

2008

AIRPORT TRAFFIC REPORT

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



THE PORT AUTHORITY OF NY & NJ



THE PORT AUTHORITY OF NY & NJ

MEMORANDUM

AVIATION DEPARTMENT

From: Susan M. Baer
Date: May 20, 2009
Subject: **2008 ANNUAL TRAFFIC REPORT**

Attached is the 2008 Annual Traffic report, which provides important statistics on air traffic at our regional aviation facilities, including comparative data on airports worldwide and the vast number of destinations our airports offer our customers.

Last year was challenging for our airports. The region's four commercial airports handled 107 million passengers in 2008 – three million fewer than the previous year. This translates to a decline of 2.7 percent compared to 2007.

Our region's declining traffic performance was caused by two intertwining shocks: unprecedented and unrelenting increases in jet fuel prices in the first half of 2008, and a housing-induced financial crisis. The spike in fuel prices made several markets unprofitable, forcing carriers to reduce the region's 4Q08 capacity by 5.4 percent, and prompting increased ticket prices and new baggage charges. Meanwhile, the housing crisis led to a faltering U.S. economy, which in turn pulled most of our major trading partners into a recession. This economic downturn is on track to be one of the deepest we've experienced since World War II.

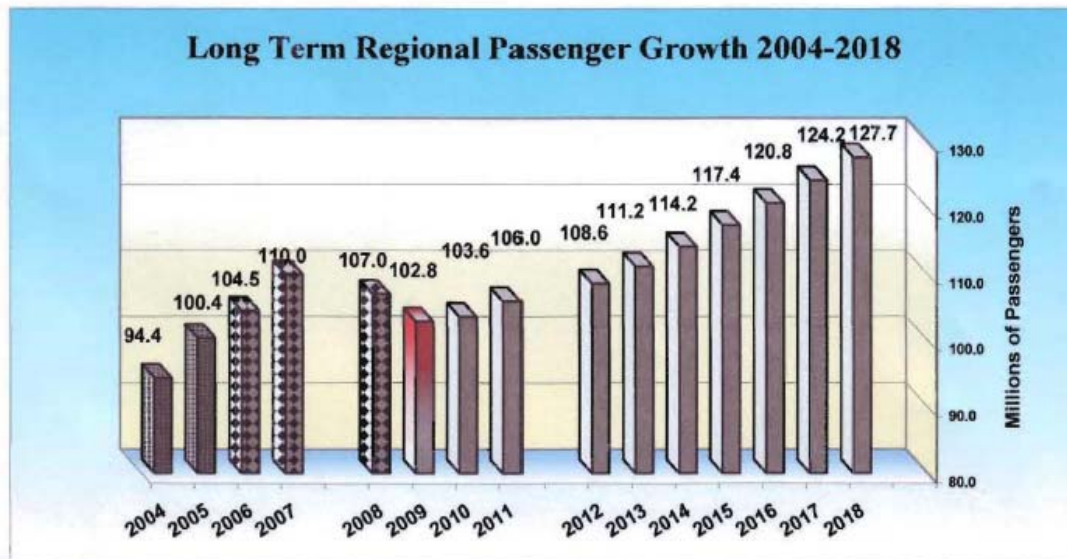
Our airports' 2008 statistical highlights:

- Despite the downward trend, our region's passenger traffic outperformed the nation, as overall national traffic dropped 4.7 percent in 2008, compared to our region's 2.7 percent decline.
- JFK was the only facility in our airport system that realized growth in 2008. The airport handled 47.8 million passengers, a growth of 0.18 percent.
- LaGuardia handled 23.1 million passengers, representing a 7.8 percent decrease since last year. LaGuardia is the only airport in our system to experience three consecutive years of declining passenger totals, and it is the first time an airport in our system has had passenger traffic decline for three straight years since 1973-1975.
- In 2008, Newark Liberty handled 35.4 million passengers, a decline of 2.8 percent. This represents the first time the airport's passenger traffic has declined since a 6.1 percent drop in 2002.

- Stewart International Airport, the newest addition to our airport system, handled 789,307 passengers, a 13.6 percent decline from 2007.

The overarching concern of both the nation and global carriers remains the intensity and duration of the global economic recession. Weak passenger demand resulting from the recession, job losses and economic insecurity is expected to drag down passenger traffic at our region's airports by 3.9 percent in 2009, to 103 million.

We've seen in the past that our region and airport facilities are resilient. We have weathered countless crises, including past recessions, SARS, and the precipitous downturn in traffic following the 9/11 terrorist attacks, and traffic always has rebounded. However, because this current recession is deep and the anticipated economic recovery is expected to lack the usual vigor, passenger levels attained in 2008 will not be reached again until 2012. JFK and Newark are expected to hit 2008 levels in 2011, while LaGuardia and Stewart should reach those levels in 2013.



In the interim, the Aviation Department is strategizing to maintain pertinent capital programs that will position us to take full advantage of future traffic growth. As demonstrated by these statistics, the Aviation Department is committed to achieving regional prosperity through a unified system of airport facilities that offer unsurpassed capacity and quality, a safe and secure environment, an excellent customer experience, and environmentally sustainable and community friendly services delivered by a first-rate staff.

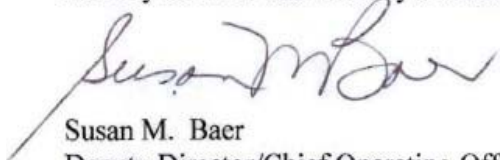

Susan M. Baer
Deputy Director/Chief Operating Office

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JOHN F. KENNEDY INTERNATIONAL AIRPORT

OPERATED BY

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

LOCATION

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

SIZE

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

HISTORY

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

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

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

INVESTMENT

About \$150 million was expended by the City of New York on original construction. The Port Authority has invested more than \$6.1 billion in the airport.

EMPLOYMENT AND ECONOMIC IMPACT

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

REDEVELOPMENT PROGRAM

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

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

CENTRAL TERMINAL AREA (CTA)

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

Terminals

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

AirTrain JFK

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

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

AIR TRAFFIC CONTROL TOWER

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

ROADWAY ACCESS

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

PARKING

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

A Central Taxi Hold was opened in 1995.

CARGO

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

RUNWAYS/TAXIWAYS

The runway system consists of two pairs of parallel runways (4L-22R, 4R-22L and 13L-31R, 13R-31L) aligned at right angles. Total runway length is nine miles. All runways have high intensity runway edge lighting, centerline and taxiway exit lighting and are grooved to improve skid resistance and minimize hydroplaning. A 500' by 150' aircraft arrestor bed has been installed at the end of Runway 4R, the first such arrestor bed in the world.

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

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

NEWARK LIBERTY INTERNATIONAL AIRPORT

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OPERATED BY

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

LOCATION

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

SIZE

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

HISTORY

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

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

Approximately 50 scheduled airlines operate out of Newark Liberty.

INVESTMENT

The City of Newark spent over \$8.2 million on construction and development of the airport. The U.S. Government spent over \$15.1 million prior to 1948. The Port Authority has invested nearly \$4.3 billion at the airport.

EMPLOYMENT AND ECONOMIC IMPACT

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

REDEVELOPMENT PROGRAM

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

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

PORT AUTHORITY ADMINISTRATION BUILDING

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

CENTRAL TERMINAL AREA

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

Passenger Terminals

- Construction of **Terminal A** began in October 1967, and it opened for operation in August 1973. With 27 gates, the terminal branches out into three circular satellite buildings. The satellites contain flight departure lounges and airline and passenger service facilities. The main terminal building measures approximately 800 by 165 feet. Redevelopment plans include a \$20 million study to modernize the terminal.
- In **Terminal B**, Delta completed a \$5.5 million modernization of its gate area shared with Northwest, and Northwest upgraded its boarding and baggage areas. The \$117 million International Arrivals Facility located in Terminal B opened in January 1996. This facility has 15 international arrivals gates. In 2002, a multi-million dollar project that included the replacement of escalators, installation of new revolving doors, and three freight-sized elevators was completed. When a \$318 million dollar modernization of Terminal B is completed, there will be a third floor, new ticket counters, a domestic baggage claim and in-line baggage screening areas.

At **Terminal C**, Continental's Global Gateway project includes the C3 concourse, which opened in December 2001. With an additional 600,000 square feet of space, the facility was converted into a three-level terminal with two levels for departures. The concourse has 19 gates, a huge retail space and Customs facilities. Continental also completed its state-of-the-art International

Arrivals Facility adding another 1,500 passenger-per-hour arrival capacity to the airport.

AIRTRAIN NEWARK

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

ROADWAYS

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

PARKING

The airport provides more than 19,000 parking spaces. Two parking garages were completed within the last few years. One is located at AirTrain Station P4 with six parking levels. The other parking garage is 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.

CARGO

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

RUNWAYS/TAXIWAYS

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

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

LAGUARDIA AIRPORT

OPERATED BY

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

LOCATION

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

SIZE

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

HISTORY

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

Approximately 25 scheduled airlines operate out of LaGuardia.

INVESTMENT

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

EMPLOYMENT AND ECONOMIC IMPACT

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

REDEVELOPMENT PROGRAM

The total combined Port Authority and airport partnership investment for the

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

PASSENGER TERMINALS

Central Terminal Building (CTB)

Dedicated on April 17, 1964, this terminal serves most of the airport's scheduled domestic airlines. It is 1,300 feet long and 180 feet wide, with approximately 750,000 square feet of floor space. Originally constructed at a cost of \$36 million, the six-block long terminal consists of a four-story central section, two three-story wings and four concourses that can accommodate up to 40 aircraft gate positions. The CTB completed a \$340 million expansion and modernization project in the 1990s. Its centerpiece is a \$47 million project that redeveloped the center section, including new elevators and escalators to accommodate persons with reduced mobility, plus modern restrooms. This redesigned center section has created a large concession space for shops and eateries. The CTB underwent a host of improvements in 2007 and 2008 while the Port Authority continues its feasibility study for further upgrades.

US Airways Terminal

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

Delta Air Lines Terminal

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

Marine Air Terminal (MAT)

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

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

PARKING

The airport provides more than 11,000 parking spaces. This includes employee parking and approximately 9,600 public spaces – including hourly, metered and parking garage spaces. Completed at the end of 1976 at a cost of \$30 million, the five-level parking garage accommodates approximately 3,000 cars. On October 4, 1998, Lot 3, with 930 spaces, was designated as a long-term lot. E-ZPass Plus is accepted at all parking lots.

RUNWAYS

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

STEWART INTERNATIONAL AIRPORT

OPERATED BY

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

LOCATION

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

SIZE

SWF covers 2,400 acres.

HISTORY

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

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

DEVELOPMENT

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

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

The Port Authority in 2007 committed several million dollars for short-term projects, including taxiway improvements, parking lot expansion and 200 additional new seats in the passenger terminal. A new access road to the airport opened in late 2007. The Port Authority's 2000-2016 capital plan allocates \$500 million in capital improvement and expansion projects to bring SWF into the next decade.

PASSENGER TERMINAL AND FACILITIES

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

CARGO

The airport handles a variety of cargo from oversize freight, to express packages to livestock and is home to the

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

ROADWAY ACCESS/GROUND TRANSPORTATION

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

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

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

PARKING

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

AIR TRAFFIC CONTROL TOWER

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

RUNWAYS

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

DOWNTOWN MANHATTAN HELIPORT

OPERATED BY

The Port Authority of New York and New Jersey on a site leased from the City of New York from December 8, 1960 through the end of 2008.

LOCATION

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

SIZE

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

HISTORY

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

FACILITIES

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

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

TETERBORO AIRPORT

OPERATED BY

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

LOCATION

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

SIZE

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

HISTORY

TEB is the oldest operating airport in the NY/NJ Port district. In 1917, Walter C. Teter acquired the property. During World War I, North American Aviation operated a manufacturing plant on the site. After the war, the airport served as a base of operations for Dutch aircraft designer Anthony Fokker. The first flight from the present airport site was made in 1919. During World War I, the airport was operated by the Army Air Force. It was purchased by the Port Authority on April 1, 1949 from Fred L.

Wehran, a private owner. The airport was leased to Pan Am World Airways and then to Johnson Controls for 30 years. On December 1, 2000, the Port Authority assumed full responsibility for its operation, together with American Port Services, Inc., which manages the daily operations and maintenance of the facility.

INVESTMENT

Since 1970, the Port Authority has invested more than \$223 million to upgrade the airport's facilities and open new areas of service to the aviation community.

EMPLOYMENT AND ECONOMIC IMPACT

TEB continues to contribute to the economic activity of the Bergen County community by generating more than 4,400 jobs and \$223 million in wages.

AVIATION ROLE

TEB is designated a "reliever" airport, according to the National Plan of Integrated Airport Systems that serves general aviation requirements for the greater New York area. The facility has two runway configurations.

Runway 1-19 (North/South) is 7,000 feet long. Runway 6-24 (NE/SW orientation) is 6,012 feet long. The airport is a 24-hour public-use facility, offering both visual non-precision and "all weather" precision landing capabilities.

The Port Authority continues to work with the Teterboro Industry Working Group, a voluntary organization of airport industry leaders, working to bridge the interests of the industry and airport neighbors.

It is important to note that, as a general aviation reliever airport, TEB does not accommodate scheduled carrier operations. The airport also imposes weight restrictions, prohibiting the use of aircraft with operating weights in excess of 100,000 pounds. TEB's utilization is comprised of a broad range of general aviation aircraft. The airport bans Stage 1 aircraft and has installed the newest safety technologies with its Engineered Materials Arresting System (EMAS) at the end of Runway 6/24, a technology pioneered by the Port Authority and the FAA.

A I R C R A F T

M O V E M E N T S

1.1.1 JFK

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1995 to 2008

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1995	96,012	1,172	11,741	95,685	3,663	16,448	224,721
	1996	95,627	865	12,436	107,536	2,598	16,752	235,814
	1997	93,879	880	11,830	108,432	2,523	17,006	234,550
	1998	91,000	1,877	11,215	101,051	2,416	15,488	223,047
	1999	95,281	838	10,891	97,028	2,820	15,484	222,342
	2000	106,102	676	10,513	87,718	2,480	13,324	220,813
	2001	109,388	2,293	9,958	48,104	2,339	8,710	180,792
	2002	113,473	93	9,899	45,027	1,910	10,364	180,766
	2003	120,022	220	8,831	34,096	2,697	8,290	174,156
	2004	141,019	204	8,933	43,963	1,775	8,734	204,628
	2005	150,261	350	8,044	59,909	1,811	9,886	230,261
	2006	166,971	193	7,498	64,904	1,213	9,656	250,435
	2007	193,090	215	7,586	91,016	1,398	9,654	302,959
	2008	188,612	50	6,680	88,527	1,680	8,621	294,170

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1995	94,082	2,941	13,647	3,314	1,419	-	115,403
	1996	97,891	1,631	13,464	4,945	1,469	-	119,400
	1997	99,884	1,376	13,067	3,012	1,282	-	118,621
	1998	100,272	1,839	13,595	3,691	1,121	-	120,518
	1999	100,171	2,561	12,974	3,879	1,461	-	121,046
	2000	103,183	2,615	13,824	4,179	697	-	124,498
	2001	92,992	1,869	13,426	4,112	835	-	113,234
	2002	87,499	1,776	13,999	2,859	758	-	106,891
	2003	85,880	1,483	15,163	2,700	936	-	106,162
	2004	94,355	1,248	15,025	3,726	1,110	-	115,464
	2005	97,831	959	14,480	5,208	1,324	-	119,802
	2006	106,731	792	13,406	5,813	1,266	-	128,008
	2007	118,857	1,237	13,276	6,229	1,200	-	140,799
	2008	125,588	483	10,893	6,207	1,202	-	144,373

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1995	190,094	4,113	25,388	98,999	5,082	16,448	340,124
	1996	193,518	2,496	25,900	112,481	4,067	16,752	355,214
	1997	193,763	2,256	24,897	111,444	3,805	17,006	353,171
	1998	191,272	3,716	24,810	104,742	3,537	15,488	343,565
	1999	195,452	3,399	23,865	100,907	4,281	15,484	343,388
	2000	209,285	3,291	24,337	91,897	3,177	13,324	345,311
	2001	202,380	4,162	23,384	52,216	3,174	8,710	294,026
	2002	200,972	1,869	23,898	47,886	2,668	10,364	287,657
	2003	205,902	1,703	23,994	36,796	3,633	8,290	280,318
	2004	235,374	1,452	23,958	47,689	2,885	8,734	320,092
	2005	248,092	1,309	22,524	65,117	3,135	9,886	350,063
	2006	273,702	985	20,904	70,717	2,479	9,656	378,443
	2007	311,947	1,452	20,862	97,245	2,598	9,654	443,758
	2008	314,200	533	17,573	94,734	2,882	8,621	438,543

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

1.1.1 EWR

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1995 to 2008

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1995	229,682	5,837	31,249	99,155	1,431	20,768	388,122
	1996	245,157	6,900	30,929	108,646	1,727	19,534	412,893
	1997	250,755	4,325	30,604	110,314	1,763	19,360	417,121
	1998	246,747	4,307	31,181	96,758	1,447	19,962	400,402
	1999	254,074	2,835	29,936	88,859	1,348	19,768	396,820
	2000	257,589	1,150	27,894	77,978	1,202	19,750	385,563
	2001	240,835	857	26,553	89,968	1,415	14,778	374,406
	2002	204,996	729	24,057	96,839	970	15,260	342,851
	2003	189,214	1,255	24,469	110,717	668	14,064	340,387
	2004	188,233	515	25,058	135,415	436	15,095	364,752
	2005	180,668	316	24,663	138,979	362	14,992	359,980
	2006	186,040	173	25,341	136,353	364	14,376	362,647
	2007	181,711	194	23,800	126,779	204	14,786	347,474
	2008	168,501	171	21,820	137,506	334	12,736	341,068

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1995	29,289	2,457	571	-	107	-	32,424
	1996	35,320	2,080	576	-	206	-	38,182
	1997	42,875	1,624	1,143	-	126	-	45,768
	1998	53,141	865	1,255	-	170	-	55,431
	1999	58,060	1,196	1,727	-	171	-	61,154
	2000	57,536	1,680	1,970	3,353	187	-	64,726
	2001	55,091	1,635	1,728	6,355	60	-	64,869
	2002	51,299	1,078	2,133	7,979	477	-	62,966
	2003	51,724	1,217	2,255	10,769	527	-	66,492
	2004	57,192	668	2,069	11,989	776	-	72,694
	2005	60,348	170	2,136	13,278	332	-	76,264
	2006	62,082	131	2,900	17,277	221	-	82,611
	2007	66,806	33	3,307	18,265	46	-	88,457
	2008	71,358	85	3,366	18,135	41	-	92,985

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1995	258,971	8,294	31,820	99,155	1,538	20,768	420,546
	1996	280,477	8,980	31,505	108,646	1,933	19,534	451,075
	1997	293,630	5,949	31,747	110,314	1,889	19,360	462,889
	1998	299,888	5,172	32,436	96,758	1,617	19,962	455,833
	1999	312,134	4,031	31,663	88,859	1,519	19,768	457,974
	2000	315,125	2,830	29,864	81,331	1,389	19,750	450,289
	2001	295,926	2,492	28,281	96,323	1,475	14,778	439,275
	2002	256,295	1,807	26,190	104,818	1,447	15,260	405,817
	2003	240,938	2,472	26,724	121,486	1,195	14,064	406,879
	2004	245,425	1,183	27,127	147,404	1,212	15,095	437,446
	2005	241,016	486	26,799	152,257	694	14,992	436,244
	2006	248,122	304	28,241	153,630	585	14,376	445,258
	2007	248,517	227	27,107	145,044	250	14,786	435,931
	2008	239,859	256	25,186	155,641	375	12,736	434,053

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

1.1.1 LGA

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1995 to 2008

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1995	224,637	356	335	75,555	922	22,058	323,863
	1996	215,142	429	394	80,851	943	23,002	320,761
	1997	220,200	280	402	87,242	1,037	22,540	331,701
	1998	222,703	85	378	88,222	1,143	20,376	332,907
	1999	231,004	108	58	86,163	1,113	20,526	338,972
	2000	238,004	239	-	103,658	1,387	18,992	362,280
	2001	219,226	201	-	117,403	804	11,100	348,734
	2002	187,812	91	-	141,362	521	13,530	343,316
	2003	184,113	142	-	156,718	728	14,206	355,907
	2004	192,263	141	-	169,657	831	14,777	377,669
	2005	192,232	103	-	172,962	582	15,706	381,585
	2006	189,222	59	-	173,975	333	14,390	377,979
	2007	181,482	90	-	174,447	314	13,990	370,323
	2008	175,060	52	3	169,650	488	10,866	356,119

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1995	21,617	2	-	-	8	-	21,627
	1996	22,891	6	-	1,978	11	-	24,886
	1997	20,068	3	-	3,312	15	-	23,398
	1998	19,874	2	-	3,344	8	-	23,228
	1999	21,366	1	-	2,652	5	-	24,024
	2000	19,675	7	-	2,588	5	-	22,275
	2001	18,942	13	-	174	8	-	19,137
	2002	17,080	7	-	2,023	13	-	19,123
	2003	15,527	1	-	3,520	6	-	19,054
	2004	15,034	-	-	7,065	7	-	22,106
	2005	17,467	2	-	6,117	4	-	23,590
	2006	13,782	-	-	8,174	15	-	21,971
	2007	12,615	12	-	8,586	11	-	21,224
	2008	12,599	19	-	10,155	17	-	22,790

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1995	246,254	358	335	75,555	930	22,058	345,490
	1996	238,033	435	394	82,829	954	23,002	345,647
	1997	240,268	283	402	90,554	1,052	22,540	355,099
	1998	242,577	87	378	91,566	1,151	20,376	356,135
	1999	252,370	109	58	88,815	1,118	20,526	362,996
	2000	257,679	246	-	106,246	1,392	18,992	384,555
	2001	238,168	214	-	117,577	812	11,100	367,871
	2002	204,892	98	-	143,385	534	13,530	362,439
	2003	199,640	143	-	160,238	734	14,206	374,961
	2004	207,297	141	-	176,722	838	14,777	399,775
	2005	209,699	105	-	179,079	586	15,706	405,175
	2006	203,004	59	-	182,149	348	14,390	399,950
	2007	194,097	102	-	183,033	325	13,990	391,547
	2008	187,659	71	3	179,805	505	10,866	378,909

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

1.1.1 SWF

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1995 to 2008

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER					
	1995	12,530	-	-	-	-	-	12,530
	1996	11,574	-	-	-	-	-	11,574
	1997	10,077	-	-	-	-	-	10,077
	1998	7,300	-	-	-	-	-	7,300
	1999	7,251	-	-	-	-	-	7,251
	2000	9,215	-	-	-	-	-	9,215
	2001	6,947	-	-	-	-	-	6,947
	2002	7,732	-	-	-	-	-	7,732
	2003	9,931	-	-	-	-	-	9,931
	2004	11,967	-	-	-	-	-	11,967
	2005	11,708	-	-	-	-	-	11,708
	2006	584	1	1,562	7,221	140	73,644	83,152
	2007	6,783	-	1,522	7,748	6	71,100	87,159
	2008	5,441	-	1,604	6,740	10	58,840	72,635

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER					
	1995	37	-	-	-	-	-	37
	1996	3	-	-	-	-	-	3
	1997	6	-	-	-	-	-	6
	1998	9	-	-	-	-	-	9
	1999	10	-	-	-	-	-	10
	2000	6	-	-	-	-	-	6
	2001	9	-	-	-	-	-	9
	2002	3	-	-	-	-	-	3
	2003	9	-	-	-	-	-	9
	2004	11	-	-	-	-	-	11
	2005	28	-	-	-	-	-	28
	2006	55	-	14	8	-	-	77
	2007	-	-	20	-	-	-	20
	2008	-	-	8	-	-	-	8

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	YEAR	PASSENGER	PASSENGER					
	1995	12,567	-	-	-	-	-	12,567
	1996	11,577	-	-	-	-	-	11,577
	1997	10,083	-	-	-	-	-	10,083
	1998	7,309	-	-	-	-	-	7,309
	1999	7,261	-	-	-	-	-	7,261
	2000	9,221	-	-	-	-	-	9,221
	2001	6,956	-	-	-	-	-	6,956
	2002	7,735	-	-	-	-	-	7,735
	2003	9,940	-	-	-	-	-	9,940
	2004	11,978	-	-	-	-	-	11,978
	2005	11,736	-	-	-	-	-	11,736
	2006	639	1	1,576	7,229	140	73,644	83,229
	2007	6,783	-	1,542	7,748	6	71,100	87,179
	2008	5,441	-	1,612	6,740	10	58,840	72,643

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

1.1.1 TETERBORO

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1995 to 2008

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1995	-	-	-	-	-	183,922	183,922
1996	-	-	-	-	-	163,500	163,500
1997	-	-	-	-	-	170,514	170,514
1998	-	-	-	-	-	184,488	184,488
1999	-	-	-	-	-	185,710	185,710
2000	-	-	-	-	-	182,888	182,888
2001	-	-	-	-	-	175,980	175,980
2002	-	-	-	-	-	200,599	200,599
2003	-	-	-	-	-	193,807	193,807
2004	-	-	-	-	-	202,400	202,400
2005	-	-	-	-	-	196,129	196,129
2006	-	-	-	-	-	187,840	187,840
2007	-	-	-	-	-	182,101	182,101
2008	-	-	-	-	-	162,433	162,433

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1995	-	-	-	-	-	-	-
1996	-	-	-	-	-	-	-
1997	-	-	-	-	-	-	-
1998	-	-	-	-	-	-	-
1999	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	-
2001	-	-	-	-	-	-	-
2002	-	-	-	-	-	-	-
2003	-	-	-	-	-	-	-
2004	-	-	-	-	-	-	-
2005	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-
2007	-	-	-	-	-	-	-
2008	-	-	-	-	-	-	-

Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1995	-	-	-	-	-	183,922	183,922
1996	-	-	-	-	-	163,500	163,500
1997	-	-	-	-	-	170,514	170,514
1998	-	-	-	-	-	184,488	184,488
1999	-	-	-	-	-	185,710	185,710
2000	-	-	-	-	-	182,888	182,888
2001	-	-	-	-	-	175,980	175,980
2002	-	-	-	-	-	200,599	200,599
2003	-	-	-	-	-	193,807	193,807
2004	-	-	-	-	-	202,400	202,400
2005	-	-	-	-	-	196,129	196,129
2006	-	-	-	-	-	187,840	187,840
2007	-	-	-	-	-	182,101	182,101
2008	-	-	-	-	-	162,433	162,433

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

1.1.1 REGION

Commercial and Non-Commercial Aircraft Movements

Annual Totals 1995 to 2008

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1995	562,861	7,365	43,325	270,395	6,016	243,196	1,133,158
1996	567,500	8,194	43,759	297,033	5,268	222,788	1,144,542
1997	574,911	5,485	42,836	305,988	5,323	229,420	1,163,963
1998	567,750	6,269	42,774	286,031	5,006	240,314	1,148,144
1999	587,610	3,781	40,885	272,050	5,281	241,488	1,151,095
2000	610,910	2,065	38,407	269,354	5,069	234,954	1,160,759
2001	576,396	3,351	36,511	255,475	4,558	210,568	1,086,859
2002	514,013	913	33,956	283,228	3,401	239,753	1,075,264
2003	503,280	1,617	33,300	301,531	4,093	230,367	1,074,188
2004	533,482	860	33,991	349,035	3,042	241,006	1,161,416
2005	534,869	769	32,707	371,850	2,755	236,713	1,179,663
2006	542,817	426	34,401	382,453	2,050	299,906	1,262,053
2007	563,066	499	32,908	399,990	1,922	291,631	1,290,016
2008	537,614	273	30,107	402,423	2,512	253,496	1,226,425

