686,551	3,732,478	117,321,556
2015	78,740,593	1,919,081	3,866,531	6,621,355	1,877,988	3,580,718	23,556,388	4,078,908	124,241,562

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

## JFK

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	9,695,685	4,913,008	14,608,693	25.7%
2	JetBlue Airways	9,798,664	3,275,838	13,074,502	48.7%
3	American	4,134,932	2,541,221	6,676,153	60.5%
4	British Airways	–	1,397,960	1,397,960	62.9%
5	Emirates Airlines	–	1,034,533	1,034,533	64.7%
6	Virgin America	1,011,996	–	1,011,996	66.5%
7	Air France	–	962,929	962,929	68.2%
8	United	928,358	–	928,358	69.9%
9	US Airways	851,106	–	851,106	71.4%
10	Virgin Atlantic	–	793,690	793,690	72.7%
11	Cathay Pacific	–	662,221	662,221	73.9%
12	Caribbean Air	–	600,861	600,861	75.0%
13	Alitalia	–	572,748	572,748	76.0%
14	Lufthansa	–	560,625	560,625	77.0%
15	Aeromexico	–	534,586	534,586	77.9%
16	Turkish Air	–	511,562	511,562	78.8%
17	TAM Brazilian Airlines	–	498,645	498,645	79.7%
18	Norwegian Air	–	480,815	480,815	80.5%
19	Aer Lingus	–	476,663	476,663	81.4%
20	Korean	–	458,384	458,384	82.2%
	Others	386,112	9,744,012	10,130,124	100.0%
	<b>Total Airports</b>	<b>26,806,853</b>	<b>30,020,301</b>	<b>56,827,154</b>	

## EWR

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	17,926,404	7,725,844	25,652,248	68.4%
2	Delta	1,568,519	261,273	1,829,792	73.3%
3	JetBlue Airways	1,489,326	92,186	1,581,512	77.5%
4	US Airways	1,362,743	1,362,743	1,362,743	81.1%
5	Southwest Airlines	1,325,859	1,325,859	1,325,859	84.7%
6	American	1,291,967	1,291,967	1,291,967	88.1%
7	Lufthansa	7	524,507	524,507	89.5%
8	SAS	8	499,677	499,677	90.9%
9	Virgin America	488,235	488,235	488,235	92.2%
10	Porter Airlines	10	388,203	388,203	93.2%
11	British Airways	11	268,864	268,864	93.9%
12	Alaska Airlines	234,299	234,299	234,299	94.5%
13	Air Canada	13	219,280	219,280	95.1%
14	Air India	14	198,695	198,695	95.7%
15	Air Portugal (TAP)	15	188,492	188,492	96.2%
16	Cathay Pacific	16	185,820	185,820	96.7%
17	Virgin Atlantic	17	175,843	175,843	97.1%
18	Jet Airways	18	170,230	170,230	97.6%
19	AC Express: Sky Regional	19	151,203	151,203	98.0%
20	El Al	20	150,740	150,740	98.4%
	Others	5,161	601,334	606,495	100.0%
	<b>Total Airports</b>	<b>25,692,513</b>	<b>11,802,191</b>	<b>37,494,704</b>	

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

**LGA**

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	10,757,782	168,428	10,926,210	38.4%
2	American	4,729,206	173,431	4,902,637	55.7%
3	US Airways	2,780,551	–	2,780,551	65.4%
4	Southwest Airlines	2,655,464	–	2,655,464	74.8%
5	United	2,394,169	–	2,394,169	83.2%
6	JetBlue Airways	1,595,352	–	1,595,352	88.8%
7	Spirit Airlines	1,244,766	–	1,244,766	93.2%
8	Air Canada	–	1,021,648	1,021,648	96.8%
9	WestJet	–	389,075	389,075	98.1%
10	Frontier Airlines	267,869	–	267,869	99.1%
11	Virgin America	259,079	–	259,079	100.0%
12	Miami Air Intern'l	685	163	848	100.0%
	<b>Total Airports</b>	<b>26,684,923</b>	<b>1,752,745</b>	<b>28,437,668</b>	

**SWF**

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JetBlue Airways	125,209	–	125,209	44.4%
2	Delta	68,485	–	68,485	68.7%
3	US Airways	57,445	–	57,445	89.1%
4	Allegiant Air	30,615	–	30,615	100.0%
	<b>Total Airports</b>	<b>281,754</b>	<b>–</b>	<b>281,754</b>	

**ACY**

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Spirit Airlines	1,084,585	–	1,084,585	90.4%
2	Charter Service	109,046	–	109,046	99.4%
3	Air Canada	–	4,692	4,692	99.8%
4	Charter Service	–	1,959	1,959	100.0%
	<b>Total Airports</b>	<b>1,193,631</b>	<b>6,651</b>	<b>1,200,282</b>	

**2.4.1**  
continued

**2015 REVENUE PASSENGER TRAFFIC BY AIRLINE**  
Top 20 Carriers

**REGION**

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	21,249,299	7,725,844	28,975,143	23.3%
2	Delta	22,090,471	5,342,709	27,433,180	45.4%
3	JetBlue Airways	13,008,551	3,368,024	16,376,575	58.6%
4	American	10,156,105	2,714,652	12,870,757	68.9%
5	US Airways	5,051,845	–	5,051,845	73.0%
6	Southwest Airlines	3,981,323	–	3,981,323	76.2%
7	Spirit Airlines	2,329,351	–	2,329,351	78.1%
8	Virgin America	1,759,310	–	1,759,310	79.5%
9	British Airways	–	1,666,824	1,666,824	80.8%
10	Air Canada	–	1,579,860	1,579,860	82.1%
11	Lufthansa	–	1,085,132	1,085,132	83.0%
12	Emirates Airlines	–	1,034,533	1,034,533	83.8%
13	Virgin Atlantic	–	969,533	969,533	84.6%
14	Air France	–	962,929	962,929	85.4%
15	Cathay Pacific	–	848,041	848,041	86.1%
16	Caribbean Air	–	600,861	600,861	86.5%
17	El Al	–	589,410	589,410	87.0%
18	Alitalia	–	572,748	572,748	87.5%
19	Aeromexico	–	534,586	534,586	87.9%
20	Turkish Air	–	511,562	511,562	88.3%
	Others	1,033,419	13,474,640	14,508,059	100.0%
	<b>Total Airport</b>	<b>80,659,674</b>	<b>43,581,888</b>	<b>124,241,562</b>	

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



**JFK\***

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Terminal 1	–	–	3,355,103	3,354,059	6,709,508
Terminal 2	1,388,643	1,112,616	52,795	60,529	2,614,583
Terminal 4	4,006,213	4,392,270	6,226,479	5,749,158	20,374,120
Terminal 5	4,992,232	4,968,207	1,552,999	1,866,732	13,380,170
Terminal 7	465,161	463,197	1,721,616	1,674,837	4,324,811
Terminal 8	2,532,003	2,486,206	2,219,521	2,186,016	9,423,746
Terminal Location Varies	57	48	284	173	562
<b>Total</b>	<b>13,384,482</b>	<b>13,422,717</b>	<b>15,128,797</b>	<b>14,891,504</b>	<b>56,827,154</b>

**EWR**

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Terminal A	4,674,805	4,663,822	456,216	492,863	10,287,706
Terminal B	791,676	782,498	3,023,549	1,746,748	6,344,471
Terminal C	7,363,927	7,415,785	2,394,858	3,687,957	20,862,527
<b>Total</b>	<b>12,830,408</b>	<b>12,862,105</b>	<b>5,874,623</b>	<b>5,927,568</b>	<b>37,494,704</b>

**LGA†**

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Central Terminal (B)	6,582,407	6,564,183	594,295	600,947	14,341,832
Delta Terminal (D)	2,089,253	2,102,538	15,645	15,339	4,222,775
Marine Terminal (A)	320,083	321,707	1,214	1,145	644,149
US Airways Terminal (C)	4,341,020	4,363,732	255,967	268,193	9,228,912
<b>Total</b>	<b>13,332,763</b>	<b>13,352,160</b>	<b>867,121</b>	<b>885,624</b>	<b>28,437,668</b>

**ACY**

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Airline Terminal	597,980	595,651	3,417	3,234	1,200,282
<b>Total</b>	<b>597,980</b>	<b>595,651</b>	<b>3,417</b>	<b>3,234</b>	<b>1,200,282</b>

**SWF**

TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	
Airline Terminal	141,098	140,656	–	–	281,754
<b>Total</b>	<b>141,098</b>	<b>140,656</b>	<b>–</b>	<b>–</b>	<b>281,754</b>

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

\* JFK: Terminal 3 closed May 2013.

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

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

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Unweighted Base Size</b>	<b>3,214</b>	<b>1,543</b>	<b>1,493</b>	–	<b>6,250</b>	<b>4,757</b>
<b>Passenger Type</b>						
Departing	67.3%	86.8%	60.0%	–	69.6%	73.7%
Connecting	32.7%	13.2%	40.0%	–	30.4%	26.3%
Connecting From Domestic Flight	15.3%	6.2%	17.5%	–	13.9%	12.3%
Connecting From International Flight	17.4%	7.0%	22.5%	–	16.5%	14.0%
<b>Type of Flight</b>						
Domestic	47.1%	91.6%	66.2%	–	63.1%	61.8%
International	52.9%	8.4%	33.8%	–	36.9%	38.2%
<b>First Trip Through This Terminal</b>						
<b>First Trip Through This Terminal</b>	<b>54.7%</b>	<b>49.0%</b>	<b>46.7%</b>	–	<b>51.0%</b>	<b>52.8%</b>
<b>First Trip Through This Airport</b>	<b>29.8%</b>	<b>33.3%</b>	<b>29.6%</b>	–	<b>30.6%</b>	<b>31.0%</b>
<b>Trip Origin – O&amp;D Passengers</b>						
Home	35.3%	25.8%	37.7%	–	33.2%	31.6%
Hotel	31.5%	44.3%	24.8%	–	33.5%	36.5%
Staying with Friends/Relatives	22.8%	19.7%	20.7%	–	21.3%	21.6%
Work	4.3%	7.3%	12.3%	–	7.2%	5.4%
School	1.9%	0.6%	0.9%	–	1.3%	1.4%
Another Airport	2.7%	1.7%	1.3%	–	2.0%	2.3%
Cruise Ship	0.5%	0.2%	0.7%	–	0.5%	0.4%
Other	1.0%	0.4%	1.5%	–	0.9%	0.7%
<b>Trip Origin Location – O&amp;D Passengers</b>						
<b>New York</b>	<b>83.7%</b>	<b>92.4%</b>	<b>36.9%</b>	–	<b>74.5%</b>	<b>87.1%</b>
<b>NYC</b>	<b>72.4%</b>	<b>84.1%</b>	<b>31.1%</b>	–	<b>65.5%</b>	<b>77.0%</b>
<b>Manhattan</b>	<b>43.9%</b>	<b>59.6%</b>	<b>22.8%</b>	–	<b>43.2%</b>	<b>50.1%</b>
Manhattan - below 14th St.	6.4%	7.5%	3.8%	–	6.1%	6.9%
Manhattan - 14th - 96th St.	31.9%	45.9%	17.1%	–	32.3%	37.4%
Manhattan - above 96th St.	5.5%	6.2%	1.9%	–	4.8%	5.8%
Manhattan (Unspecified)	0.1%	–	–	–	–	–
Bronx	4.8%	4.4%	0.9%	–	3.7%	4.6%
Brooklyn	10.4%	7.8%	4.1%	–	8.1%	9.4%
Queens	11.9%	12.2%	1.9%	–	9.5%	12.0%
Staten Island	1.4%	0.2%	1.3%	–	1.0%	0.9%
Westchester	2.1%	2.4%	1.1%	–	2.0%	2.2%
Nassau	2.8%	1.7%	–	–	1.8%	2.3%
Suffolk	2.6%	1.8%	0.4%	–	1.8%	2.3%
Rockland	0.3%	0.5%	0.8%	–	0.5%	0.4%
Albany	0.5%	0.1%	0.8%	–	0.5%	0.4%
Orange	0.4%	–	0.9%	–	0.4%	0.3%
Dutchess	0.3%	0.5%	0.1%	–	0.3%	0.4%
Tompkins	0.3%	–	0.3%	–	0.2%	0.2%
Ulster	0.1%	0.2%	0.3%	–	0.2%	0.2%
Broome	0.2%	0.2%	0.2%	–	0.2%	0.2%
Saratoga	0.2%	0.1%	–	–	0.1%	0.1%
Onondaga	0.1%	0.1%	–	–	0.1%	0.1%
Chemung	–	0.1%	–	–	0.1%	0.1%
Columbia	–	–	0.2%	–	0.1%	–
Oneida	0.1%	–	–	–	0.1%	0.1%
Sullivan	–	–	0.2%	–	–	–
Montgomery	0.1%	–	–	–	–	–
Cattaraugus	–	0.2%	–	–	–	0.1%
Allegany	0.1%	–	–	–	–	0.1%
Wyoming	0.1%	–	–	–	–	0.1%
Other Upstate NY	1.0%	0.4%	0.4%	–	0.7%	0.8%

Source: PANYNJ Spring 2015 Terminal By Terminal Customer Satisfaction Study.  
 SWF data not available.

**2.6.1**  
continued

**PASSENGER DEMOGRAPHICS**  
Profile of Departing Passengers

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Trip Origin Location – O&amp;D Passengers</b>						
<b>New Jersey</b>	<b>6.4%</b>	<b>3.2%</b>	<b>54.0%</b>	–	<b>17.4%</b>	<b>5.2%</b>
Middlesex	0.7%	0.2%	8.5%	–	2.5%	0.5%
Bergen	1.5%	0.7%	8.5%	–	3.0%	1.2%
Essex	0.5%	0.5%	8.0%	–	2.4%	0.5%
Morris	0.3%	0.2%	5.0%	–	1.4%	0.2%
Hudson	1.1%	1.0%	4.5%	–	1.9%	1.0%
Monmouth	0.3%	–	3.3%	–	1.0%	0.2%
Mercer	0.2%	–	2.9%	–	0.8%	0.1%
Passaic	0.2%	–	2.7%	–	0.7%	0.1%
Somerset	0.2%	0.1%	2.6%	–	0.8%	0.1%
Union	0.1%	0.1%	2.3%	–	0.7%	0.1%
Ocean	0.1%	–	1.5%	–	0.4%	–
Hunterdon	–	–	0.8%	–	0.2%	–
Sussex	0.1%	0.1%	0.8%	–	0.3%	0.1%
Burlington	0.3%	0.3%	0.7%	–	0.4%	0.3%
Warren	0.2%	–	0.6%	–	0.2%	0.1%
Gloucester	0.1%	–	0.3%	–	0.1%	–
Camden	–	0.1%	0.3%	–	0.1%	–
Salem	0.1%	–	0.3%	–	0.1%	–
Other NJ	0.6%	–	0.2%	–	0.3%	0.4%
<b>Pennsylvania</b>	<b>3.0%</b>	<b>0.2%</b>	<b>5.8%</b>	–	<b>2.9%</b>	<b>1.9%</b>
Union	0.4%	–	1.2%	–	0.5%	0.2%
Bucks	–	–	1.0%	–	0.3%	–
Philadelphia	1.1%	0.1%	0.9%	–	0.7%	0.7%
Northampton	–	–	0.5%	–	0.1%	–
Berks	0.1%	–	0.3%	–	0.1%	0.1%
Monroe	0.1%	–	0.3%	–	0.1%	0.1%
Schuylkill	–	–	0.2%	–	0.1%	–
Armstrong	0.1%	–	0.2%	–	0.1%	0.1%
Juniata	–	–	0.2%	–	0.1%	–
Luzerne	0.1%	–	0.2%	–	0.1%	0.1%
Lancaster	0.1%	–	0.1%	–	0.1%	–
Lackawanna	0.1%	–	0.1%	–	0.1%	–
Lehigh	0.1%	–	0.1%	–	0.1%	0.1%
Montgomery	0.1%	–	0.1%	–	0.1%	0.1%
Beaver	–	–	0.1%	–	–	–
Other PA	0.7%	0.1%	0.3%	–	0.4%	0.5%
<b>Connecticut</b>	<b>5.1%</b>	<b>3.5%</b>	<b>1.2%</b>	–	<b>3.6%</b>	<b>4.5%</b>
Fairfield	2.7%	2.4%	0.8%	–	2.1%	2.6%
New Haven	1.5%	0.8%	0.1%	–	0.9%	1.2%
Hartford	0.7%	–	0.1%	–	0.3%	0.4%
Litchfield	–	0.2%	0.1%	–	0.1%	0.1%
Middlesex	0.1%	0.1%	0.1%	–	0.1%	0.1%
Other CT	0.1%	–	0.1%	–	0.1%	0.1%
Other U.S.	1.7%	0.7%	2.2%	–	1.5%	1.3%

Source: PANYNJ Spring 2015 Terminal By Terminal Customer Satisfaction Study.  
SWF data not available.