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1995	145,025	5,400	14,218	3,314	1,534	-	169,491
1996	156,105	3,717	14,040	6,923	1,686	-	182,471
1997	162,833	3,003	14,210	6,324	1,423	-	187,793
1998	173,296	2,706	14,850	7,035	1,299	-	199,186
1999	179,607	3,758	14,701	6,531	1,637	-	206,234
2000	180,400	4,302	15,794	10,120	889	-	211,505
2001	167,034	3,517	15,154	10,641	903	-	197,249
2002	155,881	2,861	16,132	12,861	1,248	-	188,983
2003	153,140	2,701	17,418	16,989	1,469	-	191,717
2004	166,592	1,916	17,094	22,780	1,893	-	210,275
2005	175,674	1,131	16,616	24,603	1,660	-	219,684
2006	182,650	923	16,320	31,272	1,502	-	232,667
2007	198,278	1,282	16,603	33,080	1,257	-	250,500
2008	209,545	587	14,267	34,497	1,260	-	260,156

Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL
1995	707,886	12,765	57,543	273,709	7,550	243,196	1,302,649
1996	723,605	11,911	57,799	303,956	6,954	222,788	1,327,013
1997	737,744	8,488	57,046	312,312	6,746	229,420	1,351,756
1998	741,046	8,975	57,624	293,066	6,305	240,314	1,347,330
1999	767,217	7,539	55,586	278,581	6,918	241,488	1,357,329
2000	791,310	6,367	54,201	279,474	5,958	234,954	1,372,264
2001	743,430	6,868	51,665	266,116	5,461	210,568	1,284,108
2002	669,894	3,774	50,088	296,089	4,649	239,753	1,264,247
2003	656,420	4,318	50,718	318,520	5,562	230,367	1,265,905
2004	700,074	2,776	51,085	371,815	4,935	241,006	1,371,691
2005	710,543	1,900	49,323	396,453	4,415	236,713	1,399,347
2006	725,467	1,349	50,721	413,725	3,552	299,906	1,494,720
2007	761,344	1,781	49,511	433,070	3,179	291,631	1,540,516
2008	747,159	860	44,374	436,920	3,772	253,496	1,486,581

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

1.1.2 JFK

Monthly Totals 2008

Commercial and Non-Commercial Aircraft Movements

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	15,870	17	610	6,747	147	638	24,029	-3.5%
Feb	15,606	19	573	5,646	153	540	22,537	7.1%
Mar	16,979	1	578	6,658	134	734	25,084	-2.8%
Apr	16,604	2	600	6,741	185	746	24,878	-1.5%
May	16,302	-	583	7,071	145	818	24,919	-4.8%
Jun	15,930	-	550	7,420	123	938	24,961	-1.6%
Jul	16,824	4	453	7,803	124	887	26,095	-0.2%
Aug	16,717	-	556	7,550	129	736	25,688	-3.8%
Sep	14,232	3	514	8,197	111	826	23,883	-6.3%
Oct	14,739	2	583	8,621	106	760	24,811	-4.3%
Nov	14,145	-	513	8,079	161	584	23,482	-6.8%
Dec	14,664	2	567	7,994	162	414	23,803	-4.5%
Total 2008	188,612	50	6,680	88,527	1,680	8,621	294,170	-2.9%
% Change								
2007 to 2008	-2.3%	-76.7%	-11.9%	-2.7%	20.2%	-10.7%	-2.9%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	9,973	114	997	529	80	-	11,693	5.8%
Feb	9,196	119	958	470	37	-	10,780	10.6%
Mar	10,195	104	1,112	525	43	-	11,979	6.9%
Apr	10,022	27	1,008	522	78	-	11,657	3.3%
May	10,660	10	935	548	704	-	12,857	8.8%
Jun	10,951	13	920	537	29	-	12,450	1.7%
Jul	12,313	27	795	578	35	-	13,748	4.1%
Aug	12,268	23	867	501	56	-	13,715	3.2%
Sep	10,175	14	803	521	36	-	11,549	-3.4%
Oct	9,959	17	895	551	21	-	11,443	-1.3%
Nov	9,509	6	874	459	38	-	10,886	-4.0%
Dec	10,367	9	729	466	45	-	11,616	-3.7%
Total 2008	125,588	483	10,893	6,207	1,202	-	144,373	2.5%
% Change								
2007 to 2008	5.7%	-61.0%	-17.9%	-0.4%	0.2%	-	2.5%	

Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	25,843	131	1,607	7,276	227	638	35,722	-0.7%
Feb	24,802	138	1,531	6,116	190	540	33,317	8.2%
Mar	27,174	105	1,690	7,183	177	734	37,063	0.1%
Apr	26,626	29	1,608	7,263	263	746	36,535	0.0%
May	26,962	10	1,518	7,619	849	818	37,776	-0.5%
Jun	26,881	13	1,470	7,957	152	938	37,411	-0.5%
Jul	29,137	31	1,248	8,381	159	887	39,843	1.2%
Aug	28,985	23	1,423	8,051	185	736	39,403	-1.5%
Sep	24,407	17	1,317	8,718	147	826	35,432	-5.4%
Oct	24,698	19	1,478	9,172	127	760	36,254	-3.4%
Nov	23,654	6	1,387	8,538	199	584	34,368	-5.9%
Dec	25,031	11	1,296	8,460	207	414	35,419	-4.2%
Total 2008	314,200	533	17,573	94,734	2,882	8,621	438,543	-1.2%
% Change								
2007 to 2008	0.7%	-63.3%	-15.8%	-2.6%	10.9%	-10.7%	-1.2%	

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

1.1.2 EWR

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2008

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	13,734	8	1,876	10,983	17	1,078	27,696	-6.0%
Feb	13,326	0	1,854	9,450	18	1,008	25,656	-1.8%
Mar	15,245	10	1,776	10,956	23	1,030	29,040	-2.2%
Apr	14,619	3	1,901	11,603	35	1,154	29,315	-0.4%
May	14,308	2	1,848	11,776	25	1,166	29,125	-4.4%
Jun	14,338	7	1,685	11,686	5	1,210	28,931	-0.1%
Jul	14,608	5	1,910	12,807	20	1,148	30,498	4.5%
Aug	14,628	21	1,742	12,472	30	1,090	29,983	-1.8%
Sep	12,097	20	1,675	11,870	14	1,224	26,900	-3.1%
Oct	14,361	35	1,880	12,204	41	1,000	29,521	0.8%
Nov	13,593	37	1,584	11,038	61	912	27,225	-4.4%
Dec	13,644	23	2,089	10,661	45	716	27,178	-3.2%
Total 2008	168,501	171	21,820	137,506	334	12,736	341,068	-1.8%
% Change								
2007 to 2008	-7.3%	-11.9%	-8.3%	8.5%	63.7%	-13.9%	-1.8%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	5,520	10	284	1,585	1	-	7,400	10.6%
Feb	5,263	10	268	1,439	-	-	6,980	10.8%
Mar	5,941	11	270	1,672	9	-	7,903	12.6%
Apr	6,336	2	271	1,734	8	-	8,351	14.3%
May	6,583	5	260	1,577	-	-	8,425	12.3%
Jun	6,508	2	263	1,314	2	-	8,089	4.8%
Jul	6,790	1	263	1,522	1	-	8,577	3.3%
Aug	6,967	1	262	1,464	6	-	8,700	2.6%
Sep	5,598	10	279	1,574	4	-	7,465	0.0%
Oct	5,560	9	308	1,552	1	-	7,430	-1.1%
Nov	5,121	14	301	1,366	5	-	6,807	-1.8%
Dec	5,171	10	337	1,336	4	-	6,858	-5.3%
Total 2008	71,358	85	3,366	18,135	41	-	92,985	5.1%
% Change								
2007 to 2008	6.8%	157.6%	1.8%	-0.7%	-10.9%	-	5.1%	

Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER	TOTAL	% Change 2007 to 2008
Jan	19,254	18	2,160	12,568	18	1,078	35,096	-2.9%
Feb	18,589	10	2,122	10,889	18	1,008	32,636	0.6%
Mar	21,186	21	2,046	12,628	32	1,030	36,943	0.6%
Apr	20,955	5	2,172	13,337	43	1,154	37,666	2.5%
May	20,891	7	2,108	13,353	25	1,166	37,550	-1.1%
Jun	20,846	9	1,948	13,000	7	1,210	37,020	0.9%
Jul	21,398	6	2,173	14,329	21	1,148	39,075	4.2%
Aug	21,595	22	2,004	13,936	36	1,090	38,683	-0.8%
Sep	17,695	30	1,954	13,444	18	1,224	34,365	-2.4%
Oct	19,921	44	2,188	13,756	42	1,000	36,951	0.4%
Nov	18,714	51	1,885	12,404	66	912	34,032	-3.9%
Dec	18,815	33	2,426	11,997	49	716	34,036	-3.6%
Total 2008	239,859	256	25,186	155,641	375	12,736	434,053	-0.4%
% Change								
2007 to 2008	-3.5%	12.8%	-7.1%	7.3%	50.0%	-13.9%	-0.4%	

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

1.1.2 LGA

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2008

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
	Jan	14,923	2	-	14,355	35	968	30,283	-4.7%
	Feb	13,855	2	-	12,868	30	932	27,687	-1.1%
	Mar	15,394	4	-	14,243	32	998	30,671	-5.2%
	Apr	15,002	15	-	14,336	28	1,046	30,427	-2.7%
	May	15,385	2	-	14,555	40	1,176	31,158	-4.9%
	Jun	14,394	5	1	14,231	46	968	29,645	-0.2%
	Jul	15,041	4	2	15,145	29	934	31,155	1.0%
	Aug	15,008	6	-	15,064	53	840	30,971	-3.4%
	Sep	14,134	5	-	14,844	29	824	29,836	-3.2%
	Oct	14,801	3	-	15,480	38	830	31,152	-2.4%
	Nov	13,588	-	-	12,638	59	738	27,023	-11.2%
	Dec	13,535	4	-	11,891	69	612	26,111	-8.3%
	Total 2008	175,060	52	3	169,650	488	10,866	356,119	-3.8%
	% Change 2007 to 2008	-3.5%	-42.2%	-	-2.7%	55.4%	-22.3%	-3.8%	

International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
	Jan	1,048	8	-	830	1	-	1,887	11.0%
	Feb	905	6	-	761	2	-	1,674	9.7%
	Mar	1,046	-	-	824	4	-	1,874	11.2%
	Apr	1,080	1	-	871	-	-	1,952	6.3%
	May	1,148	-	-	857	1	-	2,006	2.9%
	Jun	1,040	1	-	825	-	-	1,866	5.5%
	Jul	1,140	-	-	866	2	-	2,008	7.2%
	Aug	1,043	1	-	904	1	-	1,949	-0.4%
	Sep	1,088	-	-	841	2	-	1,931	8.6%
	Oct	1,136	-	-	879	1	-	2,016	11.4%
	Nov	966	-	-	872	1	-	1,839	10.5%
	Dec	959	2	-	825	2	-	1,788	6.6%
	Total 2008	12,599	19	-	10,155	17	-	22,790	7.4%
	% Change 2007 to 2008	-0.1%	-	-	18.3%	54.5%	-	7.4%	

Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
	Jan	15,971	10	-	15,185	36	968	32,170	-3.9%
	Feb	14,760	8	-	13,629	32	932	29,361	-0.5%
	Mar	16,440	4	-	15,067	36	998	32,545	-4.4%
	Apr	16,082	16	-	15,207	28	1,046	32,379	-2.2%
	May	16,533	2	-	15,412	41	1,176	33,164	-4.4%
	Jun	15,434	6	1	15,056	46	968	31,511	0.1%
	Jul	16,181	4	2	16,011	31	934	33,163	1.4%
	Aug	16,051	7	-	15,968	54	840	32,920	-3.2%
	Sep	15,222	5	-	15,685	31	824	31,767	-2.5%
	Oct	15,937	3	-	16,359	39	830	33,168	-1.6%
	Nov	14,554	-	-	13,510	60	738	28,862	-10.1%
	Dec	14,494	6	-	12,716	71	612	27,899	-7.5%
	Total 2008	187,659	71	-	179,805	505	10,866	378,909	-3.2%
	% Change 2007 to 2008	-3.3%	-30.4%	-	-1.8%	55.4%	-22.3%	-3.2%	

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

1.1.2 SWF

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2008

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	787	-	138	659	7	8,863	10,454	78.5%
Feb	672	-	128	573	-	4,074	5,447	-9.9%
Mar	852	-	126	657	-	4,712	6,347	-16.3%
Apr	638	-	134	597	-	6,289	7,658	14.1%
May	505	-	136	593	2	5,939	7,175	-13.2%
Jun	480	-	124	623	-	6,119	7,346	-7.0%
Jul	495	-	136	610	1	5,724	6,966	-9.4%
Aug	497	-	136	611	-	5,153	6,397	-17.4%
Sep	149	-	132	429	-	4,352	5,062	-34.5%
Oct	124	-	168	441	-	2,743	3,476	-53.3%
Nov	120	-	148	471	-	2,566	3,305	-52.0%
Dec	122	-	98	476	-	2,306	3,002	-58.9%
Total 2008	5,441	-	1,604	6,740	10	58,840	72,635	-16.7%
% Change 2007 to 2008	-19.8%	-100.0%	5.4%	-13.0%	66.7%	-17.2%	-16.7%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	-	-	-	-	-	-	-	-
Feb	-	-	-	-	-	-	-	-
Mar	-	-	-	-	-	-	-	-
Apr	-	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-
Oct	-	-	4	-	-	-	4	-
Nov	-	-	4	-	-	-	4	-
Dec	-	-	-	-	-	-	-	-
Total 2008	-	-	8	-	-	-	8	-
% Change 2007 to 2008	-	-	-	-	-	-	-	-

Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	787	-	138	659	7	8,863	10,454	78.5%
Feb	672	-	128	573	-	4,074	5,447	-9.9%
Mar	852	-	126	657	-	4,712	6,347	-16.3%
Apr	638	-	134	597	-	6,289	7,658	14.1%
May	505	-	136	593	2	5,939	7,175	-13.2%
Jun	480	-	124	623	-	6,119	7,346	-7.0%
Jul	495	-	136	610	1	5,724	6,966	-9.5%
Aug	497	-	136	611	-	5,153	6,397	-17.4%
Sep	149	-	132	429	-	4,352	5,062	-34.5%
Oct	124	-	172	441	-	2,743	3,480	-53.3%
Nov	120	-	152	471	-	2,566	3,309	-51.9%
Dec	122	-	98	476	-	2,306	3,002	-58.9%
Total 2008	5,441	-	1,612	6,740	10	58,840	72,643	-16.7%
% Change 2007 to 2008	-19.8%	-	4.5%	-13.0%	66.7%	-17.2%	-16.7%	

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

1.1.2 TETERBORO

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2008

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	-	-	-	-	-	13,901	13,901	-1.3%
Feb	-	-	-	-	-	13,518	13,518	-2.2%
Mar	-	-	-	-	-	14,383	14,383	-11.0%
Apr	-	-	-	-	-	14,519	14,519	4.4%
May	-	-	-	-	-	15,358	15,358	-12.8%
Jun	-	-	-	-	-	14,327	14,327	-10.2%
Jul	-	-	-	-	-	12,818	12,818	-2.8%
Aug	-	-	-	-	-	11,346	11,346	-15.6%
Sep	-	-	-	-	-	14,136	14,136	-10.1%
Oct	-	-	-	-	-	13,806	13,806	-21.3%
Nov	-	-	-	-	-	12,366	12,366	-26.3%
Dec	-	-	-	-	-	11,955	11,955	-13.9%
Total 2008	-	-	-	-	-	162,433	162,433	-10.8%
% Change 2007 to 2008	-	-	-	-	-	-10.8%	-10.8%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	-	-	-	-	-	-	-	-
Feb	-	-	-	-	-	-	-	-
Mar	-	-	-	-	-	-	-	-
Apr	-	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-
Oct	-	-	-	-	-	-	-	-
Nov	-	-	-	-	-	-	-	-
Dec	-	-	-	-	-	-	-	-
Total 2008	-	-	-	-	-	-	-	-
% Change 2007 to 2008	-	-	-	-	-	-	-	-

Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	-	-	-	-	-	13,901	13,901	-1.3%
Feb	-	-	-	-	-	13,518	13,518	-2.2%
Mar	-	-	-	-	-	14,383	14,383	-11.0%
Apr	-	-	-	-	-	14,519	14,519	4.4%
May	-	-	-	-	-	15,358	15,358	-12.8%
Jun	-	-	-	-	-	14,327	14,327	-10.2%
Jul	-	-	-	-	-	12,818	12,818	-2.8%
Aug	-	-	-	-	-	11,346	11,346	-15.6%
Sep	-	-	-	-	-	14,136	14,136	-10.1%
Oct	-	-	-	-	-	13,806	13,806	-21.3%
Nov	-	-	-	-	-	12,366	12,366	-100.0%
Dec	-	-	-	-	-	11,955	11,955	-100.0%
Total 2008	-	-	-	-	-	162,433	162,433	-10.8%
% Change 2007 to 2008	-	-	-	-	-	-10.8%	-10.8%	

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

1.1.2 REGION

Monthly Totals 2008

Commercial and Non-Commercial Aircraft Movements

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	45,314	27	2,624	32,744	206	25,448	106,363	0.3%
Feb	43,459	21	2,555	28,537	201	20,072	94,845	-0.2%
Mar	48,470	15	2,480	32,514	189	21,857	105,525	-5.4%
Apr	46,863	20	2,635	33,277	248	23,754	106,797	0.2%
May	46,500	4	2,567	33,995	212	24,457	107,735	-6.5%
Jun	45,142	12	2,360	33,960	174	23,562	105,210	-2.5%
Jul	46,968	13	2,501	36,365	174	21,511	107,532	0.4%
Aug	46,850	27	2,434	35,697	212	19,165	104,385	-5.5%
Sep	40,612	28	2,321	35,340	154	21,362	99,817	-7.2%
Oct	44,025	40	2,631	36,746	185	19,139	102,766	-8.3%
Nov	41,446	37	2,245	32,226	281	17,166	93,401	-13.3%
Dec	41,965	29	2,754	31,022	276	16,003	92,049	-10.3%
Total 2008	537,614	273	30,107	402,423	2,512	253,496	1,226,425	-4.9%
% Change								
2007 to 2008	-4.5%	-45.3%	-8.5%	0.6%	30.7%	-13.1%	-4.9%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	16,541	132	1,281	2,944	82	-	20,980	7.9%
Feb	15,364	135	1,226	2,670	39	-	19,434	10.6%
Mar	17,182	115	1,382	3,021	56	-	21,756	9.3%
Apr	17,438	30	1,279	3,127	86	-	21,960	7.5%
May	18,391	15	1,195	2,982	705	-	23,288	9.5%
Jun	18,499	16	1,183	2,676	31	-	22,405	3.1%
Jul	20,243	28	1,058	2,966	38	-	24,333	4.1%
Aug	20,278	25	1,129	2,869	63	-	24,364	2.7%
Sep	16,861	24	1,082	2,936	42	-	20,945	-1.2%
Oct	16,655	26	1,207	2,982	23	-	20,893	-0.1%
Nov	15,596	20	1,179	2,697	44	-	19,536	-2.0%
Dec	16,497	21	1,066	2,627	51	-	20,262	-3.5%
Total 2008	209,545	587	14,267	34,497	1,260	-	260,156	3.9%
% Change								
2007 to 2008	5.7%	-54.2%	-14.1%	4.3%	0.2%	-	3.9%	

Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% Change 2007 to 2008
Jan	61,855	159	3,905	35,688	288	25,448	127,343	1.4%
Feb	58,823	156	3,781	31,207	240	20,072	114,279	1.5%
Mar	65,652	130	3,862	35,535	245	21,857	127,281	-3.2%
Apr	64,301	50	3,914	36,404	334	23,754	128,757	1.4%
May	64,891	19	3,762	36,977	917	24,457	131,023	-4.0%
Jun	63,641	28	3,543	36,636	205	23,562	127,615	-1.5%
Jul	67,211	41	3,559	39,331	212	21,511	131,865	1.1%
Aug	67,128	52	3,563	38,566	275	19,165	128,749	-4.1%
Sep	57,473	52	3,403	38,276	196	21,362	120,762	-6.2%
Oct	60,680	66	3,838	39,728	208	19,139	123,659	-7.1%
Nov	57,042	57	3,424	34,923	325	17,166	112,937	-11.6%
Dec	58,462	50	3,820	33,649	327	16,003	112,311	-9.2%
Total 2008	747,159	860	44,374	436,920	3,772	253,496	1,486,581	-3.5%
% Change								
2007 to 2008	-1.9%	-51.7%	-10.4%	0.9%	18.7%	-13.1%	-3.5%	

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

1.2.1

Annual Totals 1995 to 2008

Helicopter Movements

MONTH	JFK*	EWR*	LGA*	WEST 30TH		TOTAL
				STREET	DOWNTOWN**	
1995	5,128	-		46,818	14,840	66,786
1996	1,888	-		9,512	17,348	28,748
1997	2,140	-		-	21,366	23,506
1998	3,676	-		-	25,489	29,165
1999	3,630	-		-	29,580	33,210
2000	3,218	-		-	28,534	31,752
2001	2,152	-		-	6,866	9,018
2002	1,778	-		-	3,158	4,936
2003	1,578	-		-	18,054	19,632
2004	851	-		-	31,856	32,707
2005	605	-		-	35,936	36,541
2006	2,306	82		-	40,450	42,838
2007	2,746	1,745		-	59,072	63,563
2008	2,237	1,734		-	67,784	71,755

Note:

* Scheduled Only

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

** The Downtown Heliport (JRB) was handed over to New York City effective October 2008.
Data for November to December was provided by NYC JRB staff.

1.2.2

Monthly Totals 2008 and 2007

Helicopter Movements

2008	MONTH	JFK*	EWR	LGA	WEST 30TH		TOTAL
					STREET	DOWNTOWN	
	Jan	165	159	-	-	4,662	4,986
	Feb	178	136	-	-	5,032	5,346
	Mar	142	113	-	-	7,086	7,341
	Apr	224	147	-	-	6,986	7,357
	May	211	170	-	-	7,914	8,295
	Jun	239	182	-	-	6,150	6,571
	Jul	158	124	-	-	7,542	7,824
	Aug	178	127	-	-	9,048	9,353
	Sep	194	129	-	-	5,684	6,007
	Oct	226	223	-	-	7,680	8,129
	Nov	137	118	-	-	-	255
	Dec	185	106	-	-	-	291
	Total	2,237	1,734	-	-	67,784	71,755

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

* Scheduled Only, consisting of US Helicopter and DHL package express movements.

** The Downtown Heliport (JRB) was handed over to New York City effective October 2008. Data for November to December was provided by NYC JRB staff.

1.3.1 JFK

Annual Totals 1995 to 2008

Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	216,837	7,884	4,296	15,288	3,279	12,976	68,055	11,509	340,124
1996	228,311	7,503	5,595	14,887	3,383	13,863	69,170	12,502	355,214
1997	226,233	8,317	3,691	15,096	3,473	14,608	68,063	13,690	353,171
1998	215,861	7,186	4,501	15,043	3,538	14,975	69,293	13,168	343,565
1999	214,712	7,630	4,637	17,353	3,487	12,505	69,113	13,951	343,388
2000	212,607	8,206	4,968	18,606	3,653	10,798	72,490	13,983	345,311
2001	173,918	6,874	5,074	19,695	3,653	9,870	60,831	14,111	294,026
2002	173,994	6,772	3,663	19,698	3,725	9,184	56,195	14,426	287,657
2003	166,198	7,958	4,425	19,817	3,896	8,425	54,247	15,352	280,318
2004	194,949	9,679	5,178	21,667	3,954	9,679	58,312	16,674	320,092
2005	219,691	10,570	6,604	20,816	4,142	10,093	60,403	17,744	350,063
2006	239,692	10,743	8,052	20,813	5,099	11,146	65,970	16,928	378,443
2007	293,131	9,828	8,285	23,427	7,559	12,092	72,270	17,166	443,758
2008	284,892	9,278	8,095	25,577	8,243	11,806	74,761	15,891	438,543

1.3.1 EWR

Annual Totals 1995 to 2008

Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	382,631	5,491	11,237	5,100	2,282	167	12,257	1,381	420,546
1996	408,129	4,764	11,826	6,250	2,810	1,375	15,047	874	451,075
1997	412,740	4,381	13,125	5,358	2,914	3,125	20,172	1,074	462,889
1998	395,992	4,410	14,338	4,947	3,842	4,993	26,228	1,083	455,833
1999	391,929	4,891	13,228	5,242	4,041	5,704	31,170	1,769	457,974
2000	379,925	5,638	17,062	6,325	4,146	5,226	30,104	1,863	450,289
2001	368,839	5,567	19,440	6,947	3,625	4,799	27,912	2,146	439,275
2002	337,475	5,376	17,533	7,696	3,941	3,995	27,903	1,898	405,817
2003	335,196	5,191	20,031	8,359	3,690	3,932	28,758	1,722	406,879
2004	358,833	5,919	21,358	9,662	3,918	4,354	31,365	2,037	437,446
2005	354,556	5,424	21,084	8,912	4,075	4,474	34,716	3,003	436,244
2006	356,035	6,612	22,304	8,225	3,719	5,125	39,869	3,369	445,258
2007	342,281	5,193	22,536	8,849	3,908	4,688	45,259	3,217	435,931
2008	337,157	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,053

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

1.3.1 LGA

Aircraft Movements By Market

Annual Totals 1995 to 2008

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	323,862	1	20,275	1,352	-	-	-	-	345,490
1996	320,761	-	23,657	1,227	-	-	2	-	345,647
1997	331,699	2	22,389	1,009	-	-	-	-	355,099
1998	332,907	-	22,444	784	-	-	-	-	356,135
1999	338,972	-	23,241	783	-	-	-	-	362,996
2000	362,278	2	21,110	1,165	-	-	-	-	384,555
2001	348,734	-	17,441	1,696	-	-	-	-	367,871
2002	343,316	-	17,377	1,745	-	-	1	-	362,439
2003	355,906	1	17,138	1,916	-	-	-	-	374,961
2004	377,669	-	19,908	2,198	-	-	-	-	399,775
2005	381,585	-	21,556	2,034	-	-	-	-	405,175
2006	377,979	-	20,831	1,140	-	-	-	-	399,950
2007	370,323	-	20,048	1,176	-	-	-	-	391,547
2008	356,119	-	22,076	714	-	-	-	-	378,909

1.3.1 SWF

Aircraft Movements By Market

Annual Totals 1995 to 2008

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	12,530	0	3	1	31	0	2	0	12,567
1996	11,574	0	3	0	0	0	0	0	11,577
1997	10,077	0	3	1	0	0	2	0	10,083
1998	7,300	0	3	3	1	0	2	0	7,309
1999	7,251	0	5	3	0	0	2	0	7,261
2000	9,215	0	2	0	2	0	2	0	9,221
2001	6,947	0	1	0	1	0	7	0	6,956
2002	7,732	0	2	0	0	0	1	0	7,735
2003	9,931	0	2	3	0	0	2	2	9,940
2004	11,967	0	2	0	1	1	5	2	11,978
2005	11,708	0	3	0	1	0	20	4	11,736
2006	83,152	0	38	2	0	1	36	0	83,229
2007	87,159	0	0	0	0	0	20	0	87,179
2008	72,635	0	0	0	0	0	8	0	72,643

1.3.1 REGION

Aircraft Movements By Market

Annual Totals 1995 to 2008

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	1,119,782	13,376	35,811	21,741	5,592	13,143	80,314	12,890	1,302,649
1996	1,132,275	12,267	41,081	22,364	6,193	15,238	84,219	13,376	1,327,013
1997	1,151,263	12,700	39,208	21,464	6,387	17,733	88,237	14,764	1,351,756
1998	1,136,548	11,596	41,286	20,777	7,381	19,968	95,523	14,251	1,347,330
1999	1,138,574	12,521	41,111	23,381	7,528	18,209	100,285	15,720	1,357,329
2000	1,146,913	13,846	43,142	26,096	7,801	16,024	102,596	15,846	1,372,264
2001	1,074,418	12,441	41,956	28,338	7,279	14,669	88,750	16,257	1,284,108
2002	1,063,116	12,148	38,575	29,139	7,666	13,179	84,100	16,324	1,264,247
2003	1,061,038	13,150	41,596	30,095	7,586	12,357	83,007	17,076	1,265,905
2004	1,145,818	15,598	46,446	33,527	7,873	14,034	89,682	18,713	1,371,691
2005	1,163,669	15,994	49,247	31,762	8,218	14,567	95,139	20,751	1,399,347
2006	1,244,698	17,355	51,225	30,180	8,818	16,272	105,875	20,297	1,494,720
2007	1,274,995	15,021	50,869	33,452	11,467	16,780	117,549	20,383	1,540,516
2008	1,213,236	12,971	55,709	35,004	12,311	16,286	121,761	19,085	1,486,363

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

1.4.1 August Average Nonstop Daily Scheduled Passenger Departures page 1

EWR August 2008: 610.31 Daily Average Nonstop Scheduled Departures to 162 Cities*

JFK August 2008: 640.94 Daily Average Nonstop Scheduled Departures to 171 Cities*

LGA August 2008: 543.02 Daily Average Nonstop Scheduled Departures to 78 Cities*

SWF August 2008: 18 Daily Average Nonstop Scheduled Departures to 7 Cities*

1.4.1 REGION AIRCRAFT MOVEMENTS BY WORLD REGION & CITY

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
DOMESTIC						
Mid Western	CEDAR RAPIDS/IOWA CITY, IA, US			0.86		0.86
	DES MOINES, IOWA, US			2		2
	KANSAS CITY, MISSOURI, US	5.58		4.51		10.09
	MINNEAPOLIS/ST PAU, MN, US	9.41	7.79	5.72		22.92
	OMAHA, NEBRASKA, US	3.72				3.72
	ST LOUIS, MISSOURI, US	10.23	2.65	4.08		16.96
*TOTAL REGION Mid Western U.S.		28.94	10.44	17.17	0	56.55
Mountain	ALBUQUERQUE, NM, US	1				1
	DENVER, COLORADO, US	5.5	3.86	8.07		17.43
	LAS VEGAS, NEVADA, US	7.57	14.07			21.64
	PHOENIX, ARIZONA, US	6.86	5.5			12.36
	SALT LAKE CITY, UTAH, US	2.57	4.78	0.14		7.49
	TUCSON, ARIZONA, US	0.56				0.56
*TOTAL REGION Mountain U.S.		24.06	28.21	8.21	0	60.48
North Central	AKRON/CANTON, OHIO, US			3		3
	CHICAGO, ILLINOIS, US	18	11.86	37.46		67.32
	CINCINNATI, OHIO, US	8.31	4.85	10.09		23.25
	CLEVELAND, OHIO, US	5.78	4.79	11.17		21.74
	COLUMBUS, OHIO, US	5.58	3.86	12.18		21.62
	DAYTON, OHIO, US	2.72		3.37		6.09
	DETROIT, MICHIGAN, US	11.87	5.65	13.72	2	33.24
	FLINT, MICHIGAN, US			0.86		0.86
	GRAND RAPIDS, MICHIGAN, US	1.58		1		2.58
	INDIANAPOLIS, INDIANA, US	4.72	0.99	8.37		14.08
	MADISON, WISCONSIN, US	0.86		1.72		2.58
	MILWAUKEE, WISCONSIN, US	7.09		7.44		14.53
	TRAVERSE CITY, MICHIGAN, US			0.56		0.56
*TOTAL REGION North Central U.S.		66.51	32	110.94	2	211.45
North East U.S.	ALBANY, NEW YORK, US	3.86	3.58	2.3		9.74
	BANGOR, MAINE, US	1.86	1.14	2.86		5.86
	BOSTON, MASSACHUSETTS, US	11.09	25.36	34.82		71.27
	BRIDGEPORT, CONNECTICUT, US		0.36			0.36
	BUFFALO, NEW YORK, US	5	13.86	9.1		27.96
	BURLINGTON, VERMONT, US	4	7.72	5.88		17.6
	HARTFORD, CONNECTICUT, US	3.65	2.86			6.51
	HYANNIS, MASSACHUSETTS, US			2.07		2.07
	ITHACA, NEW YORK, US			2.58		2.58
	LEBANON, NH/WH RIV JCT, VT, US			2.72		2.72
	MANCHESTER, NEW HAMPSHIRE, US	4		6.74		10.74
	MARTHAS VINEYARD, MA, US			4.28		4.28
	NANTUCKET, MASSACHUSETTS, US	2.86	3.06	4.93		10.85
	NEW YORK, NY/NEWRK, NJ, US	9	9.72			18.72
	PHILA, PA/CAMDEN, NJ, US		2.86	11	4.14	18
	PITTSBURGH, PA, US	9.44	8	10.02		27.46
	PORTLAND, MAINE, US	4.28	10.84	5.51		20.63
	PROVIDENCE, RHODE ISLAND, US	4.86	2	2.58		9.44
	ROCHESTER, NEW YORK, US	4.72	8.72	5.74		19.18
	SYRACUSE, NEW YORK, US	3.86	7	5.3		16.16
*TOTAL REGION North East U.S.		72.48	107.08	118.43	4.14	302.13
South Central U.S.	BIRMINGHAM, ALABAMA, US	1.79		2.22		4.01
	KNOXVILLE, TENNESSEE, US	2.51		1.72		4.23
	LEXINGTON/FRANKFORT, KY, US	1.72		0.86		2.58
	LOUISVILLE, KENTUCKY, US	3.65		4.37		8.02
	MEMPHIS, TENNESSEE, US	4.51		4.36		8.87
	NASHVILLE, TENNESSEE, US	5.07	2.86	3.36		11.29
*TOTAL REGION South Central U.S.		19.25	2.86	16.89	0	39

1.4.1 August Average Nonstop Daily Scheduled Passenger Departures page 2

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
South East	AGUADILLA, PUERTO RICO (US)	1	2			3
	ASHEVILLE, NORTH CAROLINA, US	3				3
	ATLANTA, GEORGIA, US	25.95	6.84	25.56	5.86	64.21
	BALTIMORE, MARYLAND, US	4	4.58	5.59		14.17
	CHARLESTON, SOUTH CAROLINA, US	4.14		8.3		12.44
	CHARLOTTE AMALIE, VI (US)	0.56	1.14			1.7
	CHARLOTTE, NORTH CAROLINA, US	16.94	8.44	17.09		42.47
	CHARLOTTESVILLE, VIRGINIA, US			1.86		1.86
	COLUMBIA, SOUTH CAROLINA, US	1.86		1.72		3.58
	DAYTONA BEACH, FLORIDA, US	1.14				1.14
	FORT LAUDERDALE, FL, US	12.4	11.56	14.44	1	39.4
	FORT MYERS, FLORIDA, US	4	3.72	1		8.72
	GREENSBORO/HIGH POINT, NC, US	5.72		7.02		12.74
	GREENVILLE/SPRTNBG, SC, US	3.72		1.72		5.44
	JACKSONVILLE, FLORIDA, US	4.56	3	3.79		11.35
	MIAMI, FLORIDA, US	8.4	7.99	11		27.39
	MYRTLE BEACH, SC, US	1.14		4		5.14
	NEWPORT NEWS/WMSBG, VA, US			2		2
	NORFOLK/VA B/PT/CH, VA, US	5.86	3.86	7.16		16.88
	ORLANDO, FLORIDA, US	13.54	17.16	9.86	3	43.56
	PONCE, PUERTO RICO (US)		1			1
	RALEIGH/DURHAM, NC, US	11.3	12.14	17.03		40.47
	RICHMOND INTL, RICHMND, VA, US	4.71	6.86	10.88		22.45
	ROANOKE, VIRGINIA, US			2.22		2.22
	SAN JUAN, PUERTO RICO (US)	6.99	11			17.99
	SARASOTA/BRADENTON, FL, US	0.98	1			1.98
	SAVANNAH, GEORGIA, US	4.14		4.14		8.28
	TAMPA, FLORIDA, US	7	10	3.44	1	21.44
	WASHINGTON, DC, US	17.29	23.6	38.17		79.06
	WEST PALM BEACH/PALM B, FL, US	6	5	4.44	1	16.44
	WILMINGTON, NORTH CAROLINA, US			3.86		3.86
*TOTAL REGION South East U.S.		176.34	140.89	206.29	11.86	535.38
South Western	AUSTIN, TEXAS, US	2.71	4			6.71
	DALLAS/FORT WORTH, TX, US	11.56	4	16.3		31.86
	FAYETTEVILLE, ARKANSAS, US	1.58		2.16		3.74
	HOUSTON, TEXAS, US	10.1	6.79	9.49		26.38
	LITTLE ROCK, ARKANSAS, US	1				1
	NEW ORLEANS, LOUISIANA, US	3.86	3	0.86		7.72
	OKLAHOMA CITY, OK, US	1				1
	SAN ANTONIO, TEXAS, US	2.71				2.71
*TOTAL REGION South Western U.S.		35.52	17.79	28.81	0	82.12
Western	BURBANK, CALIFORNIA, US		4			4
	HONOLULU, OAHU, HAWAII, US	1				1
	LONG BEACH, CALIFORNIA, US		4.86			4.86
	LOS ANGELES, CA, US	10	27.37			37.37
	OAKLAND, CALIFORNIA, US		4			4
	ONTARIO/SAN BERNDN, CA, US		1			1
	PORTLAND, OREGON, US	3	2			5
	SACRAMENTO, CALIFORNIA, US		1			1
	SAN DIEGO, CALIFORNIA, US	4	5			9
	SAN FRANCISCO, CA, US	9.22	25.02			34.24
	SAN JOSE, CALIFORNIA, US	1	2			3
	SANTA ANA, CALIFORNIA, US	2.65				2.65
	SEATTLE/TACOMA, WA, US	6.5	5.99			12.49
*TOTAL REGION Western U.S.		37.37	82.24	0	0	119.61
Domestic Daily-Each-Way Flight Averages		460.47	421.51	506.74	18	1406.72

1.4.1 August Average Nonstop Daily Scheduled Passenger Departures page 3

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
International						
Africa	ACCRA, GHANA		1			1
	CAIRO, EGYPT		1.72			1.72
	CASABLANCA, MOROCCO		1.42			1.42
	DAKAR, SENEGAL		1.58			1.58
	*TOTAL REGION Africa	0	5.72	0	0	5.72
Australasia	PAPEETE, FRENCH POLYNESIA (FR)		0.42			0.42
	SYDNEY, NS, AUSTRALIA Direct Service Via LAX		1			1
*TOTAL REGION Australasia		0	1.42	0	0	1.42
Canada, Greenland	CALGARY, CANADA	2	1			3
	CHARLOTTETOWN, CANADA		0.42			0.42
	HALIFAX, CANADA	4	2.86	1		7.86
	MONCTON, CANADA	1				1
	MONT TREMBLANT, CANADA	0.28				0.28
	MONTREAL, CANADA	9.58	7.86	10.3		27.74
	OTTAWA, CANADA	3.72		2.72		6.44
	QUEBEC, CANADA	5				5
	ST. JOHNS, CANADA	1				1
	TORONTO, CANADA	20.3	7	20.84		48.14
	VANCOUVER, CANADA	2.51	1.93			4.44
	*TOTAL REGION Canada, Greenland	49.39	21.07	34.86	0	105.32
Caribbean	ANTIGUA, ANTIGUA & BARBUDA	0.56	0.28			0.84
	ARUBA, ARUBA	1.28	3.28	0.14		4.7
	BERMUDA, BERMUDA (UK)	2	3.58			5.58
	BONAIRE, NETH ANTILLES (NL)	0.14				0.14
	BRIDGETOWN, BARBADOS		2.14			2.14
	CURACAO, NETH ANTILLES (NL)	0.14				0.14
	FREEPORT, BAHAMAS			0.14		0.14
	GRAND CAYMAN, CAYMAN (BWI-UK)	0.28	0.72			1
	GRENADA, GRENADA & S GREN		0.56			0.56
	KINGSTON, JAMAICA		2			2
	MONTEGO BAY, JAMAICA	1	3.65			4.65
	NASSAU, BAHAMAS	2	3	1.14		6.14
	PORT AU PRINCE, HAITI		1.42			1.42
	PORT OF SPAIN, TRINIDAD & TOBA	1	3.78			4.78
	PROVIDENCIALES, TURKS & C (UK)		0.86			0.86
	PUERTO PLATA, DOMINICAN REP	1	1			2
	PUNTA CANA, DOMINICAN REPUBLIC	1.68	2			3.68
	SANTIAGO, DOMINICAN REPUBLIC	1	6			7
	SANTO DOMINGO, DO	1.72	6			7.72
	ST KITTS, ST KITTS & NEVIS		0.28			0.28
	ST LUCIA, ST LUCIA		0.42			0.42
	ST MARTIN, NETH ANTIL (NL)	1.14	2			3.14
	*TOTAL REGION Caribbean	14.94	42.97	1.42	0	59.33
Europe	AMSTERDAM, NETHERLANDS	4	2.96			6.96
	ATHENS, GREECE	1	2.14			3.14
	BARCELONA, SPAIN	2	2			4
	BELFAST, NORTHERN IRE, UK	1				1
	BERLIN, GERMANY	1	1			2
	BIRMINGHAM, ENGLAND, UK	1				1
	BOLOGNA, ITALY		0.42			0.42
	BRISTOL, ENGLAND, UK	1				1
	BRUSSELS, BELGIUM	2	3			5
	BUCHAREST, ROMANIA		0.58			0.58
	BUDAPEST, HUNGARY		1.72			1.72
	COLOGNE/BONN/DUSSELDORF, GERMANY	2.28	1			3.28
	COPENHAGEN, DENMARK	2				2
	DUBLIN, IRELAND	2	3			5
	EDINBURGH, SCOTLAND, UK	2	1			3
	FRANKFURT, GERMANY	2.72	5.26			7.98
	GENEVA, SWITZERLAND	1.86	1			2.86
	GLASGOW/PRESTWICK, SCOTLAND, UK	1				1
	HAMBURG, GERMANY	1				1
	HELSINKI, FINLAND		1			1
	KEFLAVIK/REYKJAVIK, IS		1.28			1.28
	KIEV, UKRAINE		1.44			1.44
	KRAKOW, POLAND	0.14	0.14			0.28
	LISBON, PORTUGAL	2				2
	LONDON, ENGLAND, UK	10.14	21.99			32.13
	LYON, FRANCE		0.72			0.72
	MADRID, SPAIN	2	3			5
	MALAGA, SPAIN		0.58			0.58
	MANCHESTER, ENGLAND, UK	2	2.21			4.21
	MILAN, ITALY	1	3			4

1.4.1 August Average Nonstop Daily Scheduled Passenger Departures page 4

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
	MUNICH, GERMANY	1	1			2
	NAPLES, ITALY		0.57			0.57
	NICE, FRANCE		1			1
	OSLO, NORWAY	1				1
	PARIS, FRANCE	5.64	11.43			17.07
	PISA, ITALY		0.72			0.72
	PORTO, PORTUGAL	0.58				0.58
	PRAGUE, CZECH REPUBLIC		1			1
	RIGA, LATVIA		0.14			0.14
	ROME, ITALY	3	5.79			8.79
	RZESZOW, POLAND	0.14	0.14			0.28
	SHANNON, IRELAND	1	2			3
	STOCKHOLM, SWEDEN	2.42				2.42
	VENICE, ITALY		1			1
	VIENNA, AUSTRIA		1			1
	WARSAW, POLAND	1	1.56			2.56
	ZURICH, SWITZERLAND	1.86	3			4.86
*TOTAL REGION Europe		62.78	92.79	0	0	155.57
Far East	BEIJING, CHINA	1	1			2
	BOMBAY, INDIA	1.29	2			3.29
	DELHI, INDIA	1	1.5			2.5
	HONG KONG, CHINA	1	2			3
	KARACHI, PAKISTAN		0.07			0.07
	LAHORE, PAKISTAN		0.14			0.14
	SEOUL, SOUTH KOREA		2.58			2.58
	SHANGHAI, CHINA		0.42			0.42
	SINGAPORE, SINGAPORE	1				1
	TAIPEI, TAIWAN	0.42				0.42
	TAIPEI, TAIWAN Direct Service Via ANC		0.58			0.58
	TOKYO, JAPAN	1	4.85			5.85
*TOTAL REGION Far East		6.71	15.14	0	0	21.85
Middle America	BELIZE CITY, BELIZE	0.14				0.14
	CANCUN, MEXICO	3.28	4.14			7.42
	GUATEMALA CITY, GUATEMALA	0.14	0.57			0.71
	LIBERIA, COSTA RICA	0.14	0.14			0.28
	MEXICO CITY, MEXICO	2	6.34			8.34
	MONTERREY, MEXICO		1			
	PANAMA CITY, PANAMA	1	1			2
	PUEBLA, MEXICO		0.28			0.28
	PUERTO VALLARTA, MEXICO	0.28	0.14			0.42
	SAN JOSE DEL CABO, MEXICO	0.42				0.42
	SAN JOSE, COSTA RICA	1.56	1.22			2.78
	SAN PEDRO SULA, HONDURAS	0.14	0.86			1
	SAN SALVADOR, EL SALVADOR	0.14	1.5			1.64
*TOTAL REGION Middle America		9.24	17.19	0	0	26.43
Middle East	ABU DHABI, UNITED ARAB EM		1			1
	AMMAN, JORDAN		1.37			1.37
	DUBAI, UNITED ARAB EM		2			2
	ISTANBUL, TURKEY		2.14			2.14
	JEDDAH, SAUDI ARABIA		0.14			0.14
	KUWAIT, KUWAIT		0.42			0.42
	RIYADH, SAUDI ARABIA		0.14			0.14
	TEL AVIV, ISRAEL	3.64	3.65			7.29
*TOTAL REGION Middle East		3.64	10.86	0	0	14.5
South America	BARRANQUILLA, COLOMBIA		0.28			0.28
	BOGOTA, COLOMBIA	1	1.29			2.29
	BUENOS AIRES, ARGENTINA		1			1
	CARACAS, VENEZUELA	0.14	0.28			0.42
	GEORGETOWN, GUYANA		0.93			0.93
	GUAYAQUIL, ECUADOR		1.5			1.5
	LIMA, PERU	1	1			2
	MEDELLIN, COLOMBIA		0.86			0.86
	SANTIAGO, CHILE		0.43			0.43
	SAO PAULO, BRAZIL	1	4.42			5.42
*TOTAL REGION South America		3.14	11.99	0	0	15.13
International Daily-Each-Way Flight Averages		149.84	219.15	36.28	0	405.27
System Daily-Each-Way Flight Averages		610.31	640.66	543.02	18	1,812

P A S S E N G E R T R A F F I C

2.1.1 Ranked by Passengers

U.S. Passenger Traffic

Top 50 Domestic Airport Comparisons

2008	RANK	AIRPORT	# OF PASSENGERS	% Change 2007 to 2008
	1	ATLANTA GA (ATL)	90,039,280	0.7
	2	CHICAGO IL (ORD)	69,353,532	(9.0)
	3	LOS ANGELES CA (LAX)	59,820,855	(4.3)
	4	DALLAS/FORT WORTH TX (DFW)	57,086,367	(4.5)
	5	DENVER CO (DEN)	51,245,334	2.7
	6	NEW YORK NY (JFK)	47,799,090	0.2
	7	LAS VEGAS NV (LAS)	44,074,707	(7.7)
	8	HOUSTON TX (IAH)	41,703,048	(3.0)
	9	PHOENIX AZ (PHX)	39,891,193	(5.4)
	10	SAN FRANCISCO CA (SFO)	37,275,073	4.8
	11	ORLANDO FL (MCO)	35,659,551	(2.3)
	12	NEWARK NJ (EWR)	35,338,163	(2.8)
	13	DETROIT MI (DTW)	35,144,841	(2.3)
	14	CHARLOTTE NC (CLT)	34,792,389	4.9
	15	MIAMI FL (MIA)	34,063,531	1.0
	16	MINNEAPOLIS MN (MSP)	34,051,500	(3.0)
	17	SEATTLE WA (SEA)	32,187,941	2.9
	18	PHILADELPHIA PA (PHL)	31,834,581	(1.2)
	19	BOSTON MA (BOS)	26,102,391	(7.1)
	20	WASHINGTON, DC (IAD)	23,698,105	(3.4)
	21	NEW YORK NY (LGA)	23,076,903	(7.8)
	22	FT. LAUDERDALE FL (FLL)	22,621,500	(0.3)
	23	BALTIMORE MD (BWI)	20,889,413	(2.8)
	24	SALT LAKE CITY UT (SLC)	20,824,098	(5.7)
	25	TAMPA FL (TPA)	18,262,863	(4.7)
	26	SAN DIEGO CA (SAN)	18,125,701	(1.1)
	27	WASHINGTON DC (DCA)	18,019,495	(3.5)
	28	CHICAGO IL (MDW)	17,345,518	(10.4)
	29	ST LOUIS MO (STL)	14,405,107	(6.3)
	30	PORTLAND OR (PDX)	14,299,075	(2.4)
	31	CINCINNATI OH (CVG)	13,630,443	(13.4)
	32	OAKLAND CA (OAK)	11,474,260	(21.5)
	33	KANSAS CITY MO (MCI)	11,166,835	(7.0)
	34	CLEVELAND OH (CLE)	11,104,469	(3.1)
	35	MEMPHIS TN (MEM)	10,532,141	(3.3)
	36	SACRAMENTO CA (SMF)	9,982,427	(7.3)
	37	SAN JOSE CA (SJC)	9,717,627	(8.8)
	38	RALEIGH-DURHAM NC (RDU)	9,715,926	(3.1)
	39	NASHVILLE TN (BNA)	9,396,043	(4.9)
	40	AUSTIN TX (AUS)	9,039,075	1.7
	41	SANTA ANA, CA (SNA)	8,989,603	(9.9)
	42	HOUSTON TX (HOU)	8,775,159	(0.5)
	43	PITTSBURGH PA (PIT)	8,710,291	(11.3)
	44	SAN ANTONIO TX (SAT)	8,355,848	3.5
	45	INDIANAPOLIS IN (IND)	8,123,650	(2.8)
	46	DALLAS TX (DAL)	8,060,792	1.4
	47	MILWAUKEE WI (MKE)	7,956,968	3.2
	48	NEW ORLEANS LA (MSY)	7,943,882	4.2
	49	FORT MYERS FL (RSW)	7,603,507	(5.5)
	50	COLUMBUS OH (CMH)	6,910,045	(10.5)

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2008

2.1.2 Ranked by Passengers

Top 50 Worldwide Airport Comparisons

Worldwide Passenger Traffic

2008	RANK	AIRPORT	# OF PASSENGERS	% Change 2007 to 2008
	1	ATLANTA GA, US (ATL)	90,039,280	0.7
	2	CHICAGO IL, US (ORD)	69,353,532	(9.0)
	3	LONDON, GB (LHR)	67,056,332	(1.5)
	4	TOKYO, JP (HND)	66,735,587	0.0
	5	PARIS, FR (CDG)	60,863,114	1.6
	6	LOS ANGELES CA, US (LAX)	59,820,855	(4.3)
	7	DALLAS/FORT WORTH TX, US (DFW)	57,086,367	(4.5)
	8	BEIJING, CN (PEK)	55,816,419	4.2
	9	FRANKFURT, DE (FRA)	53,467,450	(1.3)
	10	DENVER CO, US (DEN)	51,245,334	2.7
	11	MADRID, ES (MAD)	50,823,105	(2.4)
	12	HONG KONG, HK (HKG)	47,879,871	1.8
	13	NEW YORK NY, US (JFK)	47,799,090	0.2
	14	AMSTERDAM, NL (AMS)	47,429,741	(0.8)
	15	LAS VEGAS NV, US (LAS)	44,074,707	(7.7)
	16	HOUSTON TX, US (IAH)	41,703,048	(3.0)
	17	PHOENIX AZ, US (PHX)	39,891,193	(5.4)
	18	BANGKOK, TH (BKK)	38,604,009	(6.3)
	19	SINGAPORE, SG (SIN)	37,694,824	2.7
	20	DUBAI, AE (DXB)	37,441,440	9.0
	21	SAN FRANCISCO CA, US (SFO)	37,275,073	4.8
	22	ORLANDO FL, US (MCO)	35,659,551	(2.3)
	23	NEWARK NJ, US (EWR)	35,338,163	(2.8)
	24	DETROIT MI, US (DTW)	35,144,841	(2.3)
	25	ROME, IT (FCO)	35,132,832	6.9
	26	CHARLOTTE NC, US (CLT)	34,792,389	4.9
	27	MUNICH, DE (MUC)	34,530,593	1.7
	28	LONDON, GB (LGW)	34,214,637	(2.9)
	29	MIAMI FL, US (MIA)	34,063,531	1.0
	30	MINNEAPOLIS MN, US (MSP)	34,051,500	(3.0)
	31	TOKYO, JP (NRT)	33,471,541	(5.7)
	32	GUANGZHOU, CN (CAN)	33,444,814	8.0
	33	SYDNEY, AU (SYD)	33,302,732	3.0
	34	TORONTO ON, CA (YYZ)	32,333,567	2.8
	35	SEATTLE WA, US (SEA)	32,187,941	2.9
	36	JAKARTA, ID (CGK)	32,172,114	0.6
	37	PHILADELPHIA PA, US (PHL)	31,834,581	(1.2)
	38	BARCELONA, ES (BCN)	30,195,794	(8.1)
	39	INCHEON, KR (ICN)	30,166,816	(4.0)
	40	SHANGHAI, CN (PVG)	28,230,017	(2.4)
	41	KUALA LUMPUR, MY (KUL)	27,529,355	2.4
	42	ISTANBUL, TR (IST)	26,652,859	4.3
	43	MEXICO CITY, MX (MEX)	26,210,217	1.3
	44	PARIS, FR (ORY)	26,209,223	(0.9)
	45	BOSTON MA, US (BOS)	26,102,391	(7.1)
	46	MELBOURNE, AU (MEL)	24,892,467	7.9
	47	MUMBAI, IN (BOM)	24,335,306	(3.6)
	48	WASHINGTON, DC, US (IAD)	23,698,105	(3.4)
	49	DUBLIN, IE (DUB)	23,466,603	0.8
	50	NEW DELHI, IN (DEL)	23,181,090	(0.7)

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2008

2.2.1 JFK

Annual Totals 1995 to 2008

Commercial Passenger Traffic

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	11,386,305	95,552	1,831,516	13,313,373
1996	11,863,602	69,323	1,769,330	13,702,255
1997	12,047,373	66,026	1,798,228	13,911,627
1998	11,308,438	98,433	1,807,696	13,214,567
1999	11,639,290	120,017	1,744,540	13,503,847
2000	12,361,084	115,737	1,683,059	14,159,880
2001	12,239,825	134,131	987,524	13,361,480
2002	13,535,173	5,948	1,061,757	14,602,878
2003	15,539,274	8,303	889,281	16,436,858
2004	18,732,869	9,218	1,346,335	20,088,422
2005	20,219,340	4,463	1,867,751	22,091,554
2006	20,860,522	6,682	2,136,295	23,003,499
2007	23,015,079	3,451	3,155,161	26,173,691
2008	21,987,443	1,909	3,417,329	25,406,681

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	16,881,932	130,801	51,473	17,064,206
1996	17,215,831	154,147	83,263	17,453,241
1997	17,321,781	60,573	63,450	17,445,804
1998	17,628,427	136,201	79,900	17,844,528
1999	17,931,734	186,910	85,940	18,204,584
2000	18,406,479	173,534	87,971	18,667,984
2001	15,819,910	87,531	81,131	15,988,572
2002	15,112,046	152,754	71,534	15,336,334
2003	15,124,526	108,374	66,731	15,299,631
2004	17,252,952	134,107	99,976	17,487,035
2005	18,517,827	132,587	150,017	18,800,431
2006	19,339,320	114,161	172,303	19,625,784
2007	21,269,671	100,895	173,556	21,544,122
2008	22,212,362	20,769	168,004	22,401,135

Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	28,268,237	226,353	1,882,989	30,377,579
1996	29,079,433	223,470	1,852,593	31,155,496
1997	29,369,154	126,599	1,861,678	31,357,431
1998	28,936,865	234,634	1,887,596	31,059,095
1999	29,571,024	306,927	1,830,480	31,708,431
2000	30,767,563	289,271	1,771,030	32,827,864
2001	28,059,735	221,662	1,068,655	29,350,052
2002	28,647,219	158,702	1,133,291	29,939,212
2003	30,663,800	116,677	956,012	31,736,489
2004	35,985,821	143,325	1,446,311	37,575,457
2005	38,737,167	137,050	2,017,768	40,891,985
2006	40,199,842	120,843	2,308,598	42,629,283
2007	44,284,750	104,346	3,328,717	47,717,813
2008	44,199,805	22,678	3,585,333	47,807,816

2.2.1 EWR

Annual Totals 1995 to 2008

Commercial Passenger Traffic

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	20,241,537	570,523	1,968,624	22,780,684
1996	21,881,734	525,795	2,121,637	24,529,166
1997	22,713,265	342,214	2,271,508	25,326,987
1998	23,055,489	396,583	2,404,735	25,856,807
1999	23,305,474	239,678	2,367,417	25,912,569
2000	23,628,171	53,107	2,107,215	25,788,493
2001	21,264,536	13,855	2,204,855	23,483,246
2002	19,139,593	10,030	2,698,186	21,847,809
2003	18,386,450	94,998	3,300,433	21,781,881
2004	18,786,727	88,239	4,160,289	23,035,255
2005	19,043,589	45,676	4,624,203	23,713,468
2006	20,732,657	10,544	4,862,251	25,605,452
2007	20,834,912	33,193	4,746,005	25,614,110
2008	18,986,512	12,165	5,223,627	24,222,304

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	3,760,590	84,957	-	3,845,547
1996	4,535,435	52,863	-	4,588,298
1997	5,547,570	71,300	-	5,618,870
1998	6,630,525	88,542	-	6,719,067
1999	7,647,659	62,458	-	7,710,117
2000	8,178,890	122,299	99,019	8,400,208
2001	7,260,040	151,070	206,135	7,617,245
2002	7,085,394	15,972	271,600	7,372,966
2003	7,291,927	26,597	350,109	7,668,633
2004	8,390,474	7,636	460,007	8,858,117
2005	8,894,365	5,564	465,076	9,365,005
2006	9,428,088	3,109	598,050	10,029,247
2007	10,117,232	2,063	633,805	10,753,100
2008	10,504,992	2,352	631,200	11,138,544

Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	24,002,127	655,480	1,968,624	26,626,231
1996	26,417,169	578,658	2,121,637	29,117,464
1997	28,260,835	413,514	2,271,508	30,945,857
1998	29,686,014	485,125	2,404,735	32,575,874
1999	30,953,133	302,136	2,367,417	33,622,686
2000	31,807,061	175,406	2,206,234	34,188,701
2001	28,524,576	164,925	2,410,990	31,100,491
2002	26,224,987	26,002	2,969,786	29,220,775
2003	25,678,377	121,595	3,650,542	29,450,514
2004	27,177,201	95,875	4,620,296	31,893,372
2005	27,937,954	51,240	5,089,279	33,078,473
2006	30,160,745	13,653	5,460,301	35,634,699
2007	30,952,144	35,256	5,379,810	36,367,210
2008	29,491,504	14,517	5,854,827	35,360,848

2.2.1 LGA

Annual Totals 1995 to 2008

Commercial Passenger Traffic

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	18,429,826	3,041	876,656	19,309,523
1996	18,365,675	331	971,100	19,337,106
1997	19,189,870	1,024	1,114,357	20,305,251
1998	20,372,921	271	1,197,603	21,570,795
1999	21,087,310	377	1,504,373	22,592,060
2000	21,843,586	4,777	2,165,476	24,013,839
2001	19,170,080	1,277	2,203,906	21,375,263
2002	17,805,681	688	3,063,206	20,869,575
2003	17,995,466	1,326	3,438,454	21,435,246
2004	19,236,172	1,242	3,954,196	23,191,610
2005	19,992,364	219	4,425,678	24,418,261
2006	19,780,000	987	4,715,995	24,496,982
2007	18,858,286	981	4,940,098	23,799,365
2008	17,246,715	1,141	4,693,536	21,941,392

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	1,289,871	-	-	1,289,871
1996	1,316,303	103	45,624	1,362,030
1997	1,203,894	49	98,254	1,302,197
1998	1,160,032	-	81,108	1,241,140
1999	1,268,455	-	66,408	1,334,863
2000	1,270,208	579	75,408	1,346,195
2001	1,141,368	234	3,009	1,144,611
2002	1,070,420	413	46,271	1,117,104
2003	945,521	-	102,003	1,047,524
2004	1,017,152	-	244,441	1,261,593
2005	1,286,730	114	184,285	1,471,129
2006	1,053,851	-	259,770	1,313,621
2007	948,632	247	278,023	1,226,902
2008	833,292	142	298,230	1,131,664

Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	19,719,697	3,041	876,656	20,599,394
1996	19,681,978	434	1,016,724	20,699,136
1997	20,393,764	1,073	1,212,611	21,607,448
1998	21,532,953	271	1,278,711	22,811,935
1999	22,355,765	377	1,570,781	23,926,923
2000	23,113,794	5,356	2,240,884	25,360,034
2001	20,311,448	1,511	2,206,915	22,519,874
2002	18,876,101	1,101	3,109,477	21,986,679
2003	18,940,987	1,326	3,540,457	22,482,770
2004	20,253,324	1,242	4,198,637	24,453,203
2005	21,279,094	333	4,609,963	25,889,390
2006	20,833,851	987	4,975,765	25,810,603
2007	19,806,918	1,228	5,218,121	25,026,267
2008	18,080,007	1,283	4,991,766	23,073,056

2.2.1 SWF

Annual Totals 1995 to 2008

Commercial Passenger Traffic

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	709,628	-	-	709,628
1996	730,026	-	-	730,026
1997	719,188	-	-	719,188
1998	518,097	-	-	518,097
1999	362,143	-	-	362,143
2000	402,419	-	-	402,419
2001	283,960	-	-	283,960
2002	227,834	-	-	227,834
2003	400,464	-	-	400,464
2004	510,563	-	-	510,563
2005	398,214	-	-	398,214
2006	66,261	2,055	241,246	309,562
2007	646,058	-	267,869	913,927
2008	536,627	-	252,680	789,307

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	4,314	-	-	4,314
1996	6	-	-	6
1997	6	-	-	6
1998	350	-	-	350
1999	336	-	-	336
2000	228	-	-	228
2001	125	-	-	125
2002	-	-	-	-
2003	375	-	-	375
2004	-	-	-	-
2005	6	-	-	6
2006	55	125	19	199
2007	-	-	-	-
2008	-	-	-	-

Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	713,942	-	-	713,942
1996	730,032	-	-	730,032
1997	719,194	-	-	719,194
1998	518,447	-	-	518,447
1999	362,479	-	-	362,479
2000	402,647	-	-	402,647
2001	284,085	-	-	284,085
2002	227,834	-	-	227,834
2003	400,839	-	-	400,839
2004	510,563	-	-	510,563
2005	398,220	-	-	398,220
2006	66,316	2,180	241,265	309,761
2007	646,058	-	267,869	913,927
2008	536,627	-	252,680	789,307

2.2.1 REGION

Annual Totals 1995 to 2008

Commercial Passenger Traffic

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	50,767,296	669,116	4,676,796	56,113,208
1996	52,841,037	595,449	4,862,067	58,298,553
1997	54,669,696	409,264	5,184,093	60,263,053
1998	55,254,945	495,287	5,410,034	61,160,266
1999	56,394,217	360,072	5,616,330	62,370,619
2000	58,235,260	173,621	5,955,750	64,364,631
2001	52,958,401	149,263	5,396,285	58,503,949
2002	50,708,281	16,666	6,823,149	57,548,096
2003	52,321,654	104,627	7,628,168	60,054,449
2004	57,266,331	98,699	9,460,820	66,825,850
2005	59,653,507	50,358	10,917,632	70,621,497
2006	61,439,440	20,268	11,955,787	73,415,495
2007	63,354,335	37,625	13,109,133	76,501,093
2008	58,757,297	15,215	13,587,172	72,359,684

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	21,936,707	215,758	51,473	22,203,938
1996	23,067,575	207,113	128,887	23,403,575
1997	24,073,251	131,922	161,704	24,366,877
1998	25,419,334	224,743	161,008	25,805,085
1999	26,848,184	249,368	152,348	27,249,900
2000	27,855,805	296,412	262,398	28,414,615
2001	24,221,443	238,835	290,275	24,750,553
2002	23,267,860	169,139	389,405	23,826,404
2003	23,362,349	134,971	518,843	24,016,163
2004	26,660,578	141,743	804,424	27,606,745
2005	28,698,928	138,265	799,378	29,636,571
2006	29,821,314	117,395	1,030,142	30,968,851
2007	32,335,535	103,205	1,085,384	33,524,124
2008	33,550,646	23,263	1,097,434	34,671,343

Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1995	72,704,003	884,874	4,728,269	78,317,146
1996	75,908,612	802,562	4,990,954	81,702,128
1997	78,742,947	541,186	5,345,797	84,629,930
1998	80,674,279	720,030	5,571,042	86,965,351
1999	83,242,401	609,440	5,768,678	89,620,519
2000	86,091,065	470,033	6,218,148	92,779,246
2001	77,179,844	388,098	5,686,560	83,254,502
2002	73,976,141	185,805	7,212,554	81,374,500
2003	75,684,003	239,598	8,147,011	84,070,612
2004	83,926,909	240,442	10,265,244	94,432,595
2005	88,352,435	188,623	11,717,010	100,258,068
2006	91,260,754	137,663	12,985,929	104,384,346
2007	95,689,870	140,830	14,194,517	110,025,217
2008	92,307,943	38,478	14,684,606	107,031,027

2.2.2 JFK

Monthly Totals 2008

Commercial
Passenger Traffic

Domestic	TOTAL REVENUE				% Change 2007 to 2008	Non-Revenue Passengers
	MONTH	SCHEDULED	CHARTER	COMMUTER PASSENGERS		
Jan	1,696,729	602	213,822	1,911,153	-1.2%	67,328
Feb	1,607,274	1,862	189,236	1,798,372	4.0%	59,486
Mar	1,958,509	113	254,276	2,212,898	-1.5%	67,742
Apr	1,917,345	310	249,098	2,166,753	-5.2%	67,589
May	1,922,539	0	285,560	2,208,099	-4.3%	72,739
Jun	1,975,952	0	318,491	2,294,443	-3.8%	73,902
Jul	2,138,934	96	333,803	2,472,833	1.6%	76,702
Aug	2,127,267	0	326,926	2,454,193	-1.1%	66,248
Sep	1,589,048	152	311,444	1,900,644	-5.2%	60,308
Oct	1,699,345	185	338,685	2,038,215	-4.9%	73,120
Nov	1,615,554	0	297,297	1,912,851	-10.4%	55,625
Dec	1,737,433	103	298,691	2,036,227	-2.5%	53,209
Total 2008	21,985,929	3,423	3,417,329	25,406,681	-2.9%	793,998
% Change						
2007 to 2008	-4.5%	-30.0%	8.3%	-2.9%		-1.8%

International	TOTAL REVENUE				% Change 2007 to 2008	Non-Revenue Passengers
	MONTH	SCHEDULED	CHARTER	COMMUTER PASSENGERS		
Jan	1,652,517	13,832	12,624	1,678,973	8.0%	39,651
Feb	1,443,650	13,807	12,399	1,469,856	15.0%	29,843
Mar	1,828,048	14,226	13,547	1,855,821	11.2%	33,803
Apr	1,748,107	4,846	12,897	1,765,850	1.1%	31,830
May	1,940,549	821	14,477	1,955,847	9.1%	41,441
Jun	2,025,595	1,281	14,717	2,041,593	2.6%	40,040
Jul	2,274,794	6,072	16,033	2,296,899	3.4%	41,042
Aug	2,339,520	6,248	15,239	2,361,007	4.8%	44,129
Sep	1,807,923	1,770	15,003	1,824,696	-0.5%	37,867
Oct	1,778,476	2,479	15,197	1,796,152	3.2%	39,616
Nov	1,576,695	155	12,036	1,588,886	-2.8%	41,474
Dec	1,751,222	498	13,835	1,765,555	-3.3%	40,907
Total 2008	22,167,096	66,035	168,004	22,401,135	4.0%	461,643
% Change						
2007 to 2008	4.3%	-46.5%	-3.2%	4.0%		22.2%

Domestic and International Totals	TOTAL REVENUE				% Change 2007 to 2008	Non-Revenue Passengers
	MONTH	SCHEDULED	CHARTER	COMMUTER PASSENGERS		
Jan	3,349,246	14,434	226,446	3,590,126	2.9%	106,979
Feb	3,050,924	15,669	201,635	3,268,228	8.7%	89,329
Mar	3,786,557	14,339	267,823	4,068,719	3.9%	101,545
Apr	3,665,452	5,156	261,995	3,932,603	-2.5%	99,419
May	3,863,088	821	300,037	4,163,946	1.6%	114,180
Jun	4,001,547	1,281	333,208	4,336,036	-0.9%	113,942
Jul	4,413,728	6,168	349,836	4,769,732	2.5%	117,744
Aug	4,466,787	6,248	342,165	4,815,200	1.7%	110,377
Sep	3,396,971	1,922	326,447	3,725,340	-3.0%	98,175
Oct	3,477,821	2,664	353,882	3,834,367	-1.3%	112,736
Nov	3,192,249	155	309,333	3,501,737	-7.1%	97,099
Dec	3,488,655	601	312,526	3,801,782	-2.9%	94,116
Total 2008	44,153,025	69,458	3,585,333	47,807,816	0.2%	1,255,641
% Change						
2007 to 2008	-0.2%	-45.9%	7.7%	0.2%		5.9%

2.2.2 EWR

Monthly Totals 2008

Commercial
Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	1,492,400	653	363,672	1,856,725	-1.7%	57,923
	Feb	1,459,809	204	330,983	1,790,996	-0.4%	56,078
	Mar	1,785,029	778	423,234	2,209,041	0.3%	64,471
	Apr	1,683,088	242	441,659	2,124,989	-7.7%	59,656
	May	1,654,387	241	468,174	2,122,802	-7.3%	67,071
	Jun	1,683,415	357	472,805	2,156,577	-4.2%	67,970
	Jul	1,769,790	277	501,502	2,271,569	-2.7%	68,413
	Aug	1,768,671	720	497,517	2,266,908	-5.7%	63,337
	Sep	1,321,218	1,985	426,336	1,749,539	-9.2%	55,113
	Oct	1,518,596	3,048	467,230	1,988,874	-5.4%	59,134
	Nov	1,397,968	3,452	411,122	1,812,542	-13.9%	56,540
	Dec	1,450,645	1,704	419,393	1,871,742	-6.7%	50,423
	Total 2008	18,985,016	13,661	5,223,627	24,222,304	-5.4%	726,129
	% Change						
	2007 to 2008	-9.0%	-11.8%	10.1%	-5.4%		1.9%

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	766,264	333	49,551	816,148	9.6%	17,088
	Feb	707,563	420	49,431	757,414	11.0%	16,687
	Mar	903,307	1,214	65,715	970,236	11.7%	19,192
	Apr	885,356	80	60,658	946,094	5.8%	20,757
	May	953,741	574	57,884	1,012,199	9.2%	22,270
	Jun	972,381	70	49,811	1,022,262	3.5%	20,027
	Jul	1,083,013	20	53,049	1,136,082	4.0%	23,610
	Aug	1,093,554	15	52,679	1,146,248	4.0%	22,244
	Sep	824,938	100	52,327	877,365	-1.6%	19,150
	Oct	825,142	410	51,118	876,670	-1.8%	20,661
	Nov	725,521	1,145	42,310	768,976	-5.1%	18,256
	Dec	729,729	32,454	46,667	808,850	-6.0%	17,998
	Total 2008	10,470,509	36,835	631,200	11,138,544	3.6%	237,940
	% Change						
	2007 to 2008	3.5%	1255.2%	-0.4%	3.6%		10.0%

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	2,258,664	986	413,223	2,672,873	1.5%	75,011
	Feb	2,167,372	624	380,414	2,548,410	2.7%	72,765
	Mar	2,688,336	1,992	488,949	3,179,277	3.5%	83,663
	Apr	2,568,444	322	502,317	3,071,083	-3.9%	80,413
	May	2,608,128	815	526,058	3,135,001	-2.5%	89,341
	Jun	2,655,796	427	522,616	3,178,839	-1.8%	87,997
	Jul	2,852,803	297	554,551	3,407,651	-0.5%	92,023
	Aug	2,862,225	735	550,196	3,413,156	-2.7%	85,581
	Sep	2,146,156	2,085	478,663	2,626,904	-6.8%	74,263
	Oct	2,343,738	3,458	518,348	2,865,544	-4.3%	79,795
	Nov	2,123,489	4,597	453,432	2,581,518	-11.5%	74,796
	Dec	2,180,374	34,158	466,060	2,680,592	-6.5%	68,421
	Total 2008	29,455,525	50,496	5,854,827	35,360,848	-2.8%	964,069
	% Change						
	2007 to 2008	-4.9%	177.3%	8.8%	-2.8%		3.8%

2.2.2 LGA

Monthly Totals 2008

Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	1,301,997	88	327,285	1,629,370	-6.2%	49,137
	Feb	1,274,252	84	321,911	1,596,247	-2.4%	45,312
	Mar	1,526,516	198	400,836	1,927,550	-3.9%	52,234
	Apr	1,498,401	676	415,886	1,914,963	-8.9%	55,147
	May	1,571,741	101	421,846	1,993,688	-7.4%	57,701
	Jun	1,514,738	163	435,372	1,950,273	-7.3%	59,641
	Jul	1,601,674	408	455,856	2,057,938	-4.8%	62,806
	Aug	1,611,033	493	451,246	2,062,772	-8.7%	58,227
	Sep	1,276,475	318	373,422	1,650,215	-10.7%	50,027
	Oct	1,394,520	176	418,101	1,812,797	-9.8%	55,344
	Nov	1,282,245	0	339,584	1,621,829	-17.6%	49,145
	Dec	1,391,380	179	332,191	1,723,750	-5.1%	45,940
	Total 2008	17,244,972	2,884	4,693,536	21,941,392	-7.8%	640,661
	% Change						
	2007 to 2008	-8.5%	-46.1%	-5.0%	-7.8%		7.4%

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	66,368	634	22,167	89,169	3.5%	924
	Feb	65,341	373	23,407	89,121	8.1%	679
	Mar	72,871	-	25,060	97,931	0.0%	223
	Apr	69,849	49	23,264	93,162	-9.6%	1,016
	May	76,205	-	24,784	100,989	-8.9%	1,342
	Jun	71,314	48	24,796	96,158	-12.3%	1,347
	Jul	74,532	-	25,068	99,600	-11.7%	1,569
	Aug	77,081	45	31,172	108,298	-13.9%	1,543
	Sep	67,052	-	23,622	90,674	-12.9%	1,052
	Oct	69,125	-	24,389	93,514	-13.6%	997
	Nov	59,816	-	24,932	84,748	-11.7%	906
	Dec	62,631	100	25,569	88,300	-1.8%	904
	Total 2008	832,185	1,249	298,230	1,131,664	-7.8%	12,502
	% Change						
	2007 to 2008	-12.2%	-	7.3%	-7.8%		-0.1%

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	1,368,365	722	349,452	1,718,539	-5.7%	50,061
	Feb	1,339,593	457	345,318	1,685,368	-1.9%	45,991
	Mar	1,599,387	198	425,896	2,025,481	-3.7%	52,457
	Apr	1,568,250	725	439,150	2,008,125	-8.9%	56,163
	May	1,647,946	101	446,630	2,094,677	-7.4%	59,043
	Jun	1,586,052	211	460,168	2,046,431	-7.6%	60,988
	Jul	1,676,206	408	480,924	2,157,538	-5.1%	64,375
	Aug	1,688,114	538	482,418	2,171,070	-9.0%	59,770
	Sep	1,343,527	318	397,044	1,740,889	-10.8%	51,079
	Oct	1,463,645	176	442,490	1,906,311	-10.0%	56,341
	Nov	1,342,061	0	364,516	1,706,577	-17.3%	50,051
	Dec	1,454,011	279	357,760	1,812,050	-4.9%	46,844
	Total 2008	18,077,157	4,133	4,991,766	23,073,056	-7.8%	653,163
	% Change						
	2007 to 2008	-8.7%	-30.1%	-4.3%	-7.8%		7.3%

2.2.2 SWF

Monthly Totals 2008

Commercial
Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	68,083	0	19,097	87,180	51.3%	758
	Feb	66,609	0	19,908	86,517	27.3%	495
	Mar	83,994	0	22,687	106,681	30.1%	668
	Apr	65,973	0	23,847	89,820	5.7%	632
	May	48,401	0	23,796	72,197	-4.0%	526
	Jun	44,977	0	23,487	68,464	-7.7%	467
	Jul	50,324	0	25,219	75,543	-15.8%	476
	Aug	47,712	0	24,958	72,670	-19.1%	498
	Sep	15,702	0	17,793	33,495	-42.2%	167
	Oct	15,725	0	18,069	33,794	-52.4%	156
	Nov	14,561	0	16,704	31,265	-60.9%	114
	Dec	14,566	0	17,115	31,681	-62.1%	157
	Total 2008	536,627	0	252,680	789,307	-13.6%	5,114
	% Change						
	2007 to 2008	-16.9%	-	-5.7%	-13.6%		-

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	-	-	-	-	-	-
	Feb	-	-	-	-	-	-
	Mar	-	-	-	-	-	-
	Apr	-	-	-	-	-	-
	May	-	-	-	-	-	-
	Jun	-	-	-	-	-	-
	Jul	-	-	-	-	-	-
	Aug	-	-	-	-	-	-
	Sep	-	-	-	-	-	-
	Oct	-	-	-	-	-	-
	Nov	-	-	-	-	-	-
	Dec	-	-	-	-	-	-
	Total 2008	0	0	0	0	-	0
	% Change						
	2007 to 2008	-	-	-	-	-	-

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	68,083	0	19,097	87,180	51.3%	758
	Feb	66,609	0	19,908	86,517	27.3%	495
	Mar	83,994	0	22,687	106,681	30.1%	668
	Apr	65,973	0	23,847	89,820	5.7%	632
	May	48,401	0	23,796	72,197	-4.0%	526
	Jun	44,977	0	23,487	68,464	-7.7%	467
	Jul	50,324	0	25,219	75,543	-15.8%	476
	Aug	47,712	0	24,958	72,670	-19.1%	498
	Sep	15,702	0	17,793	33,495	-42.2%	167
	Oct	15,725	0	18,069	33,794	-52.4%	156
	Nov	14,561	0	16,704	31,265	-60.9%	114
	Dec	14,566	0	17,115	31,681	-62.1%	157
	Total 2008	536,627	0	252,680	789,307	-13.6%	5,114
	% Change						
	2007 to 2008	-16.9%	-	-5.7%	-13.6%		-

2.2.2 REGION*Monthly Totals 2008***Commercial
Passenger Traffic**

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	4,559,209	1,343	923,876	5,484,428	-2.4%	175,146
	Feb	4,407,944	2,150	862,038	5,272,132	0.8%	161,371
	Mar	5,354,048	1,089	1,101,033	6,456,170	-1.2%	185,115
	Apr	5,164,807	1,228	1,130,490	6,296,525	-7.1%	183,024
	May	5,197,068	342	1,199,376	6,396,786	-6.3%	198,037
	Jun	5,219,082	520	1,250,155	6,469,757	-5.1%	201,980
	Jul	5,560,722	781	1,316,380	6,877,883	-2.0%	208,397
	Aug	5,554,683	1,213	1,300,647	6,856,543	-5.3%	188,310
	Sep	4,202,443	2,455	1,128,995	5,333,893	-8.6%	165,615
	Oct	4,628,186	3,409	1,242,085	5,873,680	-7.2%	187,754
	Nov	4,310,328	3,452	1,064,707	5,378,487	-14.5%	161,424
	Dec	4,594,024	1,986	1,067,390	5,663,400	-5.5%	149,729
	Total 2008	58,752,544	19,968	13,587,172	72,359,684	-5.4%	2,165,902
	% Change						
	2007 to 2008	-7.3%	-22.4%	3.6%	-5.4%		2.0%

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	2,485,149	14,799	84,342	2,584,290	8.3%	57,663
	Feb	2,216,554	14,600	85,237	2,316,391	13.4%	47,209
	Mar	2,804,226	15,440	104,322	2,923,988	10.9%	53,218
	Apr	2,703,312	4,975	96,819	2,805,106	2.2%	53,603
	May	2,970,495	1,395	97,145	3,069,035	8.4%	65,053
	Jun	3,069,290	1,399	89,324	3,160,013	2.4%	61,414
	Jul	3,432,339	6,092	94,150	3,532,581	3.1%	66,221
	Aug	3,510,155	6,308	99,090	3,615,553	3.9%	67,916
	Sep	2,699,913	1,870	90,952	2,792,735	-1.3%	58,069
	Oct	2,672,743	2,889	90,704	2,766,336	0.9%	61,274
	Nov	2,362,032	1,300	79,278	2,442,610	-3.9%	60,636
	Dec	2,543,582	33,052	86,071	2,662,705	-4.1%	59,809
	Total 2008	33,469,790	104,119	1,097,434	34,671,343	3.4%	712,085
	% Change						
	2007 to 2008	3.6%	-17.8%	1.1%	3.4%		17.4%

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2007 to 2008	Passengers
	Jan	7,044,358	16,142	1,008,218	8,068,718	0.8%	232,809
	Feb	6,624,498	16,750	947,275	7,588,523	4.3%	208,580
	Mar	8,158,274	16,529	1,205,355	9,380,158	2.3%	238,333
	Apr	7,868,119	6,203	1,227,309	9,101,631	-4.4%	236,627
	May	8,167,563	1,737	1,296,521	9,465,821	-1.9%	263,090
	Jun	8,288,372	1,919	1,339,479	9,629,770	-2.7%	263,394
	Jul	8,993,061	6,873	1,410,530	10,410,464	-0.3%	274,618
	Aug	9,064,838	7,521	1,399,737	10,472,096	-2.3%	256,226
	Sep	6,902,356	4,325	1,219,947	8,126,628	-6.2%	223,684
	Oct	7,300,929	6,298	1,332,789	8,640,016	-4.7%	249,028
	Nov	6,672,360	4,752	1,143,985	7,821,097	-11.4%	222,060
	Dec	7,137,606	35,038	1,153,461	8,326,105	-5.1%	209,538
	Total 2008	92,222,334	124,087	14,684,606	107,031,027	-2.7%	2,877,987
	% Change						
	2007 to 2008	-3.6%	-18.6%	3.5%	-2.7%		5.4%

2.3.1

Passenger Traffic in Helicopters

Annual Totals 1995 to 2008

YEAR	JFK	EWR	LGA	DOWNTOWN	TOTAL
1995				18,756	18,756
1996				27,741	27,741
1997				39,609	39,609
1998				61,520	61,520
1999				75,342	75,342
2000				68,289	68,289
2001				17,351	17,351
2002				6,845	6,845
2003				47,124	47,124
2004				104,158	104,158
2005				113,752	113,752
2006				124,130	124,130
2007				182,688	182,688
2008				234,185	234,185

Notes: No passenger activity for scheduled helicopters at JFK, EWR or LGA until U.S. Helicopter began service in 2005. US Helicopter provides passenger only for its Downtown location. It does not provide data for its traffic to JFK and LGA.

W. 30th Heliport was returned to NYS DOT, May 1996

The Downtown Heliport was ceded to New York City on November 1, 2008

2.3.2

Passenger Traffic in Helicopters

Monthly Totals 2008 and 2007

2008	MONTH	JFK	EWR	LGA	DOWNTOWN	TOTAL
	Jan				13,513	13,513
	Feb				14,727	14,727
	Mar				24,241	24,241
	Apr				25,399	25,399
	May				29,761	29,761
	Jun				20,746	20,746
	Jul				26,216	26,216
	Aug				33,731	33,731
	Sep				19,921	19,921
	Oct				25,930	25,930
	Nov				-	-
	Dec				-	-
	Annual Total for 2008				234,185	234,185

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

Notes: No passenger activity for scheduled helicopters at JFK, EWR or LGA until U.S. Helicopter began service in 2005. US Helicopter provides passenger only for its Downtown location. It does not provide data for its traffic to JFK and LGA.