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Trip Purpose - All Passengers</b>						
Leisure/Vacation/Visiting	72.5%	68.0%	60.6%	–	68.0%	71.0%
Business	11.9%	20.5%	23.8%	–	17.4%	14.7%
Both Business/Non-Business	5.6%	5.1%	5.7%	–	5.5%	5.4%
School-related	5.0%	2.4%	3.6%	–	4.0%	4.1%
Illness/Bereavement	1.1%	1.4%	1.4%	–	1.2%	1.2%
Moving/Relocation	2.3%	1.3%	3.0%	–	2.2%	1.9%
Other	1.7%	1.3%	1.9%	–	1.7%	1.6%
<b>Leisure/Personal Only (Net)</b>	<b>82.5%</b>	<b>74.4%</b>	<b>70.5%</b>	<b>–</b>	<b>77.1%</b>	<b>79.8%</b>
<b>Any Business (Net)</b>	<b>17.5%</b>	<b>25.6%</b>	<b>29.5%</b>	<b>–</b>	<b>22.9%</b>	<b>20.2%</b>
<b>Avg. Number of Nights Stayed Locally – Visitors</b>	<b>8.7</b>	<b>5.1</b>	<b>8.1</b>	<b>–</b>	<b>7.4</b>	<b>7.2</b>
<b>Avg. Number of Nights Away – O&amp;D Residents</b>	<b>19.6</b>	<b>6.6</b>	<b>13.8</b>	<b>–</b>	<b>14.9</b>	<b>15.4</b>
<b>Check-in Location - O&amp;D Passengers</b>						
Main check-in counter	48.0%	18.0%	29.7%	–	34.7%	36.4%
Self check-in kiosk	19.1%	27.2%	38.3%	–	26.3%	22.2%
Printed boarding pass before coming to airport	14.9%	11.3%	12.2%	–	13.1%	13.5%
Downloaded boarding pass on web-enabled cell phone	11.7%	33.2%	15.8%	–	19.0%	20.0%
Curbside	6.4%	10.3%	4.1%	–	6.9%	7.9%
<b>Avg. Dwell Time: Local O&amp;D (in mins.)</b>	<b>120</b>	<b>101</b>	<b>121</b>	<b>–</b>	<b>115</b>	<b>112</b>
<b>Avg. Post Security Dwell Time O&amp;D (in mins.)</b>	<b>87</b>	<b>81</b>	<b>92</b>	<b>–</b>	<b>87</b>	<b>85</b>
<b>Avg. Layover for Connectors (in mins.)</b>	<b>195</b>	<b>122</b>	<b>187</b>	<b>–</b>	<b>185</b>	<b>183</b>
<b>Food-Beverage Purchase</b>						
<b>Bought Food/Beverage</b>	<b>61.4%</b>	<b>61.1%</b>	<b>64.6%</b>	<b>–</b>	<b>62.3%</b>	<b>61.3%</b>
Pre-security	7.0%	7.9%	9.3%	–	7.9%	7.3%
Post security	56.3%	54.3%	57.6%	–	56.2%	55.6%
<b>Retail Purchase Spend</b>						
Avg. \$ Spent	\$63.07	\$20.49	\$57.88	–	\$55.14	\$54.01
Unweighted Base Size	510	117	201	–	828	627
<b>Avg. Number of Bags Checked</b>	<b>2.5</b>	<b>2.0</b>	<b>2.1</b>	<b>–</b>	<b>2.3</b>	<b>2.4</b>
<b>Avg. Travel Party Size</b>	<b>3.1</b>	<b>2.7</b>	<b>2.3</b>	<b>–</b>	<b>2.8</b>	<b>2.9</b>
<b>Kids under 18 in party</b>	<b>14.1%</b>	<b>11.9%</b>	<b>9.7%</b>	<b>–</b>	<b>12.3%</b>	<b>13.4%</b>
<b>Accompanied By Wellwisher</b>	<b>11.5%</b>	<b>3.2%</b>	<b>7.8%</b>	<b>–</b>	<b>8.5%</b>	<b>8.8%</b>
<b>Had SmartPhone in Terminal</b>	<b>87.4%</b>	<b>94.4%</b>	<b>89.1%</b>	<b>–</b>	<b>89.5%</b>	<b>89.8%</b>
<b>Used Social Media in Terminal</b>	<b>42.8%</b>	<b>38.7%</b>	<b>29.5%</b>	<b>–</b>	<b>37.9%</b>	<b>41.5%</b>
<b>Used Mobile App in Terminal</b>	<b>13.0%</b>	<b>16.5%</b>	<b>17.2%</b>	<b>–</b>	<b>15.1%</b>	<b>14.2%</b>
<b>Visited Restroom</b>	<b>68.5%</b>	<b>65.1%</b>	<b>69.8%</b>	<b>–</b>	<b>68.1%</b>	<b>67.4%</b>
<b>Requested Special Assistance</b>	<b>5.4%</b>	<b>3.2%</b>	<b>5.9%</b>	<b>–</b>	<b>5.0%</b>	<b>4.6%</b>
Wheelchair	3.8%	1.9%	3.6%	–	3.3%	3.1%
Motorized Golf Cart	1.0%	0.4%	1.4%	–	1.0%	0.8%
<b>Avg. Number Past 12 Mos. Round Trips through LGA</b>	<b>0.5</b>	<b>2.5</b>	<b>0.5</b>	<b>–</b>	<b>1.0</b>	<b>1.2</b>
<b>Avg. Number Past 12 Mos. Round Trips through JFK</b>	<b>1.9</b>	<b>0.8</b>	<b>0.4</b>	<b>–</b>	<b>1.2</b>	<b>1.6</b>
<b>Avg. Number Past 12 Mos. Round Trips through EWR</b>	<b>0.2</b>	<b>0.3</b>	<b>2.4</b>	<b>–</b>	<b>0.9</b>	<b>0.2</b>
<b>Avg. Number Past 12 Mos. Round Trips through SWF</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>

Source: PANYNJ Spring 2015 Terminal By Terminal Customer Satisfaction Study.  
SWF data not available.

**2.6.1**  
continued

**PASSENGER DEMOGRAPHICS**  
Profile of Departing Passengers

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Primary Residence</b>						
United States	63.2%	89.8%	73.7%	–	72.5%	72.0%
New York	19.3%	22.9%	8.5%	–	17.0%	20.5%
NYC	13.1%	16.8%	4.7%	–	11.5%	14.3%
Manhattan	4.9%	6.2%	2.1%	–	4.4%	5.4%
Manhattan – below 14th St.	0.8%	0.8%	0.4%	–	0.7%	0.8%
Manhattan – 14th - 96th St.	2.6%	3.6%	1.4%	–	2.5%	2.9%
Manhattan – above 96th St.	1.5%	1.8%	0.3%	–	1.2%	1.6%
Bronx	1.9%	2.5%	0.4%	–	1.6%	2.1%
Brooklyn	3.2%	3.7%	1.2%	–	2.7%	3.3%
Queens	3.0%	4.2%	0.5%	–	2.5%	3.4%
Staten Island	0.2%	0.1%	0.6%	–	0.3%	0.1%
Suffolk	1.4%	1.3%	0.1%	–	1.0%	1.4%
Westchester	1.0%	1.3%	0.3%	–	0.9%	1.1%
Nassau	1.2%	0.8%	–	–	0.7%	1.0%
Erie	0.4%	0.8%	0.1%	–	0.4%	0.5%
Rockland	0.3%	0.3%	0.3%	–	0.3%	0.3%
Broome	0.1%	0.1%	0.6%	–	0.3%	0.1%
Monroe	0.3%	0.3%	–	–	0.2%	0.3%
Albany	0.2%	–	0.4%	–	0.2%	0.2%
Tompkins	–	0.1%	0.7%	–	0.2%	–
Orange	0.2%	0.1%	0.3%	–	0.2%	0.2%
Onondaga	0.1%	0.2%	0.1%	–	0.1%	0.2%
Ulster	0.1%	0.1%	0.2%	–	0.1%	0.1%
Dutchess	0.1%	0.1%	0.1%	–	0.1%	0.1%
Saratoga	–	0.2%	–	–	0.1%	0.1%
Allegany	0.1%	0.1%	–	–	0.1%	0.1%
Schenectady	–	–	0.1%	–	0.1%	–
Genesee	–	0.2%	–	–	0.1%	0.1%
Jefferson	–	–	0.1%	–	–	–
Other NY	0.4%	0.3%	0.5%	–	0.4%	0.4%

Source: PANYNJ Spring 2015 Terminal By Terminal Customer Satisfaction Study.  
SWF data not available.