W. 30th Heliport was returned to NYS DOT, May 1996

The Downtown Heliport was ceded to New York City on November 1, 2008

2.4.1 JFK

Annual Totals 1995 to 2008

Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	11,813,773	1,499,600	52,066	2,360,298	364,620	1,497,024	11,577,982	1,212,216	30,377,579
1996	12,200,744	1,501,511	137,089	2,256,961	384,284	1,501,744	11,801,458	1,371,705	31,155,496
1997	12,349,531	1,562,096	130,302	2,241,480	428,324	1,649,237	11,534,390	1,462,071	31,357,431
1998	11,827,827	1,386,740	175,903	2,382,744	378,601	1,733,559	11,704,201	1,469,520	31,059,095
1999	12,051,043	1,452,804	167,360	2,669,806	419,918	1,434,742	12,011,032	1,501,726	31,708,431
2000	12,727,995	1,431,885	167,411	2,708,292	438,079	1,378,514	12,388,578	1,587,110	32,827,864
2001	12,261,412	1,100,068	169,857	2,602,377	371,549	1,209,070	10,155,565	1,480,154	29,350,052
2002	13,609,127	993,751	133,172	2,608,719	434,347	1,126,384	9,430,305	1,603,407	29,939,212
2003	15,145,675	1,291,183	115,142	2,775,936	438,529	1,142,993	9,293,648	1,533,383	31,736,489
2004	18,537,406	1,551,016	156,538	3,044,875	480,985	1,352,007	10,622,734	1,829,896	37,575,457
2005	20,367,497	1,724,057	212,745	3,126,841	490,462	1,474,630	11,509,776	1,985,977	40,891,985
2006	21,354,376	1,649,123	321,403	3,160,943	581,651	1,567,191	12,016,817	1,977,779	42,629,283
2007	24,666,381	1,507,310	295,293	3,472,311	795,675	1,719,556	13,167,346	2,093,941	47,717,813
2008	24,010,654	1,396,027	285,505	3,650,590	890,555	1,696,021	13,742,136	2,136,328	47,807,816

2.4.1 EWR

Annual Totals 1995 to 2008

Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	22,069,117	711,567	518,786	553,243	230,306	15,316	2,328,796	199,100	26,626,231
1996	23,813,992	33	565,738	651,345	275,480	103,779	2,855,100	136,856	28,402,323
1997	24,670,114	656,873	628,296	608,601	290,047	261,454	3,645,959	184,513	30,945,857
1998	25,248,909	607,898	685,200	529,551	348,693	469,355	4,518,340	167,928	32,575,874
1999	25,243,147	669,422	687,053	545,081	411,947	626,900	5,124,745	314,391	33,622,686
2000	25,020,657	767,836	906,028	607,095	411,782	643,674	5,538,997	292,632	34,188,701
2001	22,791,615	691,631	944,161	700,676	389,292	585,733	4,663,542	333,841	31,100,491
2002	21,148,358	699,451	806,382	747,662	397,219	488,012	4,598,621	335,070	29,220,775
2003	21,043,705	738,176	827,594	846,422	398,655	480,792	4,830,348	284,822	29,450,514
2004	22,224,861	810,394	988,004	995,348	430,669	504,577	5,548,387	391,132	31,893,372
2005	22,944,821	768,647	885,954	997,402	451,567	527,249	5,968,564	535,040	33,079,244
2006	24,682,810	922,642	919,852	1,080,410	434,827	575,201	6,360,770	658,187	35,634,699
2007	24,870,701	743,409	925,443	1,106,580	476,115	572,452	7,009,009	663,501	36,367,210
2008	23,625,348	596,956	1,064,244	1,111,975	511,461	577,747	7,236,619	636,498	35,360,848

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

2.4.1 LGA

Annual Totals 1995 to 2008

Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	19,309,523	-	1,152,677	137,194	-	-	-	-	20,599,394
1996	19,337,106	-	1,237,665	124,042	-	-	323	-	20,699,136
1997	20,305,251	-	1,203,927	98,270	-	-	-	-	21,607,448
1998	21,570,795	-	1,161,343	79,797	-	-	-	-	22,811,935
1999	22,592,060	-	1,229,098	105,765	-	-	-	-	23,926,923
2000	24,013,839	-	1,212,662	133,533	-	-	-	-	25,360,034
2001	21,375,263	-	965,454	179,157	-	-	-	-	22,519,874
2002	20,869,575	-	940,971	176,133	-	-	-	-	21,986,679
2003	21,435,178	68	845,935	201,589	-	-	-	-	22,482,770
2004	23,191,610	-	1,059,906	201,687	-	-	-	-	24,453,203
2005	24,418,261	-	1,269,264	201,865	-	-	-	-	25,889,390
2006	24,496,982	-	1,186,312	127,309	-	-	-	-	25,810,603
2007	23,799,365	-	1,115,548	111,354	-	-	-	-	25,026,267
2008	21,941,392	-	1,058,076	73,588	-	-	-	-	23,073,056

2.4.1 SWF

Annual Totals 1995 to 2008

Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	709,628	-	42	-	4,256	-	-	16	713,942
1996	730,026	-	6	-	-	-	-	-	730,032
1997	719,188	-	6	-	-	-	-	-	719,194
1998	518,097	-	-	350	-	-	-	-	518,447
1999	362,143	-	143	193	-	-	-	-	362,479
2000	402,419	-	-	-	228	-	-	-	402,647
2001	283,960	-	-	-	125	-	-	-	284,085
2002	227,834	-	-	-	-	-	-	-	227,834
2003	400,464	-	50	325	-	-	-	-	400,839
2004	510,563	-	-	-	-	-	-	-	510,563
2005	398,214	-	6	-	-	-	-	-	398,220
2006	309,777	-	74	-	-	-	125	-	309,976
2007	913,927	-	-	-	-	-	-	-	913,927
2008	789,307	-	-	-	-	-	-	-	789,307

2.4.1 REGION

Annual Totals 1995 to 2008

Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1995	53,902,041	2,211,167	1,723,571	3,050,735	599,182	1,512,340	13,906,778	1,411,332	78,317,146
1996	56,081,868	2,216,685	1,940,498	3,032,348	659,764	1,605,523	14,656,881	1,508,561	81,702,128
1997	58,044,084	2,218,969	1,962,531	2,948,351	718,371	1,910,691	15,180,349	1,646,584	84,629,930
1998	59,165,628	1,994,638	2,022,446	2,992,442	727,294	2,202,914	16,222,541	1,637,448	86,965,351
1999	60,248,393	2,122,226	2,083,654	3,320,845	831,865	2,061,642	17,135,777	1,816,117	89,620,519
2000	62,164,910	2,199,721	2,286,101	3,448,920	850,089	2,022,188	17,927,575	1,879,742	92,779,246
2001	56,712,250	1,791,699	2,079,472	3,482,210	760,966	1,794,803	14,819,107	1,813,995	83,254,502
2002	55,854,894	1,693,202	1,880,525	3,532,514	831,566	1,614,396	14,028,926	1,938,477	81,374,500
2003	58,025,022	2,029,427	1,788,721	3,824,272	837,184	1,623,785	14,123,996	1,818,205	84,070,612
2004	64,464,440	2,361,410	2,204,448	4,241,910	911,654	1,856,584	16,171,121	2,221,028	94,432,595
2005	68,128,793	2,492,704	2,367,969	4,326,108	942,029	2,001,879	17,478,340	2,521,017	100,258,839
2006	70,843,945	2,571,765	2,427,641	4,368,662	1,016,478	2,142,392	18,377,712	2,635,966	104,384,561
2007	74,250,374	2,250,719	2,336,284	4,690,245	1,271,790	2,292,008	20,176,355	2,757,442	110,025,217
2008	70,366,701	1,992,983	2,407,825	4,836,153	1,402,016	2,273,768	20,978,755	2,772,826	107,031,027

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

2.5.1 JFK

Top 20 Carriers

2008 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRWAYS	11,082,315	1,110,484	12,192,799	25.5%
2	DELTA	4,347,596	3,550,198	7,897,794	42.0%
3	AMERICAN	3,716,671	3,662,721	7,379,392	57.5%
4	COMAIR, INC.	1,628,131	-	1,628,131	60.9%
5	BRITISH AIRWAYS	-	1,324,670	1,324,670	63.6%
6	DELTA CONNECT:MESA-FREEDOM	925,950	-	925,950	65.6%
7	UNITED	900,006	703	900,709	67.5%
8	AIR FRANCE	-	860,669	860,669	69.3%
9	VIRGIN AMERICA	703,227	-	703,227	70.7%
10	VIRGIN ATLANTIC	-	645,126	645,126	72.1%
11	AMERICAN EAGLE	443,387	168,004	611,391	73.4%
12	LUFTHANSA	-	580,095	580,095	74.6%
13	CATHAY PACIFIC	-	519,388	519,388	75.7%
14	US AIRWAYS	498,975	-	498,975	76.7%
15	AER LINGUS	-	463,608	463,608	77.7%
16	AIR JAMAICA	-	449,883	449,883	78.6%
17	NORTHWEST	442,105	-	442,105	79.5%
18	EL AL	-	428,948	428,948	80.4%
19	EMIRATES AIRLINES & SKY CARGO	-	426,769	426,769	81.3%
20	KLM	-	413,633	413,633	82.2%
@TOP 20		24,688,363	14,604,899	39,293,262	
TOTAL AIRPORT		25,406,681	22,401,135	47,807,816	

2.5.1 EWR

Top 20 Carriers

2008 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	12,565,733	7,176,380	19,742,113	55.8%
2	CONTINENTAL EXPRESS/EXP. JET	3,276,614	-	3,737,812	66.4%
3	AMERICAN	1,422,644	-	1,422,644	70.4%
4	CONTINENTAL:EXP:COLGAN AIR	1,131,687	-	1,131,687	73.6%
5	UNITED	1,010,775	-	1,010,775	76.5%
6	JETBLUE AIRWAYS	996,335	-	996,335	79.3%
7	DELTA	980,784	-	980,784	82.1%
8	US AIRWAYS	835,117	-	835,117	84.4%
9	NORTHWEST	537,077	185,449	722,526	86.5%
10	LUFTHANSA	-	426,894	426,894	87.7%
11	AIRTRAN AIRWAYS	334,979	-	334,979	88.6%
12	BRITISH AIRWAYS	-	-	333,541	89.6%
13	VIRGIN ATLANTIC	-	320,708	320,708	90.5%
14	SAS	-	284,848	284,848	91.3%
15	AIR INDIA	-	-	205,017	91.9%
16	AIR PORTUGAL(TAP)	-	190,158	190,158	92.4%
17	ALASKA AIRLINES	187,583	-	187,583	92.9%
18	JET AIRWAYS	-	182,147	182,147	93.5%
19	AIR CANADA JAZZ	-	170,002	170,002	93.9%
20	EL AL	-	-	155,403	94.4%
@TOP 20		23,279,328	8,936,586	33,371,073	
TOTAL AIRPORT		24,222,304	11,138,544	35,360,848	

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

2.5.1 LGA

Top 20 Carriers

2008 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	AMERICAN	4,408,965	86,820	4,495,785	19.5%
2	DELTA	2,709,836	60,538	2,770,374	31.5%
3	US AIRWAYS	1,913,796	13,050	1,926,846	39.8%
4	UNITED	1,568,508	-	1,568,508	46.6%
5	NORTHWEST	1,519,105	-	1,519,105	53.2%
6	AIRTRAN AIRWAYS	1,193,021	-	1,193,021	58.4%
7	AMERICAN EAGLE	806,508	174,829	981,337	62.6%
8	SPIRIT AIRLINES	975,176	-	975,176	66.9%
9	COMAIR, INC.	916,917	-	916,917	70.8%
10	USAIR EXP: AIR WISCONSIN	862,247	-	862,247	74.6%
11	DELTA SHUTTLE	845,732	-	845,732	78.3%
12	CONTINENTAL	815,325	-	815,325	81.8%
13	JETBLUE AIRWAYS	711,293	-	711,293	84.9%
14	AIR CANADA	-	672,884	672,884	87.8%
15	USAIR EXP-PIEDMONT	552,341	-	552,341	90.2%
16	MIDWEST AIRLINES, INC.	361,277	-	361,277	91.7%
17	USAIR EXP-CHAUTAUQUA	343,952	-	343,952	93.2%
18	US AIRWAYS:REPUBLIC AIRLINE	247,865	-	247,865	94.3%
19	US AIR EXP:COLGAN AIR	224,413	-	224,413	95.3%
20	FRONTIER AIRLINES	216,983	-	216,983	96.2%
@TOP 20		21,193,260	1,008,121	22,201,381	
TOTAL AIRPORT		21,941,392	1,131,664	23,073,056	

2.5.1 SWF

Top 20 Carriers

2008 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRWAYS	293,444	-	293,444	37.2%
2	AIRTRAN AIRWAYS	208,349	-	208,349	63.6%
3	DELTA: ASA	100,253	-	100,253	76.3%
4	NW AIRLINK:PINNACLE	56,792	-	56,792	83.5%
5	USAIR EXP: AIR WISCONSIN	48,328	-	48,328	89.6%
6	USAIR EXP-PIEDMONT	47,307	-	47,307	95.6%
7	SKYBUS	34,834	-	34,834	100.0%
8	UNITED PARCEL	-	-	-	100.0%
9	-	-	-	-	100.0%
10	-	-	-	-	100.0%
11	-	-	-	-	100.0%
12	-	-	-	-	100.0%
13	-	-	-	-	100.0%
14	-	-	-	-	100.0%
15	-	-	-	-	100.0%
16	-	-	-	-	100.0%
17	-	-	-	-	100.0%
18	-	-	-	-	100.0%
19	-	-	-	-	100.0%
20	-	-	-	-	100.0%
@TOP 20		789,307	0	789,307	
TOTAL AIRPORT		789,307	0	789,307	

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

2.5.1 Region

Top 20 Carriers

2008 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	13,549,075	7,176,380	20,725,455	19.4%
2	JETBLUE AIRWAYS	13,083,387	1,110,484	14,193,871	32.6%
3	AMERICAN	9,548,280	3,749,541	13,297,821	45.0%
4	DELTA	8,038,216	3,610,736	11,648,952	55.9%
5	CONTINENTAL EXPRESS/EXP. JET	3,306,446	461,198	3,767,644	59.5%
6	UNITED	3,479,289	703	3,479,992	62.7%
7	US AIRWAYS	3,247,888	13,050	3,260,938	65.8%
8	NORTHWEST	2,498,287	185,449	2,683,736	68.3%
9	COMAIR, INC.	2,666,233	-	2,666,233	70.8%
10	AIRTRAN AIRWAYS	1,736,349	-	1,736,349	72.4%
11	BRITISH AIRWAYS	-	1,658,211	1,658,211	73.9%
12	AMERICAN EAGLE	1,297,022	342,833	1,639,855	75.5%
13	CONTINENTAL:EXP:COLGAN AIR	1,131,687	-	1,131,687	76.5%
14	LUFTHANSA	-	1,006,989	1,006,989	77.5%
15	AIR FRANCE	-	998,625	998,625	78.4%
16	SPIRIT AIRLINES	975,436	-	975,436	79.3%
17	VIRGIN ATLANTIC	-	965,834	965,834	80.2%
18	USAIR EXP: AIR WISCONSIN	944,793	-	944,793	81.1%
19	DELTA CONNECT:MESA-FREEDOM	925,950	-	925,950	81.9%
20	AIR CANADA	-	901,829	901,829	82.8%
@TOP 20		66,428,338	22,181,862	88,610,200	
TOTAL AIRPORTS		72,359,684	34,671,343	107,031,027	

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

2.6.1 JFK

Passenger Traffic by Terminal

2008 Passengers	TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
		Inbound	Outbound	Inbound	Outbound	
	Terminal 1	-	-	1,911,590	1,897,747	3,809,337
	Terminal 2	2,203,359	2,193,528	-	-	4,396,887
	Terminal 3	1,309,200	1,305,239	1,789,378	1,753,522	6,157,339
	Terminal 4	801,649	804,973	3,863,829	3,490,461	8,960,912
	Terminal 5 (Closed Feb.28)	833,413	831,112	28,915	111,812	1,805,252
	Terminal 6	4,630,068	4,627,228	160,282	447,631	9,865,209
	Terminal 7	853,435	837,625	1,340,345	1,339,251	4,370,656
	Terminal 8	2,103,212	2,056,846	2,120,395	2,145,917	8,426,370
	Terminal Location Varies	260	-	30	30	320
	Total	12,734,596	12,656,551	11,214,764	11,186,371	47,792,282

2.6.1 EWR

2008 Passengers	TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
		Inbound	Outbound	Inbound	Outbound	
	Terminal A	3,937,567	3,935,179	272,583	265,214	8,410,543
	Terminal B	931,947	897,745	2,766,399	1,587,015	6,183,106
	Terminal C	7,189,880	7,329,314	2,562,038	3,685,295	20,766,527
	Unknown Terminal	-	-	-	-	-
	Total	12,059,394	12,162,238	5,601,020	5,537,524	35,360,176

2.6.1 LGA

2008 Passengers	TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
		Inbound	Outbound	Inbound	Outbound	
	Central Terminal Building	5,608,746	5,685,125	536,369	521,707	12,351,947
	Delta Terminal	2,673,287	2,683,053	29,864	30,674	5,416,878
	Marine Air Terminal	523,852	520,385	-	-	1,044,237
	US Airways Terminal	2,126,459	2,120,485	6,275	6,775	4,259,994
	Total	10,932,344	11,009,048	572,508	559,156	23,073,056

2.6.1 SWF

2008 Passengers	TERMINAL BUILDING	DOMESTIC		INTERNATIONAL		TOTAL
		Inbound	Outbound	Inbound	Outbound	
	Airline Terminal	400,060	389,247	-	-	789,307
	Total	400,060	389,247	0	0	789,307

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

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

Top 50 Domestic Passenger Origin/Destination City Markets

2.7.1 JFK

Annual Total for 2008

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

Kennedy International Airport

1	Los Angeles, CA, US	1,898,020	80.9%	38.2%	AA	47.8%	DL	30.0%
2	San Francisco, CA, US	1,551,630	79.9%	39.6%	AA	34.9%	UA	28.3%
3	Orlando, Florida, US	1,183,270	85.9%	62.1%	B6	65.0%	DL	28.5%
4	Las Vegas, Nevada, US	1,066,890	88.5%	71.2%	B6	39.4%	DL	33.7%
5	San Juan, Puerto Rico (US)	1,033,010	82.0%	56.3%	AA	52.7%	B6	39.5%
6	Fort Lauderdale, FL, US	1,009,000	94.1%	61.6%	B6	71.4%	DL	28.0%
7	Miami, Florida, US	927,640	44.1%	30.9%	AA	78.6%	DL	20.7%
8	Tampa, Florida, US	665,750	88.4%	51.3%	B6	63.3%	DL	27.8%
9	Buffalo, New York, US	624,820	94.3%	49.1%	B6	86.1%	DL	12.3%
10	Boston, Massachusetts, US	573,530	56.0%	28.2%	B6	45.7%	DL	35.3%
11	West Palm Beach/Palm B, FL, US	536,640	99.7%	66.5%	B6	95.0%	SY	4.0%
12	Washington, DC, US	471,730	58.6%	29.8%	DL	39.1%	B6	24.5%
13	San Diego, California, US	462,360	85.8%	43.8%	B6	43.9%	AA	29.7%
14	Seattle/Tacoma, WA, US	459,150	84.3%	40.1%	DL	49.4%	B6	23.1%
15	Phoenix, Arizona, US	447,600	90.6%	51.3%	US	37.7%	B6	33.1%
16	Chicago, Illinois, US	439,470	77.0%	44.2%	B6	41.7%	DL	33.5%
17	Atlanta, Georgia, US	386,100	46.2%	24.6%	DL	96.9%	US	1.8%
18	Long Beach, California, US	360,300	99.7%	47.3%	B6	98.9%	US	0.7%
19	Minneapolis/St Pau, MN, US	360,180	88.8%	37.3%	NW	59.5%	SY	24.5%
20	Fort Myers, Florida, US	337,390	99.4%	67.0%	B6	98.1%	DL	0.9%
21	Burbank, California, US	334,030	99.8%	45.2%	B6	97.4%	US	1.4%
22	Salt Lake City, Utah, US	326,500	82.2%	43.8%	DL	80.2%	B6	16.9%
23	Raleigh/Durham, NC, US	307,720	73.7%	39.0%	B6	45.0%	AA	30.6%
24	Houston, Texas, US	296,140	83.1%	43.3%	B6	44.2%	CO	42.0%
25	Rochester, New York, US	275,540	91.6%	40.0%	B6	84.1%	DL	15.7%
26	Oakland, California, US	257,580	99.3%	43.6%	B6	96.6%	DL	1.3%
27	Charlotte, North Carolina, US	235,540	85.3%	46.0%	B6	64.2%	US	20.3%
28	Denver, Colorado, US	224,990	87.3%	51.7%	B6	56.6%	DL	35.8%
29	New Orleans, Louisiana, US	214,630	97.5%	55.4%	B6	92.2%	DL	3.9%
30	Pittsburgh, PA, US	209,910	74.9%	37.5%	B6	50.2%	DL	40.1%
31	Austin, Texas, US	194,420	92.5%	45.6%	B6	76.2%	DL	18.5%
32	Jacksonville, Florida, US	192,890	97.8%	55.3%	B6	93.7%	DL	2.9%
33	Detroit, Michigan, US	176,350	54.0%	25.1%	NW	55.7%	DL	43.0%
34	Dallas/Fort Worth, TX, US	168,050	52.8%	27.5%	AA	56.6%	DL	35.7%
35	Portland, Oregon, US	161,260	87.8%	37.6%	DL	48.6%	B6	39.3%
36	Aguadilla, Puerto Rico (US)	152,940	100.0%	69.5%	B6	100.0%	DL	0.0%
37	Richmond Intl, Richmnd, VA, US	146,680	84.3%	42.2%	B6	59.2%	DL	38.3%
38	Syracuse, New York, US	142,360	86.6%	41.4%	B6	75.9%	DL	24.0%
39	Burlington, Vermont, US	139,160	85.3%	41.0%	B6	80.3%	DL	19.7%
40	San Jose, California, US	124,100	98.7%	48.4%	B6	81.5%	US	5.4%
41	Charlotte Amalie, VI (US)	119,350	93.6%	79.1%	AA	91.7%	DL	7.4%
42	Portland, Maine, US	110,220	87.7%	50.4%	B6	75.0%	DL	24.9%
43	Sarasota/Bradenton, FL, US	103,670	99.1%	67.7%	B6	96.7%	DL	2.5%
44	Sacramento, California, US	100,350	96.3%	38.3%	B6	70.3%	DL	11.2%
45	Cleveland, Ohio, US	79,480	47.0%	25.0%	DL	67.4%	AA	22.6%
46	Ponce, Puerto Rico (US)	77,150	100.0%	62.8%	B6	100.0%	AA	0.0%
47	Columbus, Ohio, US	76,040	66.0%	30.1%	DL	65.5%	XX	27.7%
48	Honolulu, Oahu, Hawaii, US	72,060	75.2%	55.1%	AA	39.3%	UA	26.2%
49	Cincinnati, Ohio, US	71,740	35.1%	17.9%	DL	96.1%	NW	2.2%
50	Nashville, Tennessee, US	70,020	66.8%	32.8%	DL	87.4%	AA	3.6%

Total for top 50 Markets

19,955,350

94.7%

Percent Top
50 Markets
are of Total

Kennedy Total

21,080,870

81.5%
Percent Pure
Domestic O&D is
of Total O&D

46.5%
Percent O&D
originating at
the base

62.2%
Percent O&D
by Top Airline

24.1%
Percent O&D
by 2nd
Ranked
Airline

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

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

Top 50 Domestic Passenger Origin/Destination City Markets

2.7.1 EWR

Annual Total for 2008

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

Newark Liberty International Airport

1	Orlando, Florida, US	1,405,190	86.5%	70.7%	CO	69.7%	B6	26.2%
2	Chicago, Illinois, US	1,114,400	89.3%	51.7%	CO	43.3%	UA	30.8%
3	Atlanta, Georgia, US	1,099,180	82.9%	43.5%	DL	48.2%	CO	32.0%
4	Fort Lauderdale, FL, US	1,089,380	89.8%	62.7%	CO	68.1%	B6	27.8%
5	Los Angeles, CA, US	944,460	86.2%	50.1%	CO	67.3%	AA	18.1%
6	San Francisco, CA, US	793,260	82.5%	51.7%	CO	69.2%	UA	24.3%
7	Houston, Texas, US	788,750	48.5%	24.7%	CO	93.8%	US	2.5%
8	Las Vegas, Nevada, US	739,280	87.5%	75.9%	CO	88.9%	US	6.1%
9	Miami, Florida, US	729,750	65.1%	47.7%	CO	53.5%	AA	42.9%
10	Tampa, Florida, US	677,310	86.7%	55.5%	CO	80.3%	B6	12.8%
11	West Palm Beach/Palm B, FL, US	671,300	93.7%	64.4%	CO	79.7%	B6	17.8%
12	Dallas/Fort Worth, TX, US	565,480	85.3%	44.9%	AA	49.2%	CO	43.2%
13	Phoenix, Arizona, US	521,450	89.1%	57.0%	CO	69.8%	US	24.4%
14	Fort Myers, Florida, US	439,270	91.9%	69.0%	CO	69.6%	B6	25.2%
15	San Juan, Puerto Rico (US)	437,900	86.0%	67.0%	CO	80.1%	AA	16.5%
16	Charlotte, North Carolina, US	431,360	80.1%	39.4%	US	48.6%	XX	25.1%
17	Seattle/Tacoma, WA, US	422,660	85.8%	43.0%	CO	60.3%	AS	30.9%
18	Denver, Colorado, US	408,680	86.9%	53.1%	CO	59.0%	UA	35.0%
19	Boston, Massachusetts, US	387,850	63.4%	36.7%	CO	99.0%	XX	0.9%
20	San Diego, California, US	346,580	87.1%	55.8%	CO	83.9%	US	6.4%
21	Minneapolis/St Pau, MN, US	327,080	77.1%	40.1%	NW	45.7%	CO	35.8%
22	Detroit, Michigan, US	291,720	65.7%	33.2%	NW	54.1%	CO	28.3%
23	Raleigh/Durham, NC, US	278,190	82.5%	43.6%	CO	67.9%	AA	15.8%
24	Cleveland, Ohio, US	261,250	53.6%	27.9%	CO	98.4%	NW	0.6%
25	Washington, DC, US	242,790	54.8%	31.1%	CO	65.6%	XX	22.6%
26	Pittsburgh, PA, US	220,520	78.1%	41.9%	CO	61.6%	XX	26.2%
27	Jacksonville, Florida, US	211,090	89.1%	53.7%	CO	75.9%	XX	13.3%
28	St Louis, Missouri, US	207,540	87.3%	43.0%	AA	37.7%	XX	32.5%
29	New Orleans, Louisiana, US	204,260	84.8%	57.0%	CO	83.9%	US	6.2%
30	Santa Ana, California, US	203,150	94.8%	53.3%	CO	83.7%	US	6.2%
31	Austin, Texas, US	184,430	79.6%	41.8%	CO	87.6%	AA	6.9%
32	Honolulu, Oahu, Hawaii, US	180,830	88.8%	70.2%	CO	70.9%	UA	10.9%
33	Portland, Oregon, US	177,260	84.8%	43.3%	CO	78.2%	AS	7.7%
34	Salt Lake City, Utah, US	174,930	88.8%	60.4%	DL	67.8%	CO	22.7%
35	San Antonio, Texas, US	163,270	84.0%	50.1%	CO	88.4%	AA	4.0%
36	Columbus, Ohio, US	161,070	81.0%	41.5%	CO	76.2%	XX	19.7%
37	Indianapolis, Indiana, US	154,900	81.4%	43.4%	CO	57.5%	XX	29.6%
38	Nashville, Tennessee, US	154,320	86.3%	45.8%	XX	52.1%	CO	31.3%
39	Kansas City, Missouri, US	152,650	84.8%	42.1%	XX	50.3%	CO	32.9%
40	Milwaukee, Wisconsin, US	130,340	91.8%	46.0%	YX	42.2%	XX	32.3%
41	Cincinnati, Ohio, US	122,790	80.7%	38.3%	DL	44.3%	XX	26.9%
42	Memphis, Tennessee, US	112,060	85.3%	42.9%	NW	35.5%	XX	27.0%
43	Buffalo, New York, US	110,040	78.7%	42.9%	CO	65.3%	XX	34.4%
44	Charleston, South Carolina, US	103,110	87.9%	50.7%	XX	48.1%	CO	32.4%
45	Sarasota/Bradenton, FL, US	91,690	94.6%	68.0%	CO	87.6%	DL	6.8%
46	Aguadilla, Puerto Rico (US)	90,430	97.6%	67.9%	CO	97.8%	B6	2.2%
47	Greensboro/High Point, NC, US	89,480	83.4%	46.2%	CO	57.1%	XX	34.8%
48	Richmond Intl, Richmond, VA, US	87,910	80.4%	43.1%	XX	50.4%	CO	46.1%
49	Savannah, Georgia, US	87,390	88.9%	55.1%	XX	44.5%	CO	35.5%
50	Norfolk/Va B/Pt/Ch, VA, US	83,300	69.2%	41.2%	CO	83.2%	XX	15.4%