**2.6.1**  
continued

**PASSENGER DEMOGRAPHICS**  
Profile of Departing Passengers

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Primary Residence</b>						
<b>New Jersey</b>	<b>2.3%</b>	<b>1.1%</b>	<b>16.7%</b>	–	<b>6.3%</b>	<b>1.9%</b>
Middlesex	0.2%	–	2.8%	–	0.9%	0.1%
Bergen	0.6%	0.2%	2.8%	–	1.2%	0.5%
Essex	0.2%	–	1.7%	–	0.6%	0.1%
Hudson	0.4%	0.5%	1.6%	–	0.8%	0.4%
Morris	0.1%	–	1.4%	–	0.5%	0.1%
Passaic	0.1%	–	1.1%	–	0.4%	–
Monmouth	0.2%	–	1.0%	–	0.4%	0.1%
Union	0.1%	–	0.9%	–	0.3%	0.1%
Somerset	0.1%	–	0.9%	–	0.3%	0.1%
Mercer	–	–	0.6%	–	0.2%	–
Ocean	–	–	0.6%	–	0.2%	–
Hunterdon	–	–	0.5%	–	0.2%	–
Sussex	–	0.1%	0.3%	–	0.1%	–
Burlington	0.1%	0.1%	0.3%	–	0.2%	0.1%
Gloucester	–	–	0.2%	–	0.1%	–
Warren	–	–	0.1%	–	–	–
Atlantic	–	–	–	–	–	–
Camden	–	–	–	–	–	–
Other NJ	–	–	–	–	–	–
<b>Connecticut</b>	<b>3.4%</b>	<b>2.7%</b>	<b>0.7%</b>	–	<b>2.5%</b>	<b>3.1%</b>
Fairfield	1.3%	1.4%	0.3%	–	1.0%	1.4%
New Haven	0.5%	0.5%	–	–	0.4%	0.5%
Hartford	0.3%	0.3%	–	–	0.2%	0.3%
Other CT	0.2%	0.3%	0.3%	–	0.3%	0.2%
<b>Pennsylvania</b>	<b>2.2%</b>	<b>1.7%</b>	<b>2.1%</b>	–	<b>2.0%</b>	<b>2.0%</b>
Philadelphia	0.4%	0.1%	0.6%	–	0.4%	0.3%
Bucks	–	–	0.3%	–	0.1%	–
Northampton	–	–	0.2%	–	0.1%	–
Monroe	0.1%	–	0.2%	–	0.1%	–
Chester	0.1%	–	0.1%	–	0.1%	0.1%
Lancaster	0.1%	–	0.1%	–	0.1%	–
Montgomery	0.1%	–	0.1%	–	0.1%	–
Other PA	1.5%	1.6%	0.5%	–	1.2%	1.5%
Other US	36.9%	61.6%	45.8%	–	45.3%	45.2%
Outside U.S.	36.8%	10.2%	26.3%	–	27.5%	28.0%
<b>Primary Residence Outside US</b>						
Other North America	2.0%	4.6%	3.8%	–	3.1%	2.9%
Caribbean	3.5%	–	0.2%	–	1.7%	2.3%
Central America	0.9%	0.3%	0.6%	–	0.7%	0.7%
South America	3.6%	1.4%	1.3%	–	2.4%	2.9%
Europe	16.4%	1.6%	14.8%	–	12.5%	11.5%
Middle East	1.1%	–	0.5%	–	0.7%	0.8%
Africa	0.6%	–	0.2%	–	0.3%	0.4%
Asia	6.3%	1.4%	3.7%	–	4.4%	4.7%
Oceania	1.8%	0.2%	0.9%	–	1.2%	1.3%

Source: PANYNJ Spring 2015 Terminal By Terminal Customer Satisfaction Study.  
SWF data not available.

**2.6.1**  
continued

**PASSENGER DEMOGRAPHICS**  
Profile of Departing Passengers

YEAR	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Gender</b>						
Male	45.3%	46.6%	51.6%	–	47.5%	45.7%
Female	54.7%	53.4%	48.4%	–	52.5%	54.3%
<b>Age</b>						
18-24	30.2%	25.6%	32.4%	–	30.0%	29.0%
25-34	26.0%	27.3%	22.5%	–	25.2%	26.3%
35-44	19.1%	18.1%	15.0%	–	17.7%	18.8%
45-54	14.2%	13.0%	15.9%	–	14.5%	13.9%
55-64	7.0%	9.5%	8.8%	–	8.0%	7.7%
65-74	2.4%	3.5%	4.0%	–	3.1%	2.7%
75+	1.1%	3.0%	1.5%	–	1.6%	1.6%
Mean age	35.1	37.7	36.3	–	35.9	35.8
<b>Annual Household Income</b>						
Under \$25,000	17.3%	6.7%	12.5%	–	13.2%	13.5%
\$25,000 - \$29,999	7.5%	3.2%	5.4%	–	5.8%	6.0%
\$30,000 - \$39,999	8.1%	5.2%	6.0%	–	6.7%	7.0%
\$40,000 - \$49,999	7.8%	6.6%	4.2%	–	6.4%	7.4%
\$50,000 - \$59,999	6.5%	6.2%	7.4%	–	6.7%	6.4%
\$60,000 - \$69,999	6.7%	8.2%	6.5%	–	7.0%	7.2%
\$70,000 - \$79,999	6.3%	9.2%	7.2%	–	7.3%	7.3%
\$80,000 - \$89,999	4.7%	8.0%	6.7%	–	6.1%	5.9%
\$90,000 - \$99,999	4.8%	8.4%	5.9%	–	6.0%	6.1%
\$100,000 - \$124,999	9.1%	12.8%	10.3%	–	10.4%	10.4%
\$125,000 - \$149,999	5.2%	6.5%	7.7%	–	6.3%	5.6%
\$150,000 - \$174,999	4.1%	4.5%	4.2%	–	4.2%	4.3%
\$175,000 - \$199,999	2.2%	3.7%	2.4%	–	2.6%	2.7%
\$200,000 - \$249,999	3.4%	3.3%	5.1%	–	3.9%	3.3%
\$250,000 - \$299,999	1.6%	2.9%	2.7%	–	2.2%	2.0%
\$300,000 or more	4.8%	4.7%	5.9%	–	5.1%	4.8%
Mean income (in \$000's)	\$86.3	\$103.9	\$102.0	–	\$95.5	\$92.6
<b>Main Modal Airport Access—O&amp;D Passengers</b>						
Personal Car	31.2%	18.9%	41.0%	–	30.2%	26.4%
Passenger in Car and Dropped Off at Airport	26.5%	16.3%	31.8%	–	24.9%	22.6%
Drove Your Own Car	3.5%	1.8%	7.6%	–	4.0%	2.8%
Passenger in Car Parked at Airport	1.2%	.8%	1.7%	–	1.2%	1.1%
Drove Rental Car	2.5%	2.8%	13.7%	–	5.5%	2.6%
Taxicab	27.9%	46.2%	8.4%	–	28.2%	35.0%
Limousine	9.4%	8.6%	7.0%	–	8.6%	9.1%
Uber/Lyft	3.3%	7.8%	3.7%	–	4.7%	5.1%
Shared-RideVan	3.3%	3.1%	6.3%	–	4.0%	3.2%
Rail/Train/Subway	14.4%	–	10.0%	–	9.1%	8.8%
Bus	4.0%	10.1%	3.9%	–	5.7%	6.4%
Hotel/Motel Van	2.3%	.7%	3.3%	–	2.1%	1.7%
Off-Airport Prkg Shuttle	1.6%	1.8%	2.7%	–	1.9%	1.7%
<b>Avg. O-D Pax Travel Time to Airport (in mins.)</b>	<b>64</b>	<b>44</b>	<b>54</b>	<b>–</b>	<b>56</b>	<b>56</b>

Source: PANYNJ Spring 2015 Terminal By Terminal Customer Satisfaction Study.  
SWF data not available.





2015

RANK	AIRPORT	CARGO (SHORT TONS)	% CHANGE 2014-15
1	Memphis International Airport	4,290,638	0.75
2	Ted Stevens Anchorage International Airport	2,624,312	5.28
3	Louisville International Airport	2,350,656	2.5
4	Miami International Airport	2,005,175	0.32
5	Los Angeles International Airport	1,938,624	6.47
6	O'Hare International Airport	1,844,336	10.39
7	John F. Kennedy International Airport	1,286,484	-0.85
8	Indianapolis International Airport	992,321	-0.68
9	Cincinnati/Northern Kentucky International Airport	729,309	11.47
10	Newark Liberty International Airport	683,760	7.18
11	Dallas/Ft Worth International Airport	669,232	5.52
12	Hartsfield-Jackson Atlanta International Airport	626,202	4.15
13	Oakland International Airport	536,765	0.26
14	LA/Ontario International Airport	463,463	7.44
15	San Francisco International Airport	459,467	14.69
16	George Bush Intercontinental Airport	429,785	-6.94
17	Philadelphia International Airport	427,645	-1.18
18	Seattle-Tacoma International Airport	334,241	3.73
19	Sky Harbor International Airport	283,465	-0.1
20	Logan International Airport	274,983	-0.2
21	Washington Dulles International Airport	262,158	-2.44
22	Denver International Airport	247,522	5.07
23	Portland International Airport	216,187	4.04
24	Minneapolis/St Paul International Airport	199,340	0.54
25	Detroit Metropolitan Wayne County Airport	193,451	-4.25
26	Orlando International Airport	188,013	8.75
27	Salt Lake City International Airport	170,684	5.47
28	San Diego International Airport	162,281	3.93
29	Charlotte Douglas International Airport	134,024	2.09
30	Fort Worth Alliance Airport	118,761	7.65
31	Chicago Rockford International Airport	118,158	3.16
32	Baltimore/Washington International Thurgood Marshall Airport	116,662	10.95
33	Bradley International Airport	107,248	1.81
34	San Antonio International Airport	105,546	-0.28
35	McCarran International Airport	99,077	0.42
36	Kansas City International Airport	95,197	1.38
37	Tampa International Airport	92,184	8.48
38	Rickenbacker International Airport	90,066	25.62
39	El Paso International Airport	82,351	5.48
40	Huntsville International Airport	81,713	-5.79
41	Pittsburgh International Airport	77,500	2.44
42	Raleigh-Durham International Airport	76,094	-0.14
43	Ft Lauderdale-Hollywood International Airport	74,912	-3.92
44	Cleveland Hopkins International Airport	72,486	1.09
45	Austin-Bergstrom International Airport	71,421	1.32
46	Piedmont Triad International Airport	68,977	-7.14
47	General Mitchell International Airport	68,227	2.09
48	Jacksonville International Airport	65,809	1.75
49	Des Moines International Airport	64,242	2.03
50	Sacramento International Airport	64,064	0.52

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2015.