Total for top 50 Markets

19,073,280

87.2%
Percent Top
50 Markets
are of Total

Newark Liberty Total

21,864,450

83.0%
Percent Pure
Domestic O&D is
of Total O&D

51.4%
Percent O&D
originating at
the base

65.5%
Percent O&D
by Top Airline

23.2%
Percent O&D
by 2nd
Ranked
Airline

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

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

Top 50 Domestic Passenger Origin/Destination City Markets

2.7.1 LGA

Annual Total for 2008

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

LaGuardia

1	Chicago, Illinois, US	1,740,060	93.5%	41.6%	AA	51.2%	UA	36.4%
2	Atlanta, Georgia, US	1,550,430	90.7%	40.0%	DL	61.7%	FL	27.3%
3	Fort Lauderdale, FL, US	1,396,040	95.2%	52.2%	NK	40.6%	B6	32.3%
4	Miami, Florida, US	1,056,840	69.1%	41.6%	AA	95.8%	US	2.0%
5	Boston, Massachusetts, US	887,140	96.5%	44.5%	DL	50.0%	US	41.9%
6	Washington, DC, US	856,960	93.9%	48.5%	DL	44.4%	US	38.6%
7	Dallas/Fort Worth, TX, US	841,680	91.4%	37.7%	AA	83.1%	US	5.0%
8	Detroit, Michigan, US	823,280	92.1%	39.3%	NW	71.5%	NK	16.0%
9	Orlando, Florida, US	815,750	96.5%	66.9%	DL	41.3%	AA	19.0%
10	Denver, Colorado, US	530,610	97.7%	42.3%	UA	60.2%	F9	27.2%
11	Charlotte, North Carolina, US	525,790	90.0%	36.5%	US	75.5%	AA	10.9%
12	Houston, Texas, US	521,090	80.9%	31.0%	CO	85.8%	AA	5.8%
13	West Palm Beach/Palm B, FL, US	415,780	99.1%	62.1%	DL	57.0%	B6	29.6%
14	Raleigh/Durham, NC, US	380,340	98.1%	42.3%	AA	42.9%	DL	29.1%
15	Minneapolis/St Pau, MN, US	354,360	90.8%	37.4%	NW	76.4%	AA	15.4%
16	Tampa, Florida, US	325,770	98.7%	53.5%	DL	67.4%	AA	10.7%
17	Milwaukee, Wisconsin, US	274,750	99.9%	41.8%	YX	62.0%	FL	30.8%
18	St Louis, Missouri, US	261,440	98.5%	42.2%	AA	85.8%	NW	4.1%
19	Cleveland, Ohio, US	253,920	98.1%	44.5%	CO	63.9%	AA	18.1%
20	Myrtle Beach, SC, US	252,220	99.9%	66.1%	NK	90.3%	DL	5.2%
21	Pittsburgh, PA, US	251,930	98.8%	43.6%	US	86.2%	AA	11.1%
22	Columbus, Ohio, US	244,250	98.6%	44.5%	US	32.2%	AA	30.5%
23	Kansas City, Missouri, US	229,960	99.6%	38.6%	YX	67.0%	NW	10.3%
24	Indianapolis, Indiana, US	198,160	99.0%	41.9%	NW	42.5%	US	39.1%
25	Richmond Intl, Richmnd, VA, US	195,370	99.3%	43.4%	US	50.1%	DL	27.7%
26	Nashville, Tennessee, US	186,990	98.3%	45.2%	AA	88.0%	US	6.1%
27	New Orleans, Louisiana, US	182,100	98.5%	58.9%	DL	53.3%	AA	18.2%
28	Jacksonville, Florida, US	158,500	98.4%	45.5%	DL	72.7%	US	19.9%
29	Memphis, Tennessee, US	158,320	97.8%	43.5%	NW	68.8%	AA	15.8%
30	Cincinnati, Ohio, US	157,600	96.4%	42.3%	DL	81.9%	AA	12.7%
31	Los Angeles, CA, US	155,100	94.3%	42.9%	AA	28.5%	UA	17.4%
32	Charleston, South Carolina, US	154,120	99.1%	59.6%	DL	58.1%	US	31.0%
33	Buffalo, New York, US	131,220	98.7%	46.3%	US	68.1%	XX	31.3%
34	Greensboro/High Point, NC, US	129,420	99.1%	44.1%	US	38.7%	DL	31.9%
35	Akron/Canton, Ohio, US	128,050	100.0%	39.8%	FL	96.7%	US	1.5%
36	Savannah, Georgia, US	120,230	99.2%	60.8%	DL	68.3%	US	22.0%
37	San Antonio, Texas, US	109,090	99.2%	45.6%	AA	46.0%	CO	22.7%
38	Albuquerque, NM, US	107,110	99.1%	54.5%	AA	44.7%	DL	16.9%
39	Dayton, Ohio, US	104,380	99.7%	39.1%	US	63.2%	UA	12.4%
40	San Francisco, CA, US	103,640	91.9%	45.4%	UA	34.4%	AA	19.7%
41	Newport News/Wmsbg, VA, US	101,820	100.0%	44.2%	FL	97.7%	US	2.3%
42	Santa Ana, California, US	94,340	99.3%	40.9%	AA	43.5%	UA	18.0%
43	Louisville, Kentucky, US	88,590	98.8%	45.9%	US	46.3%	AA	23.8%
44	Austin, Texas, US	85,270	98.9%	38.8%	AA	65.9%	CO	17.7%
45	Las Vegas, Nevada, US	83,080	95.3%	71.3%	AA	24.0%	UA	14.3%
46	Phoenix, Arizona, US	75,590	97.5%	53.4%	AA	35.3%	UA	13.4%
47	Rochester, New York, US	72,550	99.2%	52.1%	XX	75.5%	US	24.1%
48	Phila, PA/Camden, NJ, US	69,300	27.6%	10.7%	US	73.1%	XX	23.7%
49	Fort Myers, Florida, US	66,940	98.8%	67.2%	DL	68.6%	US	17.3%
50	Birmingham, Alabama, US	66,590	98.9%	35.2%	DL	81.3%	US	10.5%

Total for top 50 Markets

18,073,860

87.3%
Percent Top 50
Markets are of
Total

LaGuardia Airport Total

20,692,210

93.8%
Percent Pure
Domestic O&D is
of Total O&D

45.3%
Percent O&D
originating at
the base

61.2%
Percent O&D
by Top Airline

22.4%
Percent O&D
by 2nd
Ranked
Airline

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

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

2.7.1 SWF

Annual Total for 2008

Top 50 Domestic Passenger Origin/Destination City Markets

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

Stewart

1	Orlando, Florida, US	188,060	99.9%	78.0%	B6	69.5%	FL	25.7%
2	Fort Lauderdale, FL, US	114,400	100.0%	71.1%	B6	93.9%	US	2.4%
3	Atlanta, Georgia, US	79,020	98.1%	51.7%	FL	50.5%	DL	45.4%
4	West Palm Beach/Palm B, FL, US	74,230	100.0%	69.8%	B6	73.5%	FL	22.6%
5	Tampa, Florida, US	60,680	100.0%	62.4%	FL	90.2%	US	4.8%
6	Las Vegas, Nevada, US	9,170	99.8%	82.1%	FL	35.7%	DL	33.2%
7	Phila, PA/Camden, NJ, US	8,940	46.6%	28.4%	US	63.0%	XX	37.0%
8	Phoenix, Arizona, US	8,830	99.2%	58.8%	FL	32.1%	US	27.2%
9	Dallas/Fort Worth, TX, US	8,720	99.8%	55.4%	FL	32.8%	US	28.7%
10	Charlotte, North Carolina, US	8,560	91.8%	43.1%	US	70.8%	FL	14.1%
11	Los Angeles, CA, US	7,480	99.2%	59.2%	FL	32.1%	US	31.6%
12	Detroit, Michigan, US	7,300	90.6%	45.6%	NW	75.2%	US	23.7%
13	Minneapolis/St Pau, MN, US	6,520	99.4%	55.2%	NW	69.6%	FL	11.2%
14	Denver, Colorado, US	5,980	100.0%	58.0%	NW	29.9%	FL	26.8%
15	Chicago, Illinois, US	5,940	98.8%	52.5%	US	48.2%	NW	31.5%
16	Houston, Texas, US	5,590	99.8%	52.6%	DL	32.7%	FL	25.2%
17	Indianapolis, Indiana, US	5,500	99.8%	52.6%	NW	50.6%	US	29.5%
18	Raleigh/Durham, NC, US	5,330	99.8%	47.3%	US	81.2%	FL	11.1%
19	Nashville, Tennessee, US	4,850	99.8%	58.1%	US	46.0%	DL	28.9%
20	San Francisco, CA, US	4,780	100.0%	59.6%	US	43.1%	DL	24.5%
21	St Louis, Missouri, US	4,540	100.0%	50.9%	NW	33.5%	FL	30.2%
22	San Diego, California, US	4,350	100.0%	62.3%	FL	35.9%	DL	29.9%
23	Pensacola, Florida, US	4,260	100.0%	62.4%	FL	55.2%	DL	36.2%
24	Savannah, Georgia, US	4,060	100.0%	63.3%	DL	57.1%	FL	28.1%
25	New Orleans, Louisiana, US	3,980	100.0%	62.8%	DL	36.9%	US	33.4%
26	Fort Myers, Florida, US	3,920	100.0%	61.2%	DL	33.9%	US	33.7%
27	Kansas City, Missouri, US	3,890	100.0%	51.7%	NW	36.8%	US	30.3%
28	Jacksonville, Florida, US	3,870	100.0%	58.9%	FL	33.9%	DL	29.5%
29	Columbus, Ohio, US	3,790	100.0%	45.9%	NW	52.2%	US	42.2%
30	Charleston, South Carolina, US	3,660	100.0%	62.3%	FL	36.9%	US	34.7%
31	Milwaukee, Wisconsin, US	3,590	100.0%	63.5%	NW	62.7%	US	27.9%
32	Dayton, Ohio, US	3,500	100.0%	45.7%	US	53.1%	NW	34.9%
33	Seattle/Tacoma, WA, US	3,420	98.5%	56.7%	NW	33.0%	FL	28.7%
34	San Juan, Puerto Rico (US)	3,020	99.0%	81.1%	US	45.7%	FL	23.5%
35	Sarasota/Bradenton, FL, US	2,940	100.0%	70.4%	FL	60.9%	DL	38.1%
36	San Antonio, Texas, US	2,830	100.0%	61.5%	DL	58.0%	NW	25.4%
37	Austin, Texas, US	2,510	99.6%	47.4%	DL	77.7%	NW	13.6%
38	Greensboro/High Point, NC, US	2,480	100.0%	45.6%	US	69.4%	NW	16.9%
39	Memphis, Tennessee, US	2,460	99.6%	63.8%	FL	39.8%	NW	31.7%
40	Louisville, Kentucky, US	2,410	100.0%	48.6%	NW	44.0%	US	27.8%
41	Daytona Beach, Florida, US	2,150	100.0%	64.7%	DL	66.1%	FL	31.6%
42	Pittsburgh, PA, US	2,050	100.0%	55.1%	US	68.8%	NW	31.2%
43	Wilmington, North Carolina, US	1,710	100.0%	52.1%	US	86.0%	DL	14.0%
44	Norfolk/Va B/Pt/Ch, VA, US	1,350	100.0%	45.2%	US	100.0%	0	0.0%
45	Knoxville, Tennessee, US	1,250	100.0%	47.2%	US	44.0%	NW	31.2%
46	Cleveland, Ohio, US	1,180	100.0%	67.8%	US	85.6%	NW	13.6%
47	Baltimore, Maryland, US	1,170	99.2%	53.9%	US	100.0%	0	0.0%
48	Huntsville/Decatur, AL, US	1,120	100.0%	34.8%	DL	45.5%	NW	43.8%
49	Tucson, Arizona, US	1,100	100.0%	60.0%	DL	69.1%	US	23.6%
50	Miami, Florida, US	1,070	92.5%	59.8%	DL	47.7%	US	42.1%

Total for top 50 Markets

703,510

93.9%
Percent Top 50
Markets are of
Total

Stewart Total

748,880

98.9%
Percent Pure
Domestic O&D is
of Total O&D

64.9%
Percent O&D
originating at
the base

68.7%
Percent O&D
by Top Airline

22.3%
Percent O&D
by 2nd
Ranked
Airline

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

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

2.7.1 Region

Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2008

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

Region

1	Fort Lauderdale, FL, US	3,608,820	93.4%	58.6%	B6	43.8%	CO	20.6%
2	Orlando, Florida, US	3,592,270	89.3%	67.4%	B6	39.1%	CO	27.3%
3	Chicago, Illinois, US	3,299,870	89.9%	45.4%	AA	37.8%	UA	29.8%
4	Atlanta, Georgia, US	3,114,730	82.6%	39.6%	DL	60.9%	FL	21.1%
5	Los Angeles, CA, US	3,005,060	83.3%	42.3%	AA	37.4%	CO	21.4%
6	Miami, Florida, US	2,715,300	59.5%	39.6%	AA	75.7%	CO	14.4%
7	San Francisco, CA, US	2,453,310	81.3%	43.8%	UA	27.2%	AA	23.4%
8	Las Vegas, Nevada, US	1,898,420	88.4%	73.1%	CO	35.1%	B6	22.1%
9	Boston, Massachusetts, US	1,848,610	77.0%	37.8%	DL	34.9%	CO	20.8%
10	Tampa, Florida, US	1,729,510	90.1%	53.7%	CO	31.5%	B6	29.4%
11	West Palm Beach/Palm B, FL, US	1,697,950	97.2%	64.7%	B6	47.5%	CO	31.5%
12	Houston, Texas, US	1,611,570	65.5%	30.2%	CO	81.4%	B6	8.1%
13	Dallas/Fort Worth, TX, US	1,583,930	85.2%	39.3%	AA	67.7%	CO	17.0%
14	Washington, DC, US	1,572,310	77.2%	40.2%	DL	35.9%	US	21.1%
15	San Juan, Puerto Rico (US)	1,506,010	83.4%	59.6%	AA	41.8%	B6	27.4%
16	Detroit, Michigan, US	1,298,650	81.0%	36.0%	NW	65.5%	NK	10.2%
17	Charlotte, North Carolina, US	1,201,250	85.6%	39.4%	US	55.0%	B6	12.6%
18	Denver, Colorado, US	1,170,260	91.9%	48.0%	UA	40.0%	CO	21.1%
19	Phoenix, Arizona, US	1,053,470	90.4%	54.3%	CO	35.2%	US	29.2%
20	Minneapolis/St Pau, MN, US	1,048,140	85.9%	38.3%	NW	61.0%	CO	11.3%
21	Raleigh/Durham, NC, US	971,580	85.9%	41.6%	AA	31.0%	CO	19.4%
22	Seattle/Tacoma, WA, US	950,110	85.8%	41.7%	CO	27.1%	DL	25.0%
23	San Diego, California, US	879,760	87.3%	48.8%	CO	33.6%	B6	23.1%
24	Buffalo, New York, US	867,000	93.0%	47.9%	B6	62.0%	US	10.4%
25	Fort Myers, Florida, US	847,520	95.5%	68.0%	B6	52.1%	CO	36.1%
26	Pittsburgh, PA, US	684,410	84.8%	41.2%	US	35.7%	CO	19.9%
27	New Orleans, Louisiana, US	604,970	93.5%	57.0%	B6	32.7%	CO	29.5%
28	Cleveland, Ohio, US	595,830	71.8%	34.7%	CO	70.7%	AA	10.8%
29	Jacksonville, Florida, US	566,350	94.7%	52.0%	B6	31.9%	CO	28.3%
30	Salt Lake City, Utah, US	547,420	85.6%	50.2%	DL	72.5%	B6	10.1%
31	St Louis, Missouri, US	532,740	89.6%	40.8%	AA	60.2%	XX	13.4%
32	Columbus, Ohio, US	485,150	87.7%	41.2%	CO	25.4%	DL	21.1%
33	Austin, Texas, US	466,630	88.6%	42.9%	CO	38.2%	B6	31.8%
34	Richmond Intl, Richmnd, VA, US	430,960	90.3%	43.0%	DL	25.7%	US	23.5%
35	Rochester, New York, US	426,250	89.5%	41.4%	B6	54.4%	XX	19.2%
36	Nashville, Tennessee, US	416,180	88.6%	43.5%	AA	41.0%	XX	19.4%
37	Milwaukee, Wisconsin, US	415,180	97.1%	43.1%	YX	54.3%	FL	20.7%
38	Kansas City, Missouri, US	406,200	92.8%	39.5%	YX	38.6%	XX	18.9%
39	Portland, Oregon, US	392,000	87.8%	40.6%	CO	36.2%	DL	22.3%
40	Indianapolis, Indiana, US	390,770	88.8%	41.1%	NW	23.6%	CO	23.0%
41	Long Beach, California, US	364,680	99.7%	47.2%	B6	97.7%	US	1.5%
42	Cincinnati, Ohio, US	353,050	78.5%	36.0%	DL	71.5%	XX	9.4%
43	Burbank, California, US	348,540	99.8%	44.9%	B6	93.4%	US	2.5%
44	Santa Ana, California, US	334,260	96.3%	48.2%	CO	54.4%	AA	18.2%
45	Myrtle Beach, SC, US	316,200	98.3%	67.5%	NK	72.0%	CO	14.8%
46	San Antonio, Texas, US	298,680	89.3%	47.8%	CO	58.0%	AA	21.6%
47	Honolulu, Oahu, Hawaii, US	284,480	85.7%	65.3%	CO	46.8%	AA	17.0%
48	Memphis, Tennessee, US	280,560	92.0%	43.0%	NW	53.9%	XX	10.8%
49	Oakland, California, US	280,280	99.2%	43.5%	B6	88.8%	UA	3.3%
50	Charleston, South Carolina, US	265,470	94.2%	55.8%	DL	36.4%	US	23.9%

Total for top 50 Markets

56,012,650

87.0%
Percent Top
50 Markets
are of Total

Regional Total

64,386,410

86.2%
Percent Pure
Domestic O&D is
of Total O&D

48.0%
Percent O&D
originating at
the base

47.2%
Percent O&D
by Top Airline

21.4%
Percent O&D
by 2nd
Ranked
Airline

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

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

2.7.2 JFK

Top 50 International Passenger City Markets in 2008

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London,UK	1,935,423	71.1	992,884	73.6	2,928,307
2	Paris,France	834,866	82.6	342,153	77.3	1,177,019
3	Frankfurt,Germany	544,106	78.4	102,794	77.1	646,900
4	Santo Domingo,Dominican Republic	48	-	579,906	82.3	579,954
5	Rome,Italy	283,670	76.4	280,440	82.6	564,110
6	Santiago,Dominican Republic	10	-	556,658	82.8	556,668
7	Tokyo,Japan	408,955	76.0	143,549	79.6	552,504
8	Tel Aviv,Israel	455,479	88.3	90,656	85.0	546,135
9	Amsterdam,Netherlands	413,378	84.8	120,289	76.1	533,667
10	Incheon,South Korea	514,183	79.4	2,231	-	516,414
11	Mexico City,Mexico	318,583	71.1	146,192	81.8	464,775
12	Sao Paulo,Brazil	240,002	83.4	221,062	81.9	461,064
13	Madrid,Spain	333,000	85.6	126,613	87.8	459,613
14	Dublin,Ireland	331,543	75.1	124,163	84.3	455,706
15	Dubai,United Arab Emirates	418,665	74.3	-	76.9	418,665
16	Zurich,Switzerland	246,129	86.0	121,085	76.0	367,214
17	Hong Kong,Hong Kong(China)	341,364	64.7	54	-	341,418
18	Cancun,Mexico	22,995	79.2	304,257	81.7	327,252
19	Montego Bay,Jamaica	105,643	80.1	209,658	83.3	315,301
20	Milan,Italy	131,871	68.1	151,766	71.5	283,637
21	Aruba,Aruba	-	-	272,291	79.0	272,291
22	Istanbul,Turkey	164,258	80.1	106,574	87.4	270,832
23	Port of Spain,Trinidad	180,177	88.3	66,612	84.4	246,789
24	Athens,Greece	147,595	70.9	97,956	77.1	245,551
25	Moscow,Russia	119,457	75.1	110,416	83.3	229,873
26	Shannon,Ireland	135,913	70.5	88,320	79.8	224,233
27	Brussels,Belgium	-	-	222,413	77.2	222,413
28	Cologne,Germany	218,166	72.5	-	-	218,166
29	Cairo,Egypt	181,721	85.0	35,149	86.5	216,870
30	Mumbai,India	95,676	54.8	119,801	82.2	215,477
31	Barcelona,Spain	16,512	-	191,628	85.2	208,140
32	Manchester,UK	116,615	82.0	86,713	80.9	203,328
33	Kingston,Jamaica	178,863	80.5	21,644	93.5	200,507
34	Punta Cana,Dominican Republic	3	-	193,784	82.8	193,787
35	Bermuda,Bermuda	-	-	193,177	68.0	193,177
36	Kiev,Ukraine	104,725	81.7	78,372	85.9	183,097
37	Beijing,China	173,052	87.3	221	62.5	173,273
38	Vancouver,Canada British Columbia	171,318	68.2	466	-	171,784
39	Port Au Prince,Haiti	-	-	171,733	84.2	171,733
40	Nassau,Bahamas	-	-	168,009	79.3	168,009
41	Munich,Germany	167,669	83.6	-	-	167,669
42	Buenos Aires,Argentina	21,619	72.0	140,447	88.6	162,066
43	Toronto,Canada Ontario	6,324	54.4	150,028	69.8	156,352
44	St.Martin,Netherland Antilles	-	-	154,124	69.4	154,124
45	Bridget,Barbados	51,648	65.6	96,964	79.6	148,612
46	Helsinki,Finland	148,226	84.1	-	-	148,226
47	Montreal,Canada Quebec	-	91.9	142,389	62.2	142,389
48	Guayaquil,Ecuador	131,802	83.4	2,785	-	134,587
49	Warsaw,Poland	131,893	86.7	-	-	131,893
50	Vienna,Austria	130,690	74.5	-	-	130,690
@Kennedy Top 50 T100 markets		10,673,835		7,528,426		18,202,261
@Bottom 51 to 158 T100 markets		2,542,019		1,299,842		3,841,861
@Kennedy International Total of All T100 markets		13,215,854		8,828,268		22,044,122

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

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

2.7.2 EWR

Top 50 International Passenger City Markets in 2008

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London,UK	671,690	67.7	351,144	74.6	1,022,834
2	Paris,France	263,078	77.7	344,744	75.3	607,822
3	Toronto,Canada Ontario	255,124	61.1	273,124	70.7	528,248
4	Tel Aviv,Israel	130,959	82.4	349,990	85.8	480,949
5	Amsterdam,Netherlands	29,443	85.8	336,218	78.5	365,661
6	Frankfurt,Germany	191,182	83.3	110,894	76.6	302,076
7	Rome,Italy	118,825	77.3	149,691	81.5	268,516
8	Stockholm,Sweden	168,149	73.8	95,601	82.9	263,750
9	Cancun,Mexico	-	-	256,963	87.1	256,963
10	Mumbai,India	86,802	-	164,175	78.9	250,977
11	Copenhagen,Denmark	148,062	84.3	92,034	80.2	240,096
12	Manchester,UK	-	81.6	217,679	85.2	217,679
13	Lisbon,Portugal	123,441	72.5	92,663	79.9	216,104
14	Dublin,Ireland	-	-	208,873	82.5	208,873
15	Montreal,Canada Quebec	60,720	56.7	125,146	64.3	185,866
16	Madrid,Spain	-	-	176,325	79.7	176,325
17	Delhi,India	-	-	174,236	83.9	174,236
18	Hong Kong,Hong Kong(China)	-	98.4	173,432	83.9	173,432
19	Mexico City,Mexico	-	60.8	164,285	80.6	164,285
20	Tokyo,Japan	-	-	158,672	77.0	158,672
21	Santo Domingo,Dominican Republic	-	-	158,185	85.4	158,185
22	San Jose,Costa Rica	-	-	154,841	86.2	154,841
23	Edinburgh,UK	-	-	151,512	81.7	151,512
24	Beijing,China	-	-	143,431	76.6	143,431
25	Milan,Italy	33,389	66.9	108,345	71.6	141,734
26	Barcelona,Spain	-	-	141,074	77.2	141,074
27	Cologne,Germany	75,128	81.4	65,045	68.7	140,173
28	Munich,Germany	139,889	87.0	-	-	139,889
29	Aruba,Aruba	-	32.3	139,532	88.6	139,532
30	Geneva,Switzerland	11,564	72.4	124,380	73.9	135,944
31	Punta Cana,Dominican Republic	-	-	126,649	87.3	126,649
32	Brussels,Belgium	-	-	126,248	75.2	126,248
33	Nassau,Bahamas	-	-	123,273	88.8	123,273
34	Zurich,Switzerland	27,228	79.9	96,012	72.1	123,240
35	Bermuda,Bermuda	-	-	115,956	77.2	115,956
36	Glasgow,UK	-	-	110,063	87.0	110,063
37	Shannon,Ireland	-	-	107,675	84.1	107,675
38	Birmingham,UK	-	-	106,979	83.7	106,979
39	Santiago,Dominican Republic	-	-	105,262	84.3	105,262
40	Sao Paulo,Brazil	-	-	104,028	82.1	104,028
41	Oslo,Norway	-	-	102,131	84.3	102,131
42	Belfast,UK	-	-	99,333	81.6	99,333
43	Halifax,Canada Nova Scotia	-	-	95,044	77.2	95,044
44	Berlin,Germany	-	-	90,085	75.0	90,085
45	Panama City,Panama	-	-	89,991	77.4	89,991
46	Bristol,UK	-	-	89,064	77.8	89,064
47	Lima,Peru	-	-	87,864	84.8	87,864
48	Hamburg,Germany	-	-	86,782	75.4	86,782
49	Athens,Greece	-	-	83,627	74.1	83,627
50	St.Martin,Netherland Antilles	-	-	83,286	84.3	83,286
@Newark Liberty Top 50 T100 markets		2,534,673		7,231,586		9,766,259
@Bottom 51 to 104 T100 markets		466,798		728,063		1,194,861

@Newark Liberty International Total of All T100 markets **3,001,471** - **7,959,649** - **10,961,120**