2015

RANK	AIRPORT	CARGO (SHORT TONS)	% CHANGE 2014-15
1	Hong Kong International Airport	4,460,065	0.38
2	Memphis International Airport	4,290,638	0.75
3	Pudong International Airport	3,273,732	2.9
4	Ted Stevens Anchorage International Airport	2,624,312	5.28
5	Incheon International Airport	2,595,678	1.49
6	Dubai International Airport	2,506,092	3.4
7	Louisville International Airport	2,350,656	2.5
8	Narita International Airport	2,122,314	-0.59
9	Aéroport de Paris-Charles de Gaulle	2,090,795	0.21
10	Flughafen Frankfurt/Main	2,076,734	-2.6
11	Taiwan Taoyuan International Airport	2,021,865	-3.2
12	Miami International Airport	2,005,175	0.32
13	Los Angeles International Airport	1,938,624	6.47
14	Beijing Capital International Airport	1,889,829	2.25
15	Singapore Changi Airport	1,887,000	0.37
16	O'Hare International Airport	1,844,336	10.39
17	Amsterdam Airport	1,655,354	-0.92
18	Heathrow Airport	1,591,637	0.19
19	Guangzhou Bai Yun International Airport	1,537,759	5.76
20	Doha International Airport	1,454,952	46
21	John F. Kennedy International Airport	1,286,484	-0.85
22	Suvarnabhumi International Airport	1,230,563	-0.07
23	Tokyo International (Haneda) Airport	1,173,961	6.9
24	Shenzhen Baoan International Airport	1,013,691	5.17
25	Indianapolis International Airport	992,321	-0.68
26	Flughafen Leipzig/Halle	984,389	8.59
27	Dubai World Central Al Maktoum International Airport	890,912	8
28	Abu Dhabi International Airport	837,551	3.91
29	Indira Gandhi International Airport	772,362	11.54
30	Atatürk International Airport	771,240	2.48
31	Kuala Lumpur International Airport	761,498	-3.34
32	Kansai International Airport	745,606	-0.04
33	Köln-Bonn Airport	742,625	0.43
34	Luxembourg-Findel International Airport	736,996	4.18
35	Cincinnati/Northern Kentucky International Airport	729,309	11.47
36	Chhatrapati Shivaji International Airport	712,379	1.56
37	Newark Liberty International Airport	683,760	7.18
38	Dallas/Ft Worth International Airport	669,232	5.52
39	Aeropuerto Internacional El Dorado	667,543	4.97
40	Liège Airport	651,001	10.12
41	Hartsfield-Jackson Atlanta International Airport	626,202	4.15
42	Ninoy Aquino International Airport	575,967	11.53
43	Soekarno-Hatta International Airport	557,188	-9.22
44	Chengdu Shuangliu International Airport	556,666	1.63
45	Oakland International Airport	536,765	0.26
46	Guarulhos International Airport	526,012	-5.17
47	Milano Malpensa	511,190	8.84
48	Brussels National Airport	475,680	8.22
49	LA/Ontario International Airport	463,463	7.44
50	San Francisco International Airport	459,467	14.69

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2015.

## 3.2.1

## REVENUE FREIGHT IN SHORT TONS

Annual Totals 2002 to 2015

## Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2002	728,039	426,711	11,321	20,974	1,187,045
2003	738,065	460,798	11,989	14,606	1,225,458
2004	739,005	446,339	13,817	23,091	1,222,252
2005	718,495	402,286	15,689	26,131	1,162,601
2006	717,003	360,713	13,752	17,404	1,108,872
2007	698,768	356,116	9,375	18,125	1,082,384
2008	625,848	311,921	8,717	17,617	964,103
2009	542,058	240,487	6,497	10,703	799,745
2010	569,702	253,935	7,332	12,934	843,903
2011	536,172	251,606	7,254	16,345	811,377
2012	494,900	254,228	6,819	18,895	774,842
2013	418,796	258,062	6,592	16,943	700,393
2014	413,711	242,833	7,084	15,489	679,117
2015	449,435	235,007	7,672	15,016	707,130

## International

YEAR	EWR	JFK	LGA	SWF	REGION
2002	181,733	1,260,135	388	–	1,442,256
2003	237,530	1,279,245	344	–	1,517,119
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	1,556,558
2008	243,601	1,162,899	177	104	1,406,781
2009	219,862	921,428	215	52	1,141,557
2010	291,268	1,139,861	184	–	1,431,313
2011	276,169	1,131,343	136	13	1,407,661
2012	247,998	1,064,998	190	203	1,313,389
2013	244,359	1,062,973	128	547	1,308,007
2014	253,130	1,100,222	56	24	1,353,432
2015	255,252	1,094,939	49	128	1,350,368

## Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
2002	909,772	1,686,846	11,709	20,974	2,629,301
2003	975,595	1,740,043	12,333	14,606	2,742,577
2004	995,256	1,793,448	14,096	23,091	2,825,891
2005	957,603	1,720,927	16,006	26,131	2,720,667
2006	968,528	1,706,387	13,998	17,982	2,706,895
2007	953,556	1,657,358	9,595	18,433	2,638,942
2008	869,449	1,474,820	8,894	17,721	2,370,884
2009	761,920	1,161,915	6,712	10,755	1,941,302
2010	860,970	1,393,796	7,516	12,934	2,275,216
2011	812,341	1,382,949	7,390	16,358	2,219,038
2012	742,898	1,319,226	7,009	19,098	2,088,231
2013	663,155	1,321,035	6,720	17,490	2,008,400
2014	666,841	1,343,055	7,140	15,513	2,032,549
2015	704,687	1,329,946	7,721	15,144	2,057,498

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

## Domestic

MONTH	EWB	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2014 TO 2015
Jan	35,457	18,567	641	1,168	55,833	2.9%
Feb	33,685	17,560	606	1,011	52,862	9.3%
Mar	35,099	19,086	655	1,047	55,886	1.8%
Apr	36,625	19,616	645	1,118	58,003	3.7%
May	36,029	19,761	704	1,170	57,663	4.3%
Jun	34,441	19,001	585	1,111	55,138	6.4%
Jul	36,978	20,285	508	1,277	59,047	5.1%
Aug	34,449	18,526	541	1,101	54,617	—
Sep	38,436	18,350	664	1,329	58,779	5.9%
Oct	40,430	22,007	740	1,360	64,537	4.1%
Nov	36,007	18,985	691	1,251	56,934	-1.1%
Dec	51,799	23,263	692	2,075	77,829	7.1%
<b>Total 2015</b>	<b>449,435</b>	<b>235,007</b>	<b>7,672</b>	<b>15,018</b>	<b>707,128</b>	<b>4.1%</b>
<b>% Change 2014 to 2015</b>	<b>8.6%</b>	<b>-3.2%</b>	<b>8.3%</b>	<b>-3.0%</b>	<b>4.1%</b>	

## International

MONTH	EWB	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2014 TO 2015
Jan	20,201	82,810	5	12	103,027	3.5%
Feb	21,497	81,061	8	—	102,566	5.8%
Mar	24,542	98,862	4	98	123,505	1.2%
Apr	21,022	93,882	3	—	114,907	4.2%
May	20,666	92,418	2	—	113,086	-0.4%
Jun	21,285	91,889	5	—	113,179	-0.9%
Jul	21,214	91,066	3	18	112,300	-2.0%
Aug	19,635	88,162	3	—	107,800	-2.0%
Sep	19,262	86,833	1	—	106,096	-5.0%
Oct	21,204	98,588	5	—	119,797	-1.3%
Nov	22,143	96,916	6	—	119,065	-1.2%
Dec	22,581	92,453	4	—	115,038	-3.2%
<b>Total 2015</b>	<b>255,252</b>	<b>1,094,940</b>	<b>49</b>	<b>128</b>	<b>1,350,366</b>	<b>-0.2%</b>
<b>% Change 2014 to 2015</b>	<b>0.8%</b>	<b>-0.5%</b>	<b>-12.5%</b>	<b>433.3%</b>	<b>-0.2%</b>	

Domestic and  
International

MONTH	EWB	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2014 TO 2015
Jan	55,658	101,377	646	1,180	158,860	3.3%
Feb	55,182	98,621	614	1,011	155,428	7.0%
Mar	59,641	117,948	659	1,145	179,391	1.4%
Apr	57,647	113,498	648	1,118	172,910	4.0%
May	56,695	112,179	706	1,170	170,749	1.1%
Jun	55,726	110,890	590	1,111	168,317	1.4%
Jul	58,192	111,351	511	1,295	171,347	0.4%
Aug	54,084	106,688	544	1,101	162,417	-1.4%
Sep	57,698	105,183	665	1,329	164,875	-1.4%
Oct	61,634	120,595	745	1,360	184,334	0.5%
Nov	58,150	115,901	697	1,251	175,999	-1.2%
Dec	74,380	115,716	696	2,075	192,867	0.7%
<b>Total 2015</b>	<b>704,687</b>	<b>1,329,947</b>	<b>7,721</b>	<b>15,146</b>	<b>2,057,494</b>	<b>1.2%</b>
<b>% Change 2014 to 2015</b>	<b>5.7%</b>	<b>-1.0%</b>	<b>8.1%</b>	<b>-2.4%</b>	<b>1.2%</b>	

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



### 3.3.1 REGION

## REGIONAL FREIGHT IN SHORT TONS

US Customs Data: Annual Totals 2006-2015 by International Market

#### Imports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2006	490,579	341,996	31,894	19,305	13,461	2,945	4,038	904,118
2007	471,001	365,110	31,115	15,877	12,683	2,910	5,531	904,227
2008	413,895	315,790	26,230	15,399	10,707	3,308	4,390	789,711
2009	343,111	253,772	21,638	12,031	7,292	3,238	2,177	643,311
2010	423,374	335,666	23,723	15,160	7,313	2,637	2,578	810,530
2011	351,124	355,786	23,967	13,828	6,710	2,118	2,650	756,354
2012	347,203	299,400	25,170	12,889	7,210	1,985	957	694,996
2013	352,454	301,252	24,866	12,064	6,156	1,998	1,148	700,088
2014	364,793	325,315	26,927	12,487	5,596	2,294	1,109	738,650
2015	373,404	349,850	28,430	13,923	6,947	2,410	1,112	776,075

#### Exports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2006	275,589	282,113	15,211	15,784	8,987	13,799	929	612,412
2007	298,427	315,968	21,625	19,084	9,303	15,135	1,232	680,774
2008	294,798	308,973	19,583	19,899	8,275	15,670	1,428	668,893
2009	238,378	260,409	13,578	16,578	6,234	12,925	1,230	549,539
2010	317,527	301,656	19,691	18,847	5,504	14,157	1,382	679,047
2011	316,575	309,497	19,214	17,532	6,158	15,416	1,351	686,141
2012	274,603	265,931	18,584	17,189	5,333	15,687	1,303	598,612
2013	258,323	260,216	20,131	15,864	6,084	13,730	1,511	576,188
2014	243,243	261,925	19,917	15,170	5,205	10,199	1,153	557,104
2015	236,111	248,931	17,627	12,299	5,183	9,397	917	530,465

#### Total

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2006	766,168	624,109	47,105	34,989	22,448	16,744	4,967	1,516,530
2007	769,428	681,078	52,740	34,961	21,986	18,045	6,763	1,585,001
2008	708,692	624,763	45,813	35,298	18,982	18,978	5,817	1,458,684
2009	581,488	514,182	35,216	28,609	13,526	16,163	3,407	1,192,850
2010	740,901	637,321	43,414	34,007	12,817	16,794	3,960	1,489,576
2011	667,698	665,283	43,181	31,360	12,868	17,534	4,001	1,442,495
2012	621,806	564,791	43,753	30,078	12,543	17,673	2,260	1,293,608
2013	610,777	561,468	44,997	27,928	12,240	15,728	2,659	1,276,275
2014	608,036	587,241	46,844	27,657	10,802	12,493	2,262	1,295,754
2015	609,514	598,781	46,058	26,221	12,130	11,807	2,029	1,306,540

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

### 3.3.2 REGION

## REGIONAL FREIGHT IN SHORT TONS

Top 10 U.S. Trading Districts by Air 2015

RANK	CUSTOM DISTRICTS	TOTAL IMPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	Chicago, IL	824,805	\$ 95,916,541	17.3%		17.2%
2	New York, NY	776,075	108,706,348	16.3%		19.5%
3	Miami, FL	680,457	21,006,107	14.3%		3.8%
4	Los Angeles, CA	627,893	51,582,266	13.2%		9.3%
5	Cleveland, OH	240,115	39,318,438	5.0%		7.1%
6	Savannah, GA	235,986	23,043,483	5.0%		4.1%
7	New Orleans, LA	214,199	38,742,120	4.5%		7.0%
8	San Francisco, CA	188,497	28,012,018	4.0%		5.0%
9	Anchorage, AK	187,445	38,502,048	3.9%		6.9%
10	Dallas/Fort Worth, TX	181,889	32,318,385	3.8%		5.8%
	<b>All Others</b>	<b>613,473</b>	<b>\$ 79,648,650</b>	<b>12.9%</b>		<b>14.3%</b>
	<b>Total</b>	<b>4,770,834</b>	<b>\$556,796,403</b>	<b>100.0%</b>		<b>100.0%</b>

RANK	CUSTOM DISTRICTS	TOTAL EXPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	New York, NY	530,465	\$94,786,745	14.9%		21.6%
2	Chicago, IL	525,018	45,873,732	14.7%		10.5%
3	Los Angeles, CA	477,262	49,422,982	13.4%		11.3%
4	Miami, FL	365,243	32,596,496	10.2%		7.4%
5	Cleveland, OH	255,550	32,551,863	7.2%		7.4%
6	New Orleans, LA	192,945	32,881,676	5.4%		7.5%
7	Savannah, GA	159,901	13,490,910	4.5%		3.1%
8	Dallas/Fort Worth, TX	158,162	21,315,250	4.4%		4.9%
9	San Francisco, CA	158,019	26,717,639	4.4%		6.1%
10	Houston/Galveston, TX	131,186	9,174,118	3.7%		2.1%
	<b>All Others</b>	<b>615,222</b>	<b>\$ 80,041,542</b>	<b>17.2%</b>		<b>18.2%</b>
	<b>Total</b>	<b>3,568,973</b>	<b>\$438,852,955</b>	<b>100.0%</b>		<b>100.0%</b>

RANK	CUSTOM DISTRICTS	TOTAL IMPORTS AND EXPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	Chicago, IL	1,349,822	\$ 141,790,273	16.2%		14.2%
2	New York, NY	1,306,540	203,493,093	15.7%		20.4%
3	Los Angeles, CA	1,105,155	101,005,248	13.3%		10.1%
4	Miami, FL	1,045,699	53,602,603	12.5%		5.4%
5	Cleveland, OH	495,665	71,870,301	5.9%		7.2%
6	New Orleans, LA	407,144	71,623,796	4.9%		7.2%
7	Savannah, GA	395,886	36,524,393	4.8%		3.7%
8	San Francisco, CA	346,517	54,729,657	4.2%		5.5%
9	Dallas/Fort Worth, TX	340,051	53,633,636	4.1%		5.4%
10	Anchorage, AK	291,880	52,128,629	3.5%		5.2%
	<b>All Others</b>	<b>1,255,448</b>	<b>\$ 155,247,728</b>	<b>15.0%</b>		<b>15.6%</b>
	<b>Total</b>	<b>8,339,807</b>	<b>\$995,649,357</b>	<b>100.0%</b>		<b>100.0%</b>

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



### 3.3.3 REGION

## REGIONAL FREIGHT IN SHORT TONS

Top 10 U.S. Trading Districts by Air 2015

RANK	COMMODITY	TOTAL IMPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	Machinery	126,900	\$ 12,996,759	16.4%		12.0%
2	Electrical Machinery	73,019	10,989,650	9.4%		10.1%
3	Woven Apparel	70,560	3,152,811	9.1%		2.9%
4	Fish and Seafood	65,191	405,203	8.4%		0.4%
5	Knit Apparel	55,766	1,798,825	7.2%		1.7%
6	Optical, Medical Instruments	38,536	7,612,866	5.0%		7.0%
7	Plastic	26,655	671,393	3.4%		0.6%
8	Vegetables	24,540	60,105	3.2%		0.1%
9	Footwear	24,007	1,375,916	3.1%		1.3%
10	Pharmaceutical Products	17,715	10,275,152	2.3%		9.5%
	<b>All Others</b>	<b>253,186</b>	<b>\$ 59,367,669</b>	<b>32.6%</b>		<b>54.6%</b>
	<b>Total</b>	<b>776,075</b>	<b>\$108,706,348</b>	<b>100.0%</b>		<b>100.0%</b>