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

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

2.7.2 LGA

Top 10 International Passenger City Markets in 2008

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	Toronto, Canada Ontario	508,399	71.2	201,686	63.0	710,085
2	Montreal, Canada Quebec	210,671	63.8	46,090	57.3	256,761
3	Nassau, Bahamas	-	-	66,324	75.4	66,324
4	Ottawa, Canada Ontario	52,679	65.7	-	-	52,679
5	Halifax, Canada Nova Scotia	22,115	69.6	8,534	56.0	30,649
6	Aruba, Aruba	-	-	9,557	82.5	9,557
7	Cancun, Mexico	-	-	7,290	-	7,290
8	Shanghai, China	-	-	5,993	-	5,993
9	Freeport, Bahamas	-	-	5,628	59.7	5,628
10	Buenos Aires, Argentina	-	-	4,049	-	4,049
11	Montego Bay, Jamaica	-	-	2,742	-	2,742
12	Beijing, China	-	-	1,795	-	1,795
13	Santiago, Dominican Republic	-	-	1,731	-	1,731
14	Santo Domingo, Dominican Republic	-	-	1,570	-	1,570
15	Belize, Belize	-	-	998	-	998
16	San Jose, Mexico	-	-	777	-	777
17	Panama City, Panama	-	-	775	-	775
18	Port of Spain, Trinidad	-	-	670	-	670
19	Vancouver, Canada British Columbia	113	94.2	291	-	404
20	La Roma, Dominican Republic	-	-	338	92.3	338
21	Managua, Nicaragua	-	-	265	-	265
22	Calgary, Canada Alberta	-	-	203	-	203
23	Mexico City, Mexico	-	-	163	-	163
24	Caracas, Venezuela	-	-	129	-	129
25	Hamilton, Canada Ontario	49	94.4	-	-	49
26	Punta Cana, Dominican Republic	-	-	40	-	40
27	Grand Cayman Island, West Indies	-	-	31	-	31
28	Bermuda, Bermuda	-	-	10	80.0	10
29	St Kitt, Leeward Islands	-	-	5	-	5
30		-	-	-	-	-
31		-	-	-	-	-
32		-	-	-	-	-
33		-	-	-	-	-
34		-	-	-	-	-
35		-	-	-	-	-
36		-	-	-	-	-
37		-	-	-	-	-
38		-	-	-	-	-
39		-	-	-	-	-
40		-	-	-	-	-
41		-	-	-	-	-
42		-	-	-	-	-
43		-	-	-	-	-
44		-	-	-	-	-
45		-	-	-	-	-
46		-	-	-	-	-
47		-	-	-	-	-
48		-	-	-	-	-
49		-	-	-	-	-
50		-	-	-	-	-
@LaGuardia Top 50 T100 markets		794,026		367,684		1,161,710
@Bottom 51 plus T100 markets		-		-		-
@LaGuardia International Total of All T100 markets		794,026		367,684		1,161,710

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

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

2.7.2 SWF

Top 10 International Passenger City Markets in 2008

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	Copenhagen,Denmark	233	-	-	96.0	233
2	Toronto,Canada Ontario	48	50.0	-	76.9	48
3	Hamilton,Canada Ontario	34	83.3	-	-	34
4	Halifax,Canada Nova Scotia	-	-	2	58.8	2
5						
6						
7						
8						
9						
10						
@Stewart Top 10 T100 markets		315		2		317
@Bottom 11 plus T100 markets		-		-		-
@Stewart Total of All T100 markets		315		2		317

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

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

2.7.2 REGION

Top 50 International Passenger City Markets in 2008

Rank	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London,UK	2,607,113	69.4	1,344,028	73.5	3,951,141
2	Paris,France	1,097,944	84.2	686,897	77.0	1,784,841
3	Toronto,Canada Ontario	769,895	59.2	624,838	70.1	1,394,733
4	Tel Aviv,Israel	586,438	85.4	440,646	88.4	1,027,084
5	Frankfurt,Germany	735,288	81.6	213,688	83.2	948,976
6	Amsterdam,Netherlands	442,821	72.7	456,507	77.3	899,328
7	Rome,Italy	402,495	76.8	430,131	82.1	832,626
8	Santo Domingo,Dominican Republic	48	-	739,661	55.9	739,709
9	Tokyo,Japan	408,955	76.0	302,221	78.3	711,176
10	Dublin,Ireland	331,543	75.1	333,036	87.7	664,579
11	Santiago,Dominican Republic	10	-	663,651	55.7	663,661
12	Madrid,Spain	333,000	85.6	302,938	86.5	635,938
13	Mexico City,Mexico	318,583	66.0	310,640	54.1	629,223
14	Cancun,Mexico	22,995	79.2	568,510	56.3	591,505
15	Montreal,Canada Quebec	271,391	70.8	313,625	51.3	585,016
16	Sao Paulo,Brazil	240,002	83.4	325,090	82.0	565,092
17	Incheon,South Korea	514,183	79.4	2,231	-	516,414
18	Hong Kong,Hong Kong(China)	341,364	81.5	173,486	58.8	514,850
19	Zurich,Switzerland	273,357	83.0	217,097	74.0	490,454
20	Mumbai,India	182,478	27.4	283,976	80.5	466,454
21	Milan,Italy	165,260	67.5	260,111	71.5	425,371
22	Aruba,Aruba	-	32.3	421,380	83.4	421,380
23	Manchester,UK	116,615	81.8	304,392	85.8	421,007
24	Dubai,United Arab Emirates	418,665	74.3	-	76.9	418,665
25	Montego Bay,Jamaica	118,240	68.7	256,991	57.3	375,231
26	Cologne,Germany	293,294	76.9	65,045	68.7	358,339
27	Nassau,Bahamas	-	-	357,606	81.2	357,606
28	Barcelona,Spain	16,512	-	332,702	83.9	349,214
29	Brussels,Belgium	-	-	348,661	76.2	348,661
30	Shannon,Ireland	135,913	70.5	195,995	87.6	331,908
31	Athens,Greece	147,595	70.9	181,583	81.6	329,178
32	Punta Cana,Dominican Republic	3	-	320,473	56.7	320,476
33	Beijing,China	173,052	87.3	145,447	51.2	318,499
34	Bermuda,Bermuda	-	-	309,143	75.0	309,143
35	Munich,Germany	307,558	85.3	-	-	307,558
36	Delhi,India	116,527	57.7	174,236	91.3	290,763
37	Port of Spain,Trinidad	180,177	88.3	99,412	58.4	279,589
38	Istanbul,Turkey	164,258	80.1	106,574	87.4	270,832
39	San Jose,Costa Rica	77,415	74.6	189,964	78.7	267,379
40	Stockholm,Sweden	168,149	73.8	95,601	85.7	263,750
41	Geneva,Switzerland	122,901	75.2	124,380	73.9	247,281
42	Copenhagen,Denmark	148,295	42.2	92,034	88.1	240,329
43	St.Martin,Netherlands Antilles	-	-	237,410	81.8	237,410
44	Moscow,Russia	119,465	53.2	110,416	83.3	229,881
45	Cairo,Egypt	181,721	85.0	35,149	86.5	216,870
46	Lisbon,Portugal	123,441	72.5	92,663	81.1	216,104
47	Warsaw,Poland	214,600	84.1	-	-	214,600
48	Vancouver,Canada British Columbia	171,431	81.2	33,133	25.9	204,564
49	Kingston,Jamaica	179,531	40.2	21,644	93.5	201,175
50	Edinburgh,UK	-	-	199,525	79.6	199,525
@Regional Top 50 T100 markets		13,740,521		13,844,567		27,585,088
@Bottom 51 to 187 T100 markets		3,271,145		3,311,036		6,582,181
@Regional International Total of All T100 markets		17,011,666		17,155,603		34,167,269

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

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

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Profile of Departing Passengers

Passenger
Demographics

	JFK	LGA	EWR	SWF	REGION
Unweighted Base Size	3,068	1,630	1,578	302	6,578
Passenger Type					
Departing	70.7%	89.1%	64.2%	89.7%	72.8%
Connecting	29.3%	10.9%	35.8%	10.3%	27.2%
Type of Flight					
Domestic	57.4%	95.5%	62.4%	100.0%	67.9%
International	42.6%	4.5%	37.6%	0.0%	32.1%
First Trip Through This Terminal	47.8%	29.6%	33.4%	31.8%	38.8%
First Trip Through This Airport	23.8%	19.3%	22.4%	30.1%	22.4%
Trip Origin					
Home	32.3%	28.2%	39.8%	55.0%	34.1%
Hotel	20.1%	30.3%	14.8%	12.6%	20.5%
Staying with Friends/Relatives	16.0%	19.9%	12.7%	16.9%	15.7%
Another Airport	17.0%	3.7%	17.4%	0.0%	14.1%
Work	7.9%	12.7%	10.1%	7.9%	9.7%
School	3.2%	1.8%	2.1%	5.0%	2.5%
Cruise Ship	0.8%	0.9%	0.5%	0.3%	0.7%
Other	2.7%	2.5%	2.6%	2.3%	2.6%
Trip Origin Location					
New York	51.8%	69.7%	17.0%	78.8%	44.3%
NYC	40.7%	58.8%	11.9%	0.7%	34.8%
Manhattan	25.3%	43.4%	8.7%	0.0%	23.6%
Manhattan - below 14th St.	4.1%	6.1%	1.4%	0.0%	3.6%
Manhattan - 14th - 96th St.	18.5%	32.2%	6.7%	0.0%	17.5%
Manhattan - above 96th St.	2.7%	5.1%	0.6%	0.0%	2.5%
Bronx	1.7%	2.1%	0.1%	0.7%	1.2%
Brooklyn	7.0%	6.2%	1.4%	0.0%	4.9%
Queens	6.2%	6.8%	0.6%	0.0%	4.4%
Staten Island	0.5%	0.2%	1.0%	0.0%	0.6%
Westchester	1.9%	2.7%	0.4%	0.7%	1.5%
Long Island	4.9%	6.2%	0.4%	0.0%	3.6%
NEW Rockland	0.3%	0.3%	1.1%	2.2%	0.6%
NEW Dutchess	0.0%	0.1%	0.0%	3.2%	0.1%
NEW Putnam	0.4%	0.4%	0.1%	20.1%	0.4%
NEW Orange	0.7%	0.3%	1.0%	28.8%	0.9%
NEW Sullivan	0.0%	0.0%	0.0%	5.0%	0.0%
Upstate NY	2.9%	0.9%	2.1%	18.0%	2.3%
New Jersey	4.0%	2.6%	36.1%	2.2%	14.5%
Connecticut	3.6%	3.8%	1.5%	5.0%	2.9%
Pennsylvania	1.6%	1.0%	3.1%	2.2%	1.9%
Other US	24.9%	20.7%	27.2%	11.9%	24.6%
Outside US	14.1%	2.2%	15.1%	0.0%	11.7%
Trip Purpose					
Leisure/Vacation/Visiting	63.2%	55.5%	55.1%	62.8%	58.8%
Business Only	16.0%	27.3%	27.6%	19.9%	22.5%
Both Business/Non-Business	6.2%	6.6%	6.5%	4.4%	6.4%
School related	6.1%	3.6%	4.7%	2.0%	5.1%
Illness/Bereavement	1.2%	2.3%	1.7%	3.7%	1.6%
Moving/Relocation	3.0%	1.6%	1.5%	2.4%	2.2%
Other	4.3%	3.0%	2.9%	4.7%	3.5%
Leisure Only (Net)	22.2%	33.9%	34.1%	24.3%	28.8%
Any Business (Net)	77.8%	66.1%	65.9%	75.7%	71.2%
Check-in Location					
Main counter	49.1%	30.6%	46.6%	53.5%	43.3%
Self check-in kiosk	33.4%	44.1%	20.7%	17.8%	32.5%
Printed Boarding Pass at Home	10.6%	14.8%	24.5%	27.9%	16.0%
Curbside	5.5%	10.4%	7.5%	0.4%	7.4%
NEW Airlines club lounge	1.4%	0.1%	0.8%	0.4%	0.8%

Source: PANYNJ Spring 2008 Terminal By Terminal Customer Satisfaction Study

2.8.1 page 2

Passenger
Demographics

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION
Avg. Dwell Time: Local O-D (in mins.)	127	106	116	97	118
Avg. Dwell Time for Connectors (in mins.)	203	115	177	56	184
Food-Beverage Purchase					
<u>Bought Food/Beverage</u>	<u>69.7%</u>	<u>64.0%</u>	<u>66.5%</u>	<u>62.3%</u>	<u>67.3%</u>
Pre-security	12.3%	9.7%	10.0%	16.2%	11.0%
Post security	60.1%	55.7%	58.4%	50.0%	58.4%
Food-Beverage Purchase Motivation					
Impromptu purchase	46.2%	41.4%	46.7%	NA	45.4%
Planned purchase in advance	39.0%	40.1%	41.2%	NA	40.0%
Bought an item to consume on plane	20.4%	21.6%	14.1%	NA	18.5%
Avg. \$ Spent	\$15.46	\$11.02	\$10.71	NA	\$13.08
Unweighted Base Size	2126	1023	1022	188	4359
Retail Item Purchase					
<u>Bought Retail Item</u>	<u>24.5%</u>	<u>22.3%</u>	<u>20.1%</u>	<u>21.9%</u>	<u>22.5%</u>
Pre-security	5.2%	5.0%	3.8%	4.6%	4.7%
Post security	19.8%	17.5%	16.7%	17.5%	18.2%
Retail Purchase Motivation					
Impromptu purchase	46.5%	47.7%	41.6%	NA	45.3%
Planned purchase in advance	37.8%	36.5%	39.4%	NA	38.0%
Bought something forgot to pack	7.7%	2.8%	7.7%	NA	6.6%
Avg. \$ Spent	\$32.75	\$17.31	\$23.80	NA	\$26.94
Unweighted Base Size	781	343	325	66	1515
Avg. Number of Bags Checked	2.3	1.2	2.1	1.4	2.0
Avg. Number of Carry-on Bags	1.4	1.3	1.5	1.4	1.4
Avg. Travel Party Size	2.5	1.8	2.2	1.8	2.2
Kids under 18 in party	6%	4%	7%	7%	6%
Carrying WiFi enabled laptop	27.8%	26.8%	32.2%	26.8%	29.0%
Requested Special Assistance					
<u>Wheelchair</u>	<u>2.9%</u>	<u>1.7%</u>	<u>3.4%</u>	<u>4.6%</u>	<u>2.8%</u>
Wheelchair	0.0%	0.1%	0.0%	0.0%	0.0%
Motorized Golf Cart	0.0%	0.0%	0.0%	0.0%	0.0%
Wheelchair	0.0%	0.1%	0.0%	0.0%	0.0%
Motorized Golf Cart	0.0%	0.0%	0.0%	0.0%	0.0%
Avg. # Past 12 Mos. Round Trips Through LGA	1.4	3.4	0.9	0.9	2.0
Avg. # Past 12 Mos. Round Trips Through JFK	2.4	1.8	0.9	0.9	1.9
Avg. # Past 12 Mos. Round Trips Through EWR	0.9	1.2	3.2	0.8	2.2
Avg. # Past 12 Mos. Round Trips Through SWF	0.4	0.7	0.8	0.5	0.6
Avg. # Past 12 Mos. Round Trips Through Philadelphia Int'l	0.1	0.1	0.3	2.4	0.2

NA: Not Asked

Source: PANYNJ Spring 2008 Terminal By Terminal Customer Satisfaction Study

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Profile of Departing Passengers

Passenger
Demographics

	JFK	LGA	EWR	SWF	REGION
Residency					
United States	68.3%	88.1%	71.4%	97.2%	74.0%
Other North America	4.3%	6.6%	5.7%	0.0%	5.3%
South America	0.9%	0.5%	1.8%	0.0%	1.1%
Europe	17.1%	2.7%	14.8%	1.1%	13.0%
Middle East	1.1%	0.2%	1.5%	0.0%	1.0%
Africa	0.5%	0.3%	0.1%	0.4%	0.3%
Asia	5.0%	1.1%	3.5%	0.4%	3.6%
Oceania	1.2%	0.0%	0.1%	0.4%	0.6%
Other	1.5%	0.5%	1.1%	0.7%	1.2%
Gender					
Male	47.7%	47.4%	54.0%	41.4%	49.7%
Female	52.3%	52.6%	46.0%	58.6%	50.3%
Age					
18-24	25.8%	16.5%	14.9%	17.8%	20.1%
25-34	29.7%	24.1%	23.1%	14.6%	26.2%
35-44	18.4%	21.1%	21.0%	15.7%	19.8%
45-54	13.7%	18.1%	20.4%	25.6%	17.0%
55-64	8.9%	15.0%	14.0%	17.8%	12.0%
65-74	2.6%	4.1%	5.2%	7.5%	3.8%
75+	0.9%	1.2%	1.3%	1.1%	1.1%
Mean age	35.9	40.5	41.4	43.3	38.8
Unweighted Base Size	2775	1399	1390	281	5845
Annual Household Income					
Under \$25,000	14.5%	7.7%	9.0%	10.7%	11.2%
\$25,000 - \$29,999	3.8%	3.5%	2.6%	3.2%	3.3%
\$30,000 - \$39,999	6.2%	5.5%	3.9%	7.1%	5.3%
\$40,000 - \$49,999	6.9%	5.7%	6.8%	6.0%	6.6%
\$50,000 - \$59,999	7.3%	5.8%	5.6%	9.9%	6.4%
\$60,000 - \$69,999	6.9%	4.9%	5.1%	7.5%	5.9%
\$70,000 - \$79,999	5.7%	6.6%	6.4%	6.0%	6.1%
\$80,000 - \$89,999	6.6%	6.9%	6.1%	6.3%	6.5%
\$90,000 - \$99,999	4.2%	6.1%	6.3%	7.5%	5.4%
\$100,000 - \$124,999	11.0%	13.5%	12.9%	12.7%	12.2%
\$125,000 - \$149,999	7.1%	6.5%	7.4%	4.8%	7.1%
\$150,000 - \$174,999	4.4%	6.6%	7.2%	5.2%	5.8%
\$175,000 - \$199,999	4.5%	4.3%	5.6%	6.0%	4.8%
\$200,000 - \$249,999	3.7%	4.0%	5.5%	2.0%	4.4%
\$250,000 - \$299,999	2.2%	3.3%	2.3%	1.6%	2.4%
\$300,000 or more	5.1%	9.0%	7.2%	3.6%	6.6%
Mean income (in \$000's)	\$97.6	\$117.6	\$115.9	\$94.7	\$108.1
Unweighted Base Size	2439	1271	1247	252	5209

Source: PANYNJ Spring 2008 Terminal By Terminal Customer Satisfaction Study

C A R G O

T R A N S P O R T

3.1.1 Ranked by Freight

Top 50 Domestic Airport Comparisons

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

2008	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2007-2008
	1	MEMPHIS TN (MEM)	4,070,288	(3.8)
	2	ANCHORAGE AK (ANC)*	2,580,880	(15.7)
	3	LOUISVILLE KY (SDF)	2,175,896	(5.0)
	4	MIAMI FL (MIA)	1,944,463	(6.4)
	5	LOS ANGELES CA (LAX)	1,723,674	(12.6)
	6	NEW YORK NY (JFK)	1,471,300	(11.2)
	7	CHICAGO IL (ORD)	1,390,154	(14.6)
	8	INDIANAPOLIS IN (IND)	1,108,888	(5.4)
	9	NEWARK NJ (EWR)	869,452	(8.8)
	10	ATLANTA GA (ATL)	715,066	(9.3)
	11	OAKLAND CA (OAK)	663,959	(6.7)
	12	DALLAS/FORT WORTH TX (DFW)	640,296	(8.1)
	13	PHILADELPHIA PA (PHL)	556,319	(7.0)
	14	SAN FRANCISCO CA (SFO)	466,686	(16.0)
	15	ONTARIO CA (ONT)	464,890	(10.7)
	16	HOUSTON TX (IAH)	409,935	(2.8)
	17	TOLEDO OH (TOL)	390,744	(2.0)
	18	WASHINGTON, DC (IAD)	352,951	(8.0)
	19	BOSTON MA (BOS)	293,833	(7.1)
	20	DENVER CO (DEN)	271,496	(8.2)
	21	SEATTLE WA (SEA)	270,453	(9.4)
	22	MINNEAPOLIS MN (MSP)	248,315	(7.3)
	23	PHOENIX AZ (PHX)	240,587	(3.9)
	24	PORTLAND OR (PDX)	235,157	(14.4)
	25	DETROIT MI (DTW)	222,563	(11.3)
	26	ORLANDO FL (MCO)	187,758	(14.3)
	27	FORT WORTH TX (AFW)	175,227	(32.4)
	28	SALT LAKE CITY UT (SLC)	170,493	(10.5)
	29	HARTFORD CT (BDL)	161,164	(10.3)
	30	FT. LAUDERDALE FL (FLL)	124,071	(14.6)
	31	KANSAS CITY MO (MCI)	119,268	(10.2)
	32	SAN DIEGO CA (SAN)	118,645	(14.0)
	33	CHARLOTTE NC (CLT)	117,938	(12.1)
	34	RALEIGH-DURHAM NC (RDU)	109,883	(7.0)
	35	SAN ANTONIO TX (SAT)	107,755	2.3
	36	TAMPA FL (TPA)	105,407	3.9
	37	BALTIMORE MD (BWI)	104,181	(13.2)
	38	COLUMBIA SC (CAE)	101,862	(12.5)
	39	COLUMBUS OH (LCK)	100,009	(9.3)
	40	AUSTIN TX (AUS)	97,622	(5.4)
	41	MILWAUKEE WI (MKE)	91,723	(2.6)
	42	MANCHESTER, NH (MHT)	89,065	(7.9)
	43	DES MOINES IA (DSM)	87,809	(12.8)
	44	MOSINEE MI (CWA)	87,452	6.6
	45	CLEVELAND OH (CLE)	83,661	(7.6)
	46	HUNTSVILLE AL (HSV)	81,273	(7.0)
	47	LAS VEGAS NV (LAS)	80,856	(11.3)
	48	SAN JOSE CA (SJC)	79,717	(11.3)
	49	JACKSONVILLE FL (JAX)	79,549	(1.0)
	50	SACRAMENTO CA (MHR)	77,084	(6.3)

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2008

3.1.2 Ranked by Freight

Top 50 Worldwide Airport Comparisons

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

2008	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2007-2008
	1	MEMPHIS TN, US (MEM)	4,070,288	(3.8)
	2	HONG KONG, HK (HKG)	3,997,071	(3.1)
	3	SHANGHAI, CN (PVG)	2,804,659	3.7
	4	INCHEON, KR (ICN)	2,630,961	(5.4)
	5	ANCHORAGE AK, US (ANC)*	2,580,880	(15.7)
	6	TOKYO, JP (NRT)	2,273,862	(7.0)
	7	PARIS, FR (CDG)	2,248,084	(0.7)
	8	FRANKFURT, DE (FRA)	2,228,154	(2.6)
	9	LOUISVILLE KY, US (SDF)	2,175,896	(5.0)
	10	SINGAPORE, SG (SIN)	2,046,904	(2.0)
	11	MIAMI FL, US (MIA)	1,944,463	(6.4)
	12	DUBAI, AE (DXB)	1,918,636	9.4
	13	AMSTERDAM, NL (AMS)	1,728,088	(2.6)
	14	LOS ANGELES CA, US (LAX)	1,723,674	(12.6)
	15	TAIPEI, TW (TPE)	1,631,365	(7.1)
	16	LONDON, GB (LHR)	1,543,848	6.6
	17	NEW YORK NY, US (JFK)	1,471,300	(11.2)
	18	BEIJING, CN (PEK)	1,443,249	9.8
	19	CHICAGO IL, US (ORD)	1,390,154	(14.6)
	20	BANGKOK, TH (BKK)	1,282,430	(3.8)
	21	INDIANAPOLIS IN, US (IND)	1,108,888	(5.4)
	22	OSAKA, JP (KIX)	904,723	0.5
	23	NEWARK NJ, US (EWR)	869,452	(8.8)
	24	LUXEMBOURG, LU (LUX)	868,581	(8.0)
	25	TOKYO, JP (HND)	851,597	7.4
	26	KUALA LUMPUR, MY (KUL)	715,425	0.8
	27	ATLANTA GA, US (ATL)	715,066	(9.3)
	28	GUANGZHOU, CN (CAN)	713,359	(2.1)
	29	BRUSSELS, BE (BRU)	668,102	(17.5)
	30	OAKLAND CA, US (OAK)	663,959	(6.7)
	31	SHENZHEN, CN (SZX)	659,216	(2.9)
	32	DALLAS/FORT WORTH TX, US (DFW)	640,296	(8.1)
	33	COLOGNE, DE (CGN)	631,306	(18.7)
	34	MUMBAI, IN (BOM)	599,336	4.2
	35	LIEGE, BE (LGG)	571,420	5.9
	36	PHILADELPHIA PA, US (PHL)	556,319	(7.0)
	37	TORONTO ON, CA (YYZ)	504,458	(5.1)
	38	JAKARTA, ID (CGK)	498,827	15.9
	39	NEW DELHI, IN (DEL)	481,345	3.8
	40	LEIPZIG, DE (LEJ)	473,869	403.8
	41	SAN FRANCISCO CA, US (SFO)	466,686	(16.0)
	42	ONTARIO CA, US (ONT)	464,890	(10.7)
	43	SÃO PAULO, BR (GRU)	454,773	1.0
	44	MILAN, IT (MXP)	444,870	(14.3)
	45	SHANGHAI, CN (SHA)	426,001	8.9
	46	MEXICO CITY, MX (MEX)	414,616	(7.3)
	47	CHENGDU, CN (CTU)	412,476	13.9
	48	HOUSTON TX, US (IAH)	409,935	(2.8)
	49	BAHRAIN, BH (BAH)	405,611	(2.4)
	50	SHARJAH, AE (SHJ)	401,319	16.6

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2008

3.2.1

Revenue Freight In Short Tons

Annual Totals 1995 to 2008

Domestic

YEAR	EWB	JFK	LGA	SWF	REGION
1995	778,652	393,602	28,746	645	1,201,645
1996	798,395	388,390	26,433	472	1,213,690
1997	845,939	421,293	25,620	1,669	1,294,521
1998	844,719	390,742	22,878	191	1,258,530
1999	842,637	449,739	21,639	10	1,314,025
2000	824,598	457,539	19,299	571	1,302,007
2001	705,963	390,430	15,765	429	1,112,587
2002	728,039	426,711	11,321	926	1,166,997
2003	738,065	460,798	11,989	1,155	1,212,008
2004	739,005	446,339	13,817	1,147	1,200,308
2005	718,495	402,286	15,689	174	1,136,643
2006	717,003	361,057	13,752	17,302	1,109,114
2007	698,768	356,116	9,375	18,125	1,082,384
2008	625,848	311,426	8,717	17,617	963,609

International

YEAR	EWB	JFK	LGA	SWF	REGION
1995	179,767	1,244,075	1738	17	1,425,597
1996	177,511	1,279,160	1,257	0	1,457,928
1997	223,606	1,280,991	1,032	0	1,505,629
1998	229,923	1,235,391	921	0	1,466,235
1999	242,023	1,303,082	753	0	1,545,858
2000	245,781	1,406,883	887	0	1,653,551
2001	212,741	1,131,068	709	0	1,344,518
2002	181,733	1,259,110	388	0	1,441,231
2003	237,530	1,279,245	344	0	1,517,118
2004	256,251	1,347,109	279	0	1,603,639
2005	239,108	1,318,813	317	0	1,558,238
2006	256,012	1,345,330	246.02	480	1,602,069
2007	254,788	1,301,088	219.68	308.07	1,556,403
2008	243,601	1,162,020	177.07	104	1,405,902