RANK	COMMODITY	TOTAL EXPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	Machinery	82,492	\$9,335,328	15.6%		9.9%
2	Electrical Machinery	43,767	8,234,589	8.3%		8.7%
3	Plastic	35,640	930,116	6.7%		1.0%
4	Optical, Medical Instruments	34,714	7,058,621	6.5%		7.5%
5	Perfumery, Cosmetic Products	22,558	688,477	4.3%		0.7%
6	Books and Newspapers	22,453	574,521	4.2%		0.6%
7	Vehicles, Not Railway	20,885	520,515	3.9%		0.6%
8	Fish and Seafood	20,795	246,792	3.9%		0.3%
9	Iron and Steel Products	17,218	377,097	3.3%		0.4%
10	Misc. Chemical Products	16,060	859,217	3.0%		0.9%
	<b>All Others</b>	<b>213,883</b>	<b>\$ 65,961,472</b>	<b>40.3%</b>		<b>69.6%</b>
	<b>Total</b>	<b>530,465</b>	<b>\$ 94,786,745</b>	<b>100.0%</b>		<b>100.0%</b>

RANK	COMMODITY	TOTAL IMPORTS AND EXPORTS		TONS	% OF TOTAL	DOLLARS
		SHORT TONS	\$ IN 000'S			
1	Machinery	209,393	\$22,332,087	16.0%		11.0%
2	Electrical Machinery	116,786	19,224,239	8.9%		9.5%
3	Fish and Seafood	85,986	651,995	6.6%		0.3%
4	Woven Apparel	77,613	3,360,779	5.9%		1.7%
5	Optical, Medical Instruments	73,250	14,671,487	5.6%		7.2%
6	Plastic	62,296	1,601,509	4.8%		0.8%
7	Knit Apparel	60,812	1,925,863	4.7%		1.0%
8	Perfumery, Cosmetic Products	39,659	1,242,604	3.0%		0.6%
9	Vehicles, Not Railway	35,545	889,902	2.7%		0.4%
10	Pharmaceutical Products	30,804	14,963,791	2.4%		7.4%
	<b>All Others</b>	<b>514,396</b>	<b>\$122,628,836</b>	<b>39.4%</b>		<b>60.3%</b>
	<b>Total</b>	<b>1,306,540</b>	<b>\$203,493,093</b>	<b>100.0%</b>		<b>100.0%</b>

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

## JFK

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Delta	113,917	8.6%
2	Federal Express	102,205	16.3%
3	American	71,941	21.7%
4	Cathay Pacific	66,015	26.6%
5	China Airlines (CAL)	53,331	30.6%
6	Korean	50,240	34.4%
7	British Airways	49,618	38.1%
8	Asiana	47,185	41.7%
9	Cargolux Airlines	45,903	45.1%
10	United Parcel	43,900	48.4%
11	Virgin Atlantic	36,374	51.2%
12	TNT Airways	35,839	53.9%
13	ANA (All Nippon)	29,803	56.1%
14	Air France	29,039	58.3%
15	Kalitta Air LLC	27,758	60.4%
	Others	526,879	100.0%
	<b>Total Airport All Airlines</b>	<b>1,329,947</b>	

## EWR

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	327,994	46.5%
2	United Parcel	140,321	66.5%
3	United	111,758	82.3%
4	SAS	23,638	85.7%
5	ABX Air Inc	17,934	88.2%
6	Lufthansa	16,138	90.5%
7	Virgin Atlantic	10,325	92.0%
8	British Airways	9,971	93.4%
9	Jet Airways	7,169	94.4%
10	Swiss Int'l Air Lines Ltd	6,695	95.4%
11	Delta	6,383	96.3%
12	El Al	5,105	97.0%
13	Cathay Pacific	3,672	97.5%
14	Air Portugal(TAP)	3,274	98.0%
15	Southwest Airlines	2,591	98.3%
	Others	11,721	100.0%
	<b>Total Airport All Airlines</b>	<b>704,689</b>	

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

## LGA

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Delta	2,844	36.8%
2	Southwest Airlines	2,662	71.3%
3	American	1,376	89.1%
4	United	312	93.2%
5	US Airways	310	97.2%
6	JetBlue Airways	168	99.4%
7	Air Canada	48	100.0%
<b>Total Airport All Airlines</b>		<b>7,720</b>	

## SWF

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	9,579	63.3%
2	United Parcel	5,426	99.1%
3	Itinerants: Foreign	128	99.9%
4	JetBlue Airways	6	100.0%
5	US Airways	3	100.0%
6	Delta	2	1
<b>Total Airport All Airlines</b>		<b>15,144</b>	

## REGION

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	439,778	21.4%
2	United Parcel	189,647	30.6%
3	Delta	123,146	36.6%
4	United	113,528	42.1%
5	American	73,841	45.7%
6	Cathay Pacific	69,687	49.1%
7	British Airways	59,589	52.0%
8	China Airlines (CAL)	53,331	54.6%
9	Korean	50,240	57.0%
10	Asiana	47,185	59.3%
11	Virgin Atlantic	46,699	61.6%
12	Cargolux Airlines	45,903	63.8%
13	ABX Air Inc	40,328	65.8%
14	Lufthansa	37,911	67.6%
15	TNT Airways	35,839	69.3%
Others		630,848	100.0%
<b>Total Airport All Airlines</b>		<b>2,057,500</b>	

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

## 3.5.1

## REVENUE MAIL IN SHORT TONS

Annual Totals 2002 to 2015

## Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2002	31,258	44,004	22,350	–	97,612
2003	71,533	45,325	17,740	4	134,602
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	80,356
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	–	54,278
2010	21,569	21,970	28	–	43,567
2011	25,858	19,349	23	–	45,230
2012	32,160	20,164	384	–	52,708
2013	25,086	19,621	743	1	45,451
2014	26,093	18,925	1,157	–	46,175
2015	40,723	25,007	710	1,496	67,936

## International

YEAR	EWR	JFK	LGA	SWF	REGION
2002	7,888	42,295	1,468	–	51,651
2003	13,058	39,432	1,291	–	53,781
2004	9,130	49,351	950	–	59,431
2005	23,579	48,862	1,300	–	73,741
2006	57,940	61,809	1,150	–	120,899
2007	73,497	75,767	1,691	–	150,955
2008	74,820	85,033	1,152	–	161,005
2009	70,699	78,790	744	–	150,233
2010	60,909	80,649	556	–	142,114
2011	58,745	80,102	620	–	139,467
2012	47,233	73,507	793	–	121,533
2013	29,590	83,171	637	–	113,398
2014	10,287	68,257	451	–	78,995
2015	8,306	63,153	519	–	71,978

## Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
2002	39,146	86,299	23,818	–	149,263
2003	84,591	84,757	19,031	4	188,383
2004	90,564	88,738	15,219	2	194,523
2005	90,169	79,919	10,297	6	180,391
2006	95,659	99,869	5,718	9	201,255
2007	109,062	115,223	2,087	1	226,373
2008	108,558	126,192	2,635	1	237,386
2009	97,440	105,722	1,349	–	204,511
2010	82,478	102,619	584	–	185,681
2011	84,603	99,451	643	–	184,697
2012	79,393	93,671	1,177	–	174,241
2013	54,676	102,792	1,380	1	158,849
2014	36,380	87,182	1,608	–	125,170
2015	49,029	88,160	1,229	1,496	139,914

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

## Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2014 TO 2015
Jan	2,351	1,852	86	–	4,289	16.4%
Feb	2,818	1,789	67	95	4,769	33.7%
Mar	3,571	2,101	62	339	6,073	51.3%
Apr	3,845	2,148	68	341	6,402	74.6%
May	3,352	2,064	62	25	5,503	41.5%
Jun	3,540	2,315	68	89	6,012	79.3%
Jul	3,898	2,379	46	52	6,375	61.6%
Aug	3,574	2,321	62	94	6,051	56.9%
Sep	3,630	2,180	53	133	5,996	61.9%
Oct	4,062	2,220	52	168	6,502	49.3%
Nov	3,257	1,735	40	159	5,191	34.6%
Dec	2,825	1,903	46	–	4,774	11.3%
<b>Total 2015</b>	<b>40,723</b>	<b>25,007</b>	<b>712</b>	<b>1,495</b>	<b>67,937</b>	<b>47.1%</b>
<b>% Change 2014 to 2015</b>	<b>56.1%</b>	<b>32.1%</b>	<b>-38.5%</b>	<b>100.0%</b>	<b>47.1%</b>	

## International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2014 TO 2015
Jan	596	5,411	18	–	6,025	-25.8%
Feb	533	4,612	35	–	5,180	-13.1%
Mar	688	5,156	40	–	5,884	-2.4%
Apr	709	4,721	38	–	5,468	-10.3%
May	576	4,643	58	–	5,277	-17.3%
Jun	706	4,596	40	–	5,342	-8.0%
Jul	716	4,857	37	–	5,610	-1.2%
Aug	715	4,672	45	–	5,432	-7.7%
Sep	682	4,891	47	–	5,620	-10.9%
Oct	738	5,841	47	–	6,626	-8.3%
Nov	720	5,835	49	–	6,604	-7.6%
Dec	926	7,917	63	–	8,906	6.5%
<b>Total 2015</b>	<b>8,305</b>	<b>63,152</b>	<b>517</b>	<b>–</b>	<b>71,974</b>	<b>-8.9%</b>
<b>% Change 2014 to 2015</b>	<b>-19.3%</b>	<b>-7.5%</b>	<b>14.9%</b>	<b>0.0%</b>	<b>-8.9%</b>	