Domestic and International

YEAR	EWB	JFK	LGA	SWF	REGION
1995	958,419	1,637,677	30,484	662	2,627,242
1996	975,906	1,667,550	27,690	472	2,671,618
1997	1,069,545	1,702,285	26,652	1,669	2,800,151
1998	1,074,642	1,626,133	23,799	191	2,724,765
1999	1,084,660	1,752,821	22,392	10	2,859,883
2000	1,070,380	1,864,422	20,186	571	2,955,559
2001	918,705	1,521,498	16,474	429	2,457,105
2002	909,772	1,685,821	11,709	926	2,608,227
2003	975,595	1,740,043	12,333	1,155	2,729,126
2004	995,256	1,793,448	14,096	1,147	2,803,947
2005	957,603	1,721,099	16,006	174	2,694,882
2006	973,015	1,706,387	13,998	17,782	2,711,183
2007	953,556	1,657,204	9,595	18,433	2,638,787
2008	869,450	1,473,446	8,894	17,721	2,369,511

3.2.2

Revenue Freight In Short Tons

Monthly Totals 2008

Domestic

MONTH	EWK	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2007-2008
Jan	56,348	28,144	819	1,585	86,896	0.7%
Feb	53,883	25,626	752	1,408	81,668	1.8%
Mar	52,688	27,881	866	1,407	82,842	-10.8%
Apr	55,619	29,134	758	1,443	86,954	-1.0%
May	53,795	29,279	856	1,505	85,435	-9.1%
Jun	49,808	25,926	709	1,531	77,974	-14.8%
Jul	51,707	26,270	668	1,528	80,174	-7.1%
Aug	49,978	25,679	678	1,540	77,875	-19.3%
Sep	48,459	25,255	678	1,546	75,937	-13.1%
Oct	52,570	25,349	697	1,608	80,224	-15.7%
Nov	45,923	21,510	628	1,326	69,387	-24.9%
Dec	55,070	21,373	611	1,190	78,244	-15.0%
Total 2008	625,848	311,426	8,720	17,617	963,610	-11.0%
% Change 2007 to 2008	-10.4%	-12.5%	-7.0%	-2.8%	-11.0%	

International

MONTH	EWK	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2007-2008
Jan	19,918	100,613	14	0	120,545	-0.5%
Feb	20,787	99,510	15	0	120,312	-1.8%
Mar	22,328	114,380	16	0	136,723	-3.6%
Apr	21,275	105,706	16	0	126,997	0.7%
May	20,724	100,388	15	0	121,126	-5.6%
Jun	20,591	99,706	17	0	120,314	-8.4%
Jul	19,959	95,696	15	0	115,669	-11.1%
Aug	20,232	96,267	14	0	116,512	-6.7%
Sep	19,613	93,055	13	0	112,681	-14.2%
Oct	20,983	96,118	11	69	117,181	-14.6%
Nov	19,914	86,301	8	35	106,258	-19.8%
Dec	17,279	74,282	23	0	91,584	-29.1%
Total 2008	243,603	1,162,022	177	104	1,405,902	-9.7%
% Change 2007 to 2008	-4.4%	-10.7%	-18.8%	-66.3%	-9.7%	

Domestic and International

MONTH	EWK	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2007-2008
Jan	76,266	128,757	833	1,585	207,441	0.0%
Feb	74,669	125,136	767	1,408	201,979	-0.3%
Mar	75,016	142,261	882	1,407	219,565	-6.4%
Apr	76,894	134,840	774	1,443	213,951	0.0%
May	74,519	129,666	870	1,505	206,560	-7.1%
Jun	70,400	125,632	726	1,531	198,289	-11.0%
Jul	71,666	121,966	683	1,528	195,843	-9.5%
Aug	70,210	121,946	691	1,540	194,387	-12.2%
Sep	68,072	118,309	691	1,546	188,618	-13.7%
Oct	73,553	121,467	708	1,677	197,405	-15.0%
Nov	65,837	107,811	636	1,361	175,645	-21.9%
Dec	72,349	95,655	634	1,190	169,827	-23.3%
Total 2008	869,451	1,473,446	8,895	17,721	2,369,510	-10.2%
% Change 2007 to 2008	-8.8%	-11.1%	-7.3%	-3.9%	-10.2%	

3.3.1 REGION

Revenue Freight In Short Tons

US Customs Data: Annual Totals 1999-2008 by International Market

Imports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
1999	422,569	437,886	35,232	14,007	18,751	3,330	4,899	936,675
2000	475,694	456,109	38,470	16,217	16,740	3,214	6,191	1,012,636
2001	367,859	391,803	32,305	13,266	14,302	3,418	5,399	828,353
2002	466,645	371,513	32,880	19,730	13,419	4,413	4,488	913,089
2003	445,035	365,555	33,257	19,820	12,783	3,334	4,772	884,556
2004	497,369	364,663	33,023	20,061	13,617	3,801	4,673	937,207
2005	499,237	334,217	33,075	13,412	13,054	2,479	4,358	899,831
2006	490,579	341,996	31,894	19,305	13,461	2,945	4,038	904,118
2007	471,001	365,110	31,115	15,877	12,683	2,910	5,531	904,227
2008	413,895	315,790	26,230	15,399	10,707	3,308	4,390	789,711

Exports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
1999	221,762	272,032	25,739	11,070	8,910	13,290	3,918	556,721
2000	244,829	282,011	24,342	10,253	10,098	13,359	3,574	588,466
2001	187,151	236,183	16,421	10,150	8,797	10,467	2,497	471,666
2002	184,702	212,863	11,745	8,313	7,631	10,055	5,223	440,541
2003	199,501	208,335	11,931	8,865	7,399	10,996	4,538	451,565
2004	240,701	236,257	13,961	10,981	7,917	12,890	638	523,344
2005	246,945	252,635	14,275	13,806	8,691	13,397	629	550,378
2006	275,589	282,113	15,211	15,784	8,987	13,799	929	612,412
2007	298,427	315,968	21,625	19,084	9,303	15,135	1,232	680,774
2008	294,798	308,973	19,583	19,899	8,275	15,670	1,428	668,893

Total

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
1999	644,330	709,918	60,972	25,077	27,661	16,621	8,817	1,493,395
2000	720,523	738,120	62,812	26,470	26,838	16,573	9,765	1,601,101
2001	555,010	627,986	48,726	23,416	23,100	13,886	7,896	1,300,019
2002	651,347	584,376	44,625	28,044	21,050	14,469	9,711	1,353,630
2003	644,536	573,890	45,188	28,685	20,181	14,330	9,310	1,336,121
2004	738,070	600,920	46,984	31,042	21,534	16,691	5,311	1,460,552
2005	746,181	586,853	47,351	27,217	21,745	15,876	4,986	1,450,209
2006	766,168	624,109	47,105	34,989	22,448	16,744	4,967	1,516,530
2007	769,428	681,078	52,740	34,961	21,986	18,045	6,763	1,585,001
2008	708,692	624,763	45,813	35,298	18,982	18,978	5,817	1,458,684

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

3.3.2 REGION

Revenue Freight In Short Tons

Top 10 U.S. Trading Districts by Air 2008

RANK	CUSTOMS DISTRICTS	SHORT TONS	TOTAL IMPORTS		% OF TOTAL	
			\$ IN 000'S		TONS	DOLLARS
1	New York, NY	789,791	\$	92,560,914	18.7%	22.2%
2	Chicago, IL	620,482		61,395,027	14.7%	14.7%
3	Miami, FL	568,968		10,904,633	13.5%	2.6%
4	Los Angeles, CA	492,173		37,154,421	11.7%	8.9%
5	Anchorage, AK	263,450		31,256,708	6.2%	7.5%
6	New Orleans, LA	221,975		32,210,899	5.3%	7.7%
7	Savannah, GA	218,212		20,123,361	5.2%	4.8%
8	San Francisco, CA	188,163		26,228,492	4.5%	6.3%
9	Cleveland, OH	179,060		18,723,958	4.2%	4.5%
10	Dallas/Fort Worth, TX	177,176		23,212,069	4.2%	5.6%
All Others		506,940	\$	63,456,612	11.8%	15.2%
Total		4,226,390	\$	417,227,094	100.0%	100.0%

RANK	CUSTOMS DISTRICTS	SHORT TONS	TOTAL EXPORTS		% OF TOTAL	
			\$ IN 000'S		TONS	DOLLARS
1	New York, NY	668,893	\$	90,095,504	18.2%	23.2%
2	Chicago, IL	511,547		35,862,609	13.9%	9.2%
3	Los Angeles, CA	441,248		41,512,859	12.0%	10.7%
4	Miami, FL	394,876		29,775,366	10.7%	7.7%
5	Cleveland, OH	199,539		22,443,154	5.4%	5.8%
6	New Orleans, LA	172,996		23,007,421	4.7%	5.9%
7	San Francisco, CA	168,821		27,186,774	4.6%	7.0%
8	Savannah, GA	168,478		12,375,836	4.6%	3.2%
9	Dallas/Fort Worth, TX	145,058		17,561,421	3.9%	4.5%
10	Houston/Galveston, TX	135,403		8,285,314	3.7%	2.1%
All Others		678,990	\$	80,240,625	18.3%	20.7%
Total		3,685,849	\$	388,346,883	100.0%	100.0%

RANK	CUSTOMS DISTRICTS	SHORT TONS	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
			\$ IN 000'S		TONS	DOLLARS
1	New York, NY	1,458,684	\$	182,656,019	18.4%	22.7%
2	Chicago, IL	1,132,029		97,257,636	14.3%	12.1%
3	Miami, FL	963,844		40,679,999	12.2%	5.0%
4	Los Angeles, CA	933,421		78,667,279	11.8%	9.8%
5	New Orleans, LA	394,970		55,218,319	5.0%	6.9%
6	Savannah, GA	386,689		32,499,197	4.9%	4.0%
7	Cleveland, OH	378,599		41,167,111	4.8%	5.1%
8	San Francisco, CA	356,984		53,415,266	4.5%	6.6%
9	Anchorage, AK	348,607		41,493,570	4.4%	5.2%
10	Dallas/Fort Worth, TX	322,235		40,773,490	4.1%	5.1%
All Others		1,236,176	\$	141,746,092	15.6%	17.5%
Total		7,912,238	\$	805,573,978	100.0%	100.0%

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

3.3.3 REGION

Revenue Freight In Short Tons

Top 10 Air Trade Commodities in the NY/NJ Region 2008

RANK	COMMODITY	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	115,956	\$ 10,719,125	14.7%	11.6%
2	WOVEN APPAREL	91,399	3,390,473	11.6%	3.7%
3	ELECTRICAL MACHINERY	75,401	7,736,007	9.6%	8.4%
4	KNIT APPAREL	65,406	1,844,707	8.3%	2.0%
5	OPTICAL, MEDICAL INSTRUMENTS	42,512	6,059,216	5.4%	6.6%
6	FISH AND SEAFOOD	33,444	201,282	4.2%	0.2%
7	FOOTWEAR	27,188	1,023,292	3.4%	1.1%
8	PLASTIC	21,916	508,121	2.8%	0.6%
9	RETURNED GOODS	21,343	4,354,654	2.7%	4.7%
10	PHARMACEUTICAL PRODUCTS	19,134	8,632,036	2.4%	9.3%
All Others		276,092	\$ 48,091,601	34.9%	51.8%
Total		789,791	\$ 92,560,514	100.0%	100.0%

RANK	COMMODITY	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	113,963	\$ 14,779,663	17.0%	16.4%
2	ELECTRICAL MACHINERY	66,513	10,607,596	9.9%	11.8%
3	OPTICAL, MEDICAL INSTRUMENTS	41,415	7,825,368	6.2%	8.7%
4	PLASTIC	37,782	887,397	5.7%	1.0%
5	IRON AND STEEL PRODUCTS	28,801	438,760	4.3%	0.5%
6	IRON AND STEEL	26,850	93,391	4.0%	0.1%
7	BOOKS, NEWSPAPERS	22,300	590,753	3.3%	0.7%
8	PERFUMERY, COSMETIC PRODUCTS	21,073	570,991	3.2%	0.6%
9	PAPER, PAPERBOARD	21,010	96,645	3.1%	0.1%
10	FISH AND SEAFOOD	17,459	193,972	2.6%	0.2%
All Others		271,727	\$ 54,010,968	40.7%	59.9%
Total		668,893	\$ 90,095,504	100.0%	100.0%

RANK	COMMODITY	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	229,919	\$ 25,498,789	15.8%	14.0%
2	ELECTRICAL MACHINERY	141,914	18,343,603	9.7%	10.0%
3	WOVEN APPAREL	97,497	3,517,012	6.7%	1.9%
4	OPTICAL, MEDICAL INSTRUMENTS	83,928	13,884,584	5.8%	7.6%
5	KNIT APPAREL	69,162	1,936,397	4.7%	1.1%
6	PLASTIC	59,697	1,395,518	4.1%	0.8%
7	FISH AND SEAFOOD	50,903	395,254	3.5%	0.2%
8	IRON AND STEEL PRODUCTS	37,299	587,148	2.6%	0.3%
9	PHARMACEUTICAL PRODUCTS	36,327	12,037,731	2.5%	6.6%
10	VEHICLES, NOT RAILWAY	34,823	844,053	2.4%	0.5%
All Others		617,215	\$ 104,215,930	42.2%	57.0%
Total		1,458,684	\$ 182,656,019	100.0%	100.0%

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

JFK 3.4.1

2008 Revenue Freight by Airline

Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	AMERICAN	150,573	10.2%
2	FEDERAL EXPRESS	128,390	18.9%
3	LUFTHANSA CARGO	72,284	23.8%
4	KOREAN	68,149	28.5%
5	DELTA	64,459	32.8%
6	CHINA AIRLINES (CAL)	62,928	37.1%
7	BRITISH AIRWAYS	58,575	41.1%
8	ASIANA	56,735	44.9%
9	CATHAY PACIFIC	53,623	48.6%
10	JAPAN AIRLINES	52,401	52.1%
11	AIR FRANCE	42,164	55.0%
12	UNITED PARCEL	35,878	57.4%
13	ASTAR AIR/DHL.	35,184	59.8%
14	KALITTA AIR LLC	33,557	62.1%
15	EVA	33,126	64.3%
TOTAL AIRPORT ALL AIRLINES		1,473,446	

EWR 3.4.1

2008 Revenue Freight by Airline

Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	452,261	52.0%
2	UNITED PARCEL	143,909	68.6%
3	CONTINENTAL	120,838	82.5%
4	ABX AIR INC	26,180	85.5%
5	VIRGIN ATLANTIC	15,991	87.3%
6	BRITISH AIRWAYS	14,046	88.9%
7	SAS	13,267	90.5%
8	AIR TRANSPORT INT'L.(BAX Inc.	11,820	91.8%
9	KALITTA AIR LLC	10,207	93.0%
10	LUFTHANSA	9,421	94.1%
11	JET AIRWAYS	8,222	95.0%
12	AIR PORTUGAL(TAP)	5,479	95.7%
13	SINGAPORE AIRLINES	4,609	96.2%
14	CARGOJET AIRWAYS	3,856	96.6%
15	EL AL	3,802	97.1%
TOTAL AIRPORT ALL AIRLINES		869,450	

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

LGA 3.4.1

2008 Revenue Freight by Airline

Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	DELTA	4,642	52.2%
2	UNITED	1,498	69.0%
3	US AIRWAYS	628	76.1%
4	CONTINENTAL	564	82.4%
5	FRONTIER AIRLINES	365	86.5%
6	MIDWEST AIRLINES, INC.	278	89.7%
7	JETBLUE AIRWAYS	240	92.4%
8	NORTHWEST	192	94.5%
9	AIR CANADA	147	96.2%
10	AMERICAN EAGLE	117	97.5%
11	AMERICAN	80	98.4%
12	USAIR EXP: AIR WISCONSIN	73	99.2%
13	USAIR EXP-PIEDMONT	33	99.6%
14	COMAIR, INC.	18	99.8%
15	USAIR EXP-PSA	12	99.9%
TOTAL AIRPORT ALL AIRLINES		8,894	

SWF 3.4.1

2008 Revenue Freight by Airline

Top 5 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	8,417	47.5%
2	ABX AIR INC	5,086	76.2%
3	UNITED PARCEL	4,108	99.4%
4	AIR TRANSPORT INT'L.(BAX Inc.	104	100.0%
5	USAIR EXP-PIEDMONT	3	100.0%
TOTAL AIRPORT ALL AIRLINES		17,721	

REGION 3.4.1

2008 Revenue Freight by Airline

Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	589,067	24.9%
2	UNITED PARCEL	183,895	32.6%
3	AMERICAN	151,539	39.0%
4	CONTINENTAL	121,402	44.1%
5	BRITISH AIRWAYS	72,621	47.2%
6	LUFTHANSA CARGO	72,284	50.3%
7	DELTA	70,701	53.2%
8	KOREAN	68,149	56.1%
9	CHINA AIRLINES (CAL)	62,928	58.8%
10	ASIANA	56,735	61.2%
11	CATHAY PACIFIC	53,623	63.4%
12	JAPAN AIRLINES	52,401	65.6%
13	VIRGIN ATLANTIC	46,942	67.6%
14	AIR FRANCE	45,598	69.5%
15	KALITTA AIR LLC	43,764	71.4%
TOTAL AIRPORT ALL AIRLINES		2,369,511	

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

3.5.1

Revenue Mail In Short Tons

Annual Totals 1995 to 2008

Domestic

YEAR	EWB	JFK	LGA	SWF	REGION
1995	74,366	72,626	69,478	1,342	217,812
1996	67,747	86,398	66,728	1,340	222,213
1997	78,756	85,277	64,144	0	228,177
1998	113,015	101,479	49,428	384	264,306
1999	115,162	106,419	55,335	194	277,111
2000	116,675	99,194	56,493	209	272,572
2001	66,386	88,015	42,476	133	197,010
2002	31,258	44,004	22,350	0	97,612
2003	71,533	45,325	17,740	4	134,603
2004	81,434	39,387	14,269	2	135,092
2005	66,590	31,057	8,997	6	106,650
2006	37,719	38,060	4,568	111	80,457
2007	35,565	39,456	396	1	75,418
2008	33,738	41,159	1,483	1	76,381

International

YEAR	EWB	JFK	LGA	SWF	REGION
1995	10,452	44,900	2,241	0	57,593
1996	12,871	50,348	1,244	0	64,463
1997	7,460	48,860	1,711	0	58,031
1998	7,119	43,143	2,564	0	52,826
1999	5,957	46,819	1,715	0	54,492
2000	6,339	41,714	1,755	0	49,808
2001	6,481	38,920	1,295	0	46,695
2002	7,888	42,295	1,468	0	51,652
2003	13,058	39,432	1,291	0	53,781
2004	9,130	49,351	950	0	59,431
2005	23,579	48,862	1,300	0	73,740
2006	57,940	61,809	1,150	153	121,052
2007	73,497	75,921	1,691	0	151,110
2008	74,820	84,738	1,152	0	160,710

Domestic and International

YEAR	EWB	JFK	LGA	SWF	REGION
1995	84,818	117,526	71,719	1,342	275,405
1996	80,618	136,746	67,972	1,340	286,676
1997	86,216	134,137	65,855	0	286,208
1998	120,134	144,622	51,992	384	317,132
1999	121,120	153,238	57,051	194	331,603
2000	123,015	140,908	58,248	209	322,380
2001	72,867	126,934	43,771	133	243,706
2002	39,147	86,299	23,818	0	149,264
2003	84,591	84,757	19,032	4	188,384
2004	90,564	88,738	15,219	2	194,524
2005	90,169	79,919	10,296	6	180,390
2006	95,658	99,869	5,718	264	201,509
2007	109,062	115,377	2,087	1	226,527
2008	108,558	125,898	2,635	1	237,091

3.5.2

Monthly Totals 2008

Revenue Mail In Short Tons

Domestic	REGIONAL CHANGE					
	MONTH	EWR	JFK	LGA	SWF	REGION 2007 to 2008
	Jan	2,844	3,603	146	0	6,593 -5.9%
	Feb	2,986	3,440	115	1	6,541 6.0%
	Mar	2,914	3,602	133	0	6,649 -15.0%
	Apr	3,153	3,829	277	0	7,259 2.3%
	May	3,010	3,694	138	0	6,842 5.3%
	Jun	3,290	3,433	92	0	6,816 47.1%
	Jul	3,179	3,557	112	0	6,848 54.9%
	Aug	2,747	3,314	96	0	6,157 28.2%
	Sep	2,447	3,308	83	0	5,839 -13.3%
	Oct	2,030	2,840	93	0	4,963 -26.9%
	Nov	2,649	2,963	103	0	5,714 -13.3%
	Dec	2,490	3,575	94	0	6,159 -10.1%
	Total 2008	33,739	41,158	1,482	1	76,380 1.3%
	% Change 2007 to 2008	-5.1%	4.3%	273.3%	NA	1.3%

International	REGIONAL CHANGE					
	MONTH	EWR	JFK	LGA	SWF	REGION 2007 to 2008
	Jan	6,092	6,616	123	0	12,831 14.7%
	Feb	5,736	6,459	96	0	12,292 11.5%
	Mar	6,390	7,111	101	0	13,601 7.9%
	Apr	6,049	7,494	115	0	13,658 17.8%
	May	5,430	6,764	110	0	12,304 8.1%
	Jun	5,661	6,609	123	0	12,393 3.7%
	Jul	5,710	7,141	95	0	12,946 16.8%
	Aug	5,425	7,149	95	0	12,668 10.0%
	Sep	6,278	6,491	88	0	12,857 8.4%
	Oct	6,108	6,918	96	0	13,122 -0.2%
	Nov	6,913	7,406	25	0	14,344 -1.8%
	Dec	9,027	8,581	87	0	17,695 -7.5%
	Total 2008	74,819	84,739	1,154	0	160,711 6.4%
	% Change 2007 to 2008	1.8%	11.6%	-31.8%	NA	6.4%

Domestic and International	REGIONAL CHANGE					
	MONTH	EWR	JFK	LGA	SWF	REGION 2007 to 2008
	Jan	8,936	10,219	269	0	19,424 6.8%
	Feb	8,722	9,899	211	1	18,833 9.5%
	Mar	9,304	10,713	234	0	20,250 -0.9%
	Apr	9,203	11,323	392	0	20,917 11.9%
	May	8,441	10,457	248	0	19,146 7.1%
	Jun	8,951	10,042	215	0	19,209 15.8%
	Jul	8,889	10,698	207	0	19,794 27.7%
	Aug	8,171	10,463	191	0	18,825 15.4%
	Sep	8,725	9,799	171	0	18,695 0.5%
	Oct	8,138	9,759	188	0	18,085 -9.3%
	Nov	9,562	10,369	127	0	20,058 -5.4%
	Dec	11,517	12,156	181	0	23,855 -8.2%
	Total 2008	108,559	125,897	2,634	1	237,091 4.7%
	% Change 2007 to 2008	-0.5%	9.1%	26.3%	NA	4.7%

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

4.1.1 Passengers Accessing Airports by Bus & Rail

EWR					
Year	Olympia Trails	New Jersey Transit			
	Olympia Trails (Motor Coach)	Express #300 Bus (Operated by Olympia Trails as of 4/5/1997)	NJT rail service & AirTrain	Airlink/302 Bus Operated by Olympia Trails	Total New Jersey Transit
1995	628,233	683,601	-	217,330	900,931
1996	696,528	782,100	-	247,623	1,029,723
1997	738,577	630,938	-	272,799	903,737
1998	794,141	576,089	-	275,954	852,043
1999	758,674	543,674	-	296,328	840,002
2000	663,591	521,679	-	288,081	809,760
2001	484,571	419,286	127,152	251,644	798,082
2002	308,998	306,300	1,008,821	-	1,315,121
2003	314,272	300,784	1,178,822	-	1,479,606
2004	387,828	293,250	1,368,067	-	1,661,317
2005	374,322	272,357	1,445,035	-	1,717,392
2006	229,507	386,227	1,588,163	-	1,974,390
2007	224,856	407,987	1,793,796	-	2,201,783
2008	271,527	396,581	1,933,100	-	2,329,681

JFK		LGA		SWF	REGION
Year	New York Airport Service (Motor Coach)	Subway / AirTrain Jamaica Station & Howard Beach	New York Airport Service (Motor Coach)	Connecting Bus (Leprechaun)	Grand Total Motor Coach & Rail
1995	910,435	1,152,414	618,711	-	4,210,724
1996	885,308	1,209,258	575,677	-	4,396,494
1997	771,037	1,737,245	494,731	-	4,645,327
1998	539,198	1,564,148	331,162	-	4,080,692
1999	620,274	1,332,108	377,300	-	3,928,358
2000	575,493	-	444,632	-	2,493,476
2001	499,986	-	390,853	-	2,173,492
2002	482,691	1,102,702	377,459	-	3,586,971
2003	532,165	1,275,414	386,948	-	3,988,405
2004	571,048	2,594,236	421,746	-	5,636,175
2005	570,468	3,411,762	425,547	-	6,499,491
2006	514,561	3,950,014	407,838	-	7,076,310
2007	498,755	4,393,258	383,394	-	7,702,046
2008	488,459	4,733,128	332,048	8,839	8,163,682

EWR

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

Express #300 bus - currently serves PABT

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

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

JFK

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

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

LGA

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

SWF

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

4.2.1

Annual Totals 1995 to 2008

Paid Parked Cars

YEAR	EWB	JFK	LGA*	SWF **	REGION
1995	4,573,597	5,037,500	2,239,985	-	11,851,082
1996	5,011,818	4,550,674	2,271,157	-	11,833,649
1997	5,567,921	4,664,820	2,394,168	-	12,626,909
1998	5,816,318	4,710,692	2,651,302	-	13,178,312
1999	5,935,846	4,736,602	2,790,760	-	13,463,208
2000	5,921,144	4,726,660	2,942,561	-	13,590,365
2001	5,396,562	4,493,573	2,619,336	-	12,509,471
2002	4,844,475	4,724,885	2,542,071	-	12,111,431
2003	4,398,127	4,958,635	2,314,150	-	11,670,912
2004	4,397,346	5,196,064	2,305,507	-	11,898,917
2005	4,306,993	4,762,364	2,250,659	-	11,320,016
2006	4,466,632	4,283,499	2,092,066	124,608	10,966,805
2007	4,246,706	4,753,459	1,874,350	404,505	11,279,020
2008	3,762,446	4,570,687	1,645,465	353,075	10,331,673

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

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

4.3.1

Taxi Dispatch Passengers

Annual Totals 1995 to 2008

Outbound Passengers	EWB	JFK	LGA	SWF Visconti Cab Company	REGION
1995	-	-	-	-	-
1996	-	-	-	-	-
1997	-	-	-	-	-
1998	-	-	-	-	-
1999	-	-	-	-	-
2000	-	-	-	-	-
2001	-	-	-	-	-
2002	912,500	2,070,444	3,238,522	-	6,221,466
2003	980,000	2,209,365	3,456,575	-	6,645,940
2004	875,518	2,398,900	3,714,114	-	6,988,532
2005	940,440	2,602,497	3,801,868	-	7,344,805
2006	1,019,570	2,647,581	3,726,796	-	7,393,947
2007	1,066,032	2,880,015	3,828,857	6,195	7,781,099
2008	997,418	2,919,327	3,630,833	5,897	7,553,475

Ground Transportation Center Bookings*

Annual Totals 1995 to 2008

Outbound Only	EWB	JFK	LGA	SWF No data available	REGION
1995	-	-	-	-	-
1996	74,329	176,667	132,970	-	383,966
1997	167,043	321,387	231,905	-	720,335
1998	203,732	291,346	262,483	-	757,561
1999	223,098	272,216	258,204	-	753,518
2000	219,107	238,335	242,366	-	699,808
2001	192,485	181,538	211,271	-	585,294
2002	165,276	261,423	195,446	-	622,145
2003	167,592	238,063	186,444	-	592,099
2004	164,206	251,793	184,034	-	600,033
2005	105,572	191,131	129,887	-	426,590
2006	110,022	166,026	151,795	-	427,843
2007	84,304	149,322	122,802	-	356,428
2008	94,335	151,517	102,510	-	348,362

***Note:** 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.

4.4.1

Annual Totals 1995 to 2008

Airport Employment

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

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

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

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

4.6.1 Economic Impact of the Aviation Industry*

New York/New Jersey Region

IMPACT

2004
(latest
available)

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

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

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

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

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

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

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

Credits

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

The Port Authority of New York and New Jersey

Anthony R. Coscia, Chairman, Board of Commissioners
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