Domestic and  
International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2014 TO 2015
Jan	2,947	7,263	104	–	10,314	-12.6%
Feb	3,351	6,401	102	95	9,949	4.5%
Mar	4,259	7,257	102	339	11,957	19.0%
Apr	4,554	6,869	106	341	11,870	21.6%
May	3,928	6,707	120	25	10,780	5.0%
Jun	4,246	6,911	108	89	11,354	23.9%
Jul	4,614	7,236	83	52	11,985	24.6%
Aug	4,289	6,993	107	94	11,483	17.8%
Sep	4,312	7,071	100	133	11,616	16.0%
Oct	4,800	8,061	99	168	13,128	13.4%
Nov	3,977	7,570	89	159	11,795	7.2%
Dec	3,751	9,820	109	–	13,680	8.2%
<b>Total 2015</b>	<b>49,028</b>	<b>88,159</b>	<b>1,229</b>	<b>1,495</b>	<b>139,911</b>	<b>11.8%</b>
<b>% Change 2014 to 2015</b>	<b>34.8%</b>	<b>1.1%</b>	<b>-23.5%</b>	<b>100.0%</b>	<b>11.8%</b>	

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

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YEAR	EWR				TOTAL
	OLYMPIA TRAIL	EXPRESS	NJT RAIL SERVICE	AIRLINK/302 BUS	
	(MOTOR COACH)	#300 BUS	AND AIR TRAIN		
2002	308,998	306,300	1,008,821	–	1,624,119
2003	314,272	300,784	1,178,822	–	1,793,878
2004	387,828	293,250	1,368,067	–	2,049,145
2005	374,322	272,357	1,445,035	–	2,091,714
2006	229,507	386,227	1,588,163	–	2,203,897
2007	225,972	394,490	1,793,796	–	2,414,258
2008	271,527	396,581	1,933,100	–	2,601,208
2009	275,913	361,321	1,863,718	–	2,500,952
2010	279,716	352,753	1,870,237	–	2,502,706
2011	275,853	349,016	2,055,623	–	2,680,492
2012	263,479	316,300	2,136,446	–	2,716,225
2013	262,554	305,149	2,386,467	–	2,954,170
2014	279,187	335,178	2,176,316	–	2,790,681
2015	226,835	283,085	2,545,232	–	3,055,152

YEAR	JFK		LGA	SWF	REGION
	NY AIRPORT SERVICE (MOTOR COACH)	AIRTRAIN JAMAICA STATION AND HOWARD BEACH	NEW YORK AIRPORT SERVICE (MOTOR COACH)	CONNECTING BUS (LEPRECHAUN)	GRAND TOTAL MOTOR COACH AND RAIL
2002	482,691	–	377,459	–	860,150
2003	532,165	82,293	386,948	–	1,001,406
2004	571,048	2,594,236	421,746	–	3,587,030
2005	570,468	3,411,762	425,547	–	4,407,777
2006	514,561	3,950,014	407,838	–	4,872,413
2007	498,755	4,393,258	383,394	–	5,275,407
2008	488,459	4,733,128	332,048	8,839	5,562,474
2009	491,429	5,236,404	332,947	1,371	6,062,151
2010	492,597	5,287,909	400,762	1,320	6,182,588
2011	272,274	5,573,116	232,843	1,548	6,079,781
2012	356,741	5,706,207	271,382	652	6,334,982
2013	386,657	6,002,835	269,360	175	6,659,027
2014	420,913	6,522,096	264,760	396	7,208,165
2015	420,781	7,130,410	284,969	–	7,836,160

**EWR**

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

*Express #300 bus:* currently serves PABT.

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

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

**JFK**

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

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

**LGA**

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

**SWF**

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

YEAR	EWR	JFK	LGA	SWF*	REGION
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
2013	2,862,943	4,202,721	1,452,692	73,664	8,592,020
2014	2,844,074	4,132,263	1,245,979	69,443	8,291,759
2015	2,872,335	4,112,611	1,170,759	63,795	8,219,500

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

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

## 4.3.1

## TAXI DISPATCH PASSENGERS

Annual Totals 2002 to 2015

Outbound  
Passengers

YEAR	EWR	JFK	LGA	SWF*	REGION
2002	912,500	2,070,444	3,238,522	–	6,221,466
2003	980,000	2,209,365	3,456,575	–	6,645,940
2004	875,518	2,398,900	3,714,114	–	6,988,532
2005	940,440	2,602,497	3,801,868	–	7,344,805
2006	1,019,570	2,647,581	3,726,796	–	7,393,947
2007	1,066,032	2,880,015	3,828,857	6,195	7,781,099
2008	1,296,643	2,919,327	3,630,833	5,897	7,852,700
2009	1,188,024	2,798,833	3,247,619	4,125	7,238,601
2010	1,307,449	2,982,192	3,608,390	4,200	7,902,231
2011	1,370,930	3,194,816	3,586,124	5,810	8,157,680
2012	1,318,801	3,250,056	3,769,163	3,717	8,341,737
2013	1,261,864	3,206,289	3,811,038	2,353	8,281,544
2014	977,287	3,270,025	3,699,976	577	7,947,865
2015	881,155	3,327,222	3,012,440	408	7,221,225

\*Visconti Cab Company.

## 4.4.1

## GROUND TRANSPORTATION CENTER BOOKINGS\*

Annual Totals 2002 to 2015

Outbound  
Only

YEAR	EWR	JFK	LGA	SWF	REGION
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
2013	109,757	216,005	111,173	–	436,935
2014	104,287	212,343	102,150	–	418,780
2015	95,900	216,546	87,595	–	400,041

\*A passenger booking a reservation will book for all passengers traveling together, therefore there will be fewer bookings than actual passengers. For example, in 2008 there were 348,362 bookings at the ground transportation centers and 581,859 actual passengers.

YEAR	EWR	JFK	LGA	SWF	ACY	REGION
1994	18,572	37,365	9,180	n/a	n/a	65,117
1995	n/a	n/a	n/a	n/a	n/a	n/a
1996	n/a	n/a	n/a	n/a	n/a	n/a
1997	n/a	n/a	n/a	n/a	n/a	n/a
1998	n/a	n/a	n/a	n/a	n/a	n/a
1999	24,270	37,396	10,034	n/a	n/a	71,700
2000	n/a	n/a	n/a	n/a	n/a	n/a
2001	n/a	n/a	n/a	n/a	n/a	n/a
2002*	20,000	29,500	9,400	n/a	n/a	58,900
2003	n/a	n/a	n/a	n/a	n/a	n/a
2004	18,352	29,519	7,874	n/a	n/a	55,745
2005	n/a	30,988	9,110	n/a	n/a	40,098
2006	n/a	32,350	9,172	n/a	n/a	41,522
2007	20,900	34,576	8,796	n/a	n/a	64,272
2008	22,449	25,201	9,510	n/a	n/a	57,160
2009	20,304	30,851	9,411	1,194	n/a	61,760
2010	20,900	34,576	8,796	n/a	n/a	64,272
2011	20,716	36,352	10,284	1,139	n/a	68,491
2012	20,283	34,924	11,068	1,113	n/a	67,388
2013	19,700	36,620	11,353	1,145	n/a	68,818
2014	20,505	37,396	11,952	1,239	974	72,066
2015	20,268	38,232	11,977	1,258	1,186	72,921

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

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

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

2015

IMPACT	EWR	JFK	LGA	SWF	TOTAL
<b>Passenger Operating Impact</b>					
Wages	\$ 4,321	\$ 8,042	\$ 2,930	\$ 35	\$ 15,082
Sales	\$ 12,189	\$ 22,357	\$ 8,294	\$ 97	\$ 42,293
Jobs-Years	75,140	138,901	50,611	598	261,069
<b>Visitor Economic Impact</b>					
Wages	\$ 3,605	\$ 4,774	\$ 3,357	\$ 55	\$ 11,790
Sales	\$ 9,564	\$ 12,697	\$ 8,904	\$ 145	\$ 31,311
Jobs-Years	82,287	109,507	76,332	1,250	269,376
<b>Cargo Impact</b>					
Wages	\$ 1,237	\$ 2,219	\$ 19	\$ 26	\$ 3,515
Sales	\$ 3,419	\$ 6,594	\$ 43	\$ 75	\$ 10,134
Jobs-Years	18,918	34,418	253	398	54,104
<b>Capital Spending Impact</b>					
Wages	\$ 32	\$ 98	\$ 115	\$ 8	\$ 252
Sales	\$ 123	\$ 380	\$ 443	\$ 30	\$ 977
Jobs-Years	534	1,654	1,930	133	4,251
<b>Total Economic Impact</b>					
Wages	\$ 9,195	\$ 15,133	\$ 6,420	\$ 123	\$ 30,640
Sales	\$ 25,296	\$ 42,028	\$ 17,685	\$ 347	\$ 84,715
Jobs-Years	176,879	284,479	129,126	2,379	588,799

In Million \$ 2015

